

RUN 8

January 2007



President's Message

by Bob Roth

I would like to wish all the members of the Amarillo Railroad Museum a very Merry Christmas and a Happy New Year. I hope that everyone's Christmas wishes are fulfilled.

As this year is winding down I am finding very little time to focus on any particular activities, including writing this message. I've found this time of year to be exceptionally busy and each year it only seems to get worse as there are more activities to attend and deadlines to be met, but the days only getting shorter.

Concerning the layout, there is a separate article discussing the status of the layout design and construction. The only thing I will add here is that we need EVERYONE to remember we are trying to build a high quality display, thus the reason that we designated Tracy Ball as our Construction Foreman. Although we have not yet written a set of standards for the construction work, Tracy is to be consulted prior to the execution of work on the layout specifically so that we do not have to go back and fix work after something is done. The whole plan is for the layout to be of Museum quality thus the quality of workmanship put into the construction of the layout is of the utmost importance.

One additional issue I want to bring up is the matter of understanding. I have found that frequently the spoken word is misunderstood by individuals. Three people standing next to each other listening to one person speaking can come away with entirely different messages. I remember a game played back in grade school where a person in one corner of the room whispered a message to the person seated behind them and after the message traveled all the way around the room, the message received by the last person was entirely different from the initial message. I thought since the spoken word can be misconstrued by individuals, that the written word could be utilized to send specific messages.

The problem is that while I would think this media that we have available for instantaneously sending messages around the world might succeed in transmitting a given message with specific intent and meaning, I find that even the written message can be misconstrued. This has proven extremely frustrating for me as I have seen a number of subjects put into e-mail messages that get bounced around our membership, looking for answers to questions and creating new questions and spreading a lot of misunderstanding. When I write something, including this message, I am very careful with the words I select to transmit a particular message, and I would ask all of our members to please take me at my word, and not read anything into it.

If anyone should have any specific questions about the operation of the ARM or the design or construction of the layout

of the layout, please direct your requests to me or to one of the other members of the Executive Board. The Executive Board governs the ARM and makes the decisions that are critical to the operation of the ARM; we do not operate based upon opinions gathered over the internet. While it might take us a little time to get back to you with an answer to your questions, we will give your inquiries due consideration and will issue a response.

NMRA Membership: A question came up earlier this month concerning membership in the National Model Railroad Association. Back in 1996 we hosted the annual Lone Star Region (LSR) NMRA Convention here in Amarillo. Sometime prior to this convention, a policy was instituted to encourage our membership to become members of the NMRA and the LSR so they could participate and be involved in the convention by crediting an individual's dues during the month they showed their proof of membership in the NMRA. At that time our dues were \$15.00 per month. Our members may not be aware this policy is still in place however, the credit amount has not been increased despite the fact our dues have increased to \$25.00 per month. There are some benefits to membership in the NMRA and ARM members that are not members of the NMRA might consider joining the NMRA. I will provide more information about the NMRA in the future.

Minutes of the ARM Business Meeting

December 7, 2006

Old Business:

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

Treasurer's Report:

Checking Beginning Balance:	\$ 8,874.38
Expenses:	\$ 2,116.82
Income:	\$ 3,512.07
Ending Balance:	\$10,269.63

<u>Expenses:</u>	Electric	\$ 86.82	<u>Income:</u>	Cust. Car	\$ 2,596.59
	Nat. Gas	\$ 15.00		Donations	\$ 140.00
	Water	\$ 72.24		Dues	\$ 630.00
	Phone	\$ 36.69		Svgs. Interest	\$ 0.00
	Bldg/Lumber	\$ 0.00		Shirt Sales	\$ 127.19
	CC Fee	\$ 27.37		Reimbursemt	\$ 18.29
	Car Postage	\$ 0.00			
	Loan	\$ 478.69	<u>Month of November Accrued Liabilities:</u>	Layout Const.	\$ 189.86
	Cokes	\$ 29.76		Bldg/Lumber	\$ 0
	Supplies	\$ 187.41		Office Supp.	\$ 0.00
	Purchases	\$ 0		E-Bay	\$ 79.62
	Equip.Repair	\$ 0.00		Postage	\$ 60.59
	Layout Sup.	\$ 458.39			
	Car Svgs	\$ 259.66			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Ins. - Liability	\$ 0.00			
	Capital One	\$ 364.79			
		\$ 2,116.82			

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Our “keep the doors open” cost was noted to be \$689.44 this past month; we had turned the heater on during the month of November and the cost will be much higher next month.

Car Sales Report/Update:

InterMountain C&NW grain hopper - No Update.

InterMountain PFE R40-25 1949 scheme – No Update.

InterMountain ART ice reefer (ARM/MPHS joint project) – Most of the kits received sold.

Kadee PS-2 covered hopper – No Update.

Red Caboose PRR X-29 Express Cars – Not in yet; expected within a week.

Layout Design Status: This past month there was a joint meeting of the Executive Board with the Layout Committee to resolve a few issues. One of the major decisions from this meeting was to locate Canyon where our layout designer had placed it. Another issue taken-up by the Layout Committee was the layout of the tracks in the Staging yard with the decision to keep the diamond shape in the center of the yard.

A question was asked concerning the 2 tracks entering the Canadian end of the Staging Yard; initially it was suggested these tracks were for the Forth Worth & Denver and the Rock Island tracks, however after a minute it was noted the FW&D and the Rock Island were on a level 6-inches higher than the Staging Yard and we would need to research this further. We had been told by our layout designer he was looking at 5 levels in the Staging Yard and we have not seen the design with all 5 levels yet.

Layout Research: We are at a point with the layout where we need to start researching the businesses served by the railroad and particularly the buildings that housed those businesses. We will need photos to model those buildings. It is too early to start building models of the structures because we may need to do some “selective compression” to fit the models to the layout, but we need to get going on the research. Tom Jones volunteered to research structures from Hoover to Canadian. Earl Carrell volunteered to look at Pampa. Virgil Young volunteered to research Hereford and Black. It was noted that some photos can be obtained from the source that provided most of the photos used in the “Historic Amarillo” book.

Building: Update on Projects: Tracy Ball has been working on the ceiling. Tracy noted the helix needs to have the holes drilled and rods installed; he is fabricating some “feet” for the rods so the helix can set on the benchwork. Sheetrock is ready to be installed on the staging yard wall.

GE Center-Cab 65-Ton Locomotive Update: President Bob Roth noted that per a conversation with the contractor performing the site remediation work at the Exell Plant, the locomotive was sold to a company from Omaha and removed from the Exell Plant property back while we were working on our Open House. Per other information, the locomotive was being moved to Kansas City for rebuilding thus we will have no more news on this item. Member Tom Jones asked if we wanted to

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pursue the money from the sale of the locomotive since we had the donation paperwork. Bob Roth explained that the lady at the Bureau of Land Management had indicated it would be sold or scrapped if we could not get it moved and that any moneys derived from the sale of the locomotive would go to off-set the costs of the contract for the site remediation work. We will need to research this item but it was extremely doubtful we have a standing to request the money.

Railroad Track: We need to plan to pick-up track materials from Pantex but this item has been delayed. The contractor had been shut down by Pantex Safety after an accident and they were required to change their methodology for picking-up the track that was going to be much slower. The contractor was shut down and was supposed to return to work next Tuesday.

Storage: We need to remove items stored at AutoCraft by March because they have leased the upstairs space to a church. Jerry Michels was investigating cargo containers. Tracy Ball related that he had talked with one company about containers; \$3,700 will get a 45-foot container. They charge \$65 to move it. We had no information from Jerry on containers. Question was asked what remained at AutoCraft? A bunch of stuff remains at AutoCraft including the other dispatcher's panels, the cabinets from the panels, shelves, desks, control stuff related to the dispatcher's panels, wire and a few modules.

Proposed Operating Rules/Policy Document: Earl was going to work on it; Earl related he has not had much time to put into the document yet, but he hopes he can get it done in the next month.

Ed.Note: see Earl's announcement after Next Meeting announcement, below.

: Month of December – Tracy Ball. This spills over into “New Business” as we need to start filling-out a Housekeeping Schedule for 2007.

New Business:

Housekeeping: A new list was circulated for members to sign-up for 2007. It was suggested we probably should have at least 2 members per month.

Questionnaire: Have all members received a copy of the results from the Questionnaire? Copies were available.

We had received a letter from the Union Pacific

Announcement: There is a Train Show at the Lake Meredith Aquatic Museum; it will be open from 12 Noon to 5:00 PM Monday thru Saturday, December 11 – January 6. There will be a raffle to win a train set that was donated by Hobby Time. There is a \$1.00 admission to get into the Museum; this is a fundraiser for the Lake Meredith Aquatic Museum.

Next Meeting: January 11, 2007.

Notice of Special Monthly Business Meeting:

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Pending completion and Board of Director's approval prior to this meeting, there will be discussion and possible voting on important issues regarding *ARM Operations Policy and Bylaws Amendments*. I am working diligently on these, and hope to have them completed at least a week prior to that meeting. Please bring your reading glasses and be prepared to vote and sign the roster afterwards. It is important to finish this process at this meeting so that they can go into effect at this meeting, the first of the New Year. All voting members of the ARM organization should plan to attend.

Earl Carrell
Secretary, ARM

Cleaning Schedule for 2007:

January	Tom Jones
February	Virgil & Paula Young
March	Dan Juliano
April	Tracy Ball
May	Andy & Beverly Lyle
June	David Jusiak & Joe Sweeney
July	
August	Tracy Ball
September	
October	
November	
December	

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A Two-edged Cliché

by Virgil Young

A dictionary defines cliché as a trite, stereotyped expression; a sentence or phrase, usually expressing a popular or common thought or idea that has lost originality, ingenuity and impact by long overuse, as *sadder but wiser* or *strong as an ox*.

A cliché usually expresses a popular or common thought and this makes a cliché sound applicable to a number of life's experiences. Users often modify the cliché to suit the intent of the person using the cliché. One cliché that was prevalent when this author was teaching in high school was Murphy's Law. It stated, "Anything that can happen will happen". This law was applied in the popular press to project anything from germ warfare wiping out the world's population to cockroaches taking over the earth.

But this author's parents were aware of the tenets of Murphy's Law long before it became popular. "Look both ways before crossing the street" and "Don't take candy from strangers" were admonitions most children heard long before they started to school. They were their parents' way of countering the ever-present knowledge that bad things can and will happen. They **reduced** the risk with these precautions

Actually, Murphy's Law is more a designer's guideline rather than a predictive statement. If a designer uses Murphy's Law productively, he will design any item so that adverse events **cannot take place**. Suppose an inventor has a design for a new army rifle that is outstanding in every facet of its design, Murphy's Law requires the designer to ask himself, "Can anything go wrong"? "In the fog of war, can any part be installed the wrong way and cause a malfunction of the rifle"? If the answer to these questions is yes, Murphy's Law says that if it can happen, it will. The designer must re-design the offending parts so that **they cannot be installed incorrectly**.

Apply the situation to the tasks undertaken by the Amarillo Railroad Museum in designing and building an outstanding model railroad. The possibilities for something to go wrong in this endeavor are endless. Each member participates in club activities because he/she feels that he/she has something to contribute. Each member is proud of the knowledge and skills he has acquired over the years. Each member is excited, anxious and sensitive about his own performance, especially now that layout construction has begun. All of these experiences have given members the abilities to spot many things that can go wrong with anyone's efforts.

The irritating factor is the way that one member becomes aware of something that can go wrong and tells the person doing the task how he is doing it wrongly, or not doing it at all. Murphy's Law says that if the instructee can be offended, he will be.

The ability to point out errors on another's part without offending that person is called *tact*. In the past few weeks, there has been an amazing lack of tact by disagreeing with others, pointing out another's oversights, or by not responding at all to another's inquiries. Often the critical person is not even aware of the ramifications of the task involved. In the words of Strother Martin, the prison warden in *Cool Hand Luke*, "This heah, is a failure to communicate". Each of us means well—we are just not communicating. We can solve most of our present problems by communicating openly but positively, by not nursing resentments or grievances and by granting the other fellow equal worth and recognition.

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This author includes himself with the offenders. He apologizes for his missteps and urges everyone to stop and consider the effects of his reactions, or lack of them, on the other guy.

Remember, “Murphy was an optimist”!

Photos



The ARM helix (A.K.A. *The Wooden Slinky*). Shown with blocks between layers before holes for the supporting rods have been drilled.



Angel (left) and Angel and Junior (right) insert support rods in the helix, add nuts and washers, and run them down the rods.



Dave Jusiak, Ellen Sweeney and Joe Sweeney unpacking the new Pennsylvania Express Cars



Jerry Michels filling orders for new cars.

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Member Information

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February 2007



President's Message

by Bob Roth

When I first tried to write a message for this month, my mind was blank concerning what to say. Recent events have given me some fresh ideas. Since this is January, it's time to look ahead.

I read thru the responses that Earl had compiled from the survey of our active membership. The survey was designed to help the Executive Board undertake strategic planning for the ARM. We have not been able to do much planning because of more pressing concerns. However, the Executive Board will give it more attention in the future.

Increasing income: The number one response was to hold special events and increase public interest. Tied in second place were holding monthly clinics for a fee, holding modeling contests, and building a modular layout for local display. We would like to resume monthly clinics, but if we have the clinics on the same night as our Business Meetings, we need to shorten the length of the business to provide the time for the clinics. Effective March 1, we will start the Business Meetings at 7:30 PM rather than 8:00 PM. We have a visitor who will present *Passenger Trains in West Texas* on March 1, so we will shorten the length of the business portion..

Adult Membership: The number one response was to finish the construction of the layout. The number two response was tied between conducting social events such as covered dish dinners and providing information packages at the hobby shops. Beyond that there were a number of individual ideas/responses listed. One big surprise was that there were no statements concerning actual recruitment of new members. This should be a priority. Concerning the layout, we continue to be frustrated in obtaining the final plans for the layout. However, we have a lot of work to do before we can go too much further with the plans we have.

We had started to construct the Staging Yard and an idea came up to put a ceiling over the Staging Yard to keep light from shining out over top of the wall. Work was started on the ceiling, but the ceiling work was left incomplete and damage occurred to some of the turnouts and the foam base. This set us back and we are still repairing the damage.. The only way to keep the layout construction moving forward is for one individual to coordinate the work. The priorities should be finishing the ceiling, installing lighting over the staging yard and installing supports for the various levels of the Staging Yard. Our layout designer is to modify the plans for the Staging Yards to include the supports for all the levels before we lay the track.

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Youth Membership: The number one response was tied between constructing our layout and video presentations for youth groups. The number two response was Scouting, particularly the merit badge program and any similar programs for Girl Scouts, Big Brothers/Big Sisters and 4H. The layout is a recurring item, so the priority of our active membership is obvious. A video presentation for youth groups is a good idea, but it does not necessarily need to cater specifically to youth.

I am planning to eventually expand my presentation on the DOE "White Train" that I prepared for the SFRH&MS convention. I need to examine the files of the Pantex Photo Lab to obtain more photographs of the train and the individual rail cars. I hope to present it to the ARM before our next formal open House.

One Year Goals: The number one overwhelming response was to complete the layout. Number two response was to hold special events. Number three was tied between installing the switch and updating our web site. Beyond these items there were a large number of individual responses. Everyone will need to work to achieve these goals.

Immediate Goals: We have a lot of work coming in the near-term and we need EVERYONE to help, including our less physically active members. The number one item staring at us is that we need to move our materials out of *AutoCraft* by March 1. To assist with this, we plan to hire some day laborers to clean-out the baggage car so that we can move some of our larger items into the baggage car. This is planned for Saturday, February 3. The weekends of February 10, 17 and 24 are reserved to move the items from AutoCraft to the ARM. This work will be undertaken by our more physically able members. We may also involve some Day Labor assistance with the heavy work. Since the first item will take a toll on our more physically active members, the second item needs to be undertaken by some of our less physically active members.

The Make-A-Wish Car Show is schedule March 3-4. We've had a display in the model car room at the Car Show these last two years and this is a good place to start with publicity for the ARM. We need a table in the model car room to advertise the ARM. The model car guys have run a model contest for the railroad models so if anyone wants to display their models or operating trains at this show, it will be great! The important issue is being seen in public advertising the ARM.

The recent weather has been a mixed blessing. This whole area needed the moisture from the ice storm one weekend and the 8-inches of snow the following weekend, the timing of the storms hurt us in getting the railroad track materials from Pantex delivered to the ARM. The delivery of the track material is scheduled to commence soon, but the melting snow is softening the ground and there is a strong likelihood we will not be able to get the switch materials off the Pantex site before the contractor moves to their next project. If this is the case, we will be looking at March to load the switch materials ourselves.

This will be important to us as it will give us the switch ties we need for the switch that is in our stockpile. We still have the two rail cars that are designated to be moved to the National Atomic Museum in Albuquerque, so in the near future, I will be chasing the pending car movement and possible switch installation. We need everyone to be engaged in the activities of the ARM in the next couple of months.

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MEETING MINUTES

ARM Business Meeting

January 11, 2007

Old Business:

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

Treasurer's Report:

Checking Beginning Balance:	\$10,269.63
Expenses:	\$ 2,330.64
Income:	\$ 2,700.48
Ending Balance:	\$10,639.47

<u>Expenses:</u>	Electric	\$	0.00	<u>Income:</u>	Custom Cars	\$	2,012.19
	Nat. Gas	\$	68.60		Donations	\$	18.29
	Water	\$	72.24		Dues	\$	645.00
	Phone	\$	36.76		Svgs. Interest	\$	0.00
	Bldg/Lumber	\$	0.00		Shirt Sales	\$	25.00
	CC Fee	\$	34.82		Reimbursemt.	\$	0.00
	Car Postage	\$	0.00				
	Loan	\$	478.69	<u>Month of December Accrued Liabilities:</u>			
	Cokes	\$	0.00		Layout Const.	\$	
	Supplies	\$	0.00		Bldg/Lumber	\$	
	Purchases	\$	0.00		Office Supp.	\$	
	Equip.Repair	\$	0.00		E-Bay	\$	
	Layout Sup.	\$	53.11		Postage	\$	
	Car Svgs	\$	209.00				
	Insurance Act	\$	100.00				
	RR Equipment	\$	0.00				
	Ins. – Liability	\$	0.00				
	Shirt Sales	\$	405.03				
	Capital One	\$	<u>872.39</u>				
			\$ 2,330.64				

Our “keep the doors open” cost was \$737.20 this past month; the electric bill was received after January 1, thus it does not show in the tally of expenses for the month of December.

The Treasurer's Report was approved as read.

Car Sales Report/Update: provided by Jerry Michels

Red Caboose PRR X-29 Express Cars – These cars have been received and are selling pretty good. We are advertising them on our web site and doing some E-Bay sales.

Information on 2006 Car Sales: Total we sold 947 cars earning \$17,401 gross and \$6,527 net. This was our 5th highest year in sales; we averaged approximately \$6,500 per year last few years.

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Jerry was given a round of applause for his work on the car sales.

At this point in time we need to think about new projects.

We discussed doing a new mail-out catalog to our customer list; this had been considered. A suggestion was offered to save on the mail-out cost by sending the catalog electronically to those with e-mail address. Jerry indicated he can have a list by February.

Announcement: We had a visitor come in; Mike Harter. Mike had visited on the previous Saturday and had offered to do a clinic for us on *Passenger Trains in West Texas*. The date for this clinic will be on March 1 following the Business Meeting. Mike presented us with a copy of a book compiled by his brother, Jim Harter. Title of the book is, "American Railroads of the Nineteenth Century." The book is a compilation of copies of rare etchings of railroad-related events, equipment, etc. that appeared in various publications during the late nineteenth century. This book will be placed in the ARM library.

Layout Design Status: No news on the layout design.

Building Research: We started making a List last month of towns members would like to research.

Tom Jones: Hoover thru Canadian

Virgil Young: Hereford

Earl Carrell: Pampa

No new volunteers

Virgil Young was going to search thru his slides to find photos of Amarillo for the backdrop behind the Amarillo Junior Yard. Virgil had his slides on disk but noted it would take time to find the original slides so they could be projected onto the wall.

Layout Construction: The Staging yard is on-hold for ceiling work. Switches were damaged by the ceiling work in the Staging Yard area thus further work on the Staging Yard will be held-up until the ceiling work is complete.

Update on Projects: Tracy has been working on the joints in the wall separating Amarillo Junior from the Staging yard. Half of the wall was painted with a base coat to seal the gypsum board. Tracy indicated he would finish working on the outside of the wall and then move to the area inside the wall to work on the ceiling. After the ceiling is done, the lights will be installed. Tracy brought some light fixtures; Virgil Doyle has been working to replace the ballasts in those light fixtures. Work on the helix has been progressing; all-thread rods have been inserted. Next will be some rough adjusting, but the final adjustment will not be done until the helix is installed in-place.

Tom Jones asked about construction of the valance over the Amarillo Junior Yard. A lengthy discussion developed over constructing the valance, but Tracy recommended holding-off on the valance for the moment until we have the final plan because we want the valance over Amarillo Junior to follow the front edge of the layout and we need the final plan for the layout. A motion was made and approved to Table further discussion on the valance.

GE Center-Cab 65-Ton Locomotive: President Bob Roth stated he had reviewed the donation papers.

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We have a letter from TPRHS stating transfer of ownership of this locomotive from the TPRHS to the ARM. The letter from BLM noted the equipment could be obtained from its current location and movement and any costs incurred would be responsibility of "your organization." Since we could not get someone to move the locomotive for us and we did not have the funds to pay for its relocation, it was deemed that we did not have any standing to ask for payment for the locomotive since it had been sold. Earl Carrell noted the format of the donation letter to TPRHS followed the same format as the letter we received concerning our helium car; this being the case, the Government actually retained the ownership of the equipment thus they had the right to sell the locomotive.

Railroad Track: We need to plan to pick-up track materials from Pantex. Tentative date is Saturday, January 20. We need to schedule a truck and forklift. It was stated that we need to get the switchties first to set the rail on the ties.

Need to remove items stored at *AutoCraft* by March 1; the space has been leased to First Baptist Church.

A suggestion was made to hire some day labor to work on cleaning the Baggage car. Tom Jones can help us in obtaining the day labor. This suggestion will be discussed by the Executive Board.

Proposed Operating Rules/Policy Document: Earl Carrell reviewed the revised policy document; it had been e-mailed to the regular members with e-mail addresses. Jerry Michels noted he had read thru the document and that it had looked good to him. There was a strong discussion on the Board of Directors' Membership requirement, specifically that Directors do not need to be members and also on the matter of the Board of Directors electing the officers rather than the membership electing the Officers per the By-Laws. Specific points were related to the operation of corporations where the officers are employees of the Board of Directors and about the responsibilities of the Board of Directors of a corporation. Issue was taken with Earl's recommendations to amend the By-Laws at this time; one specific issue is that the By-Laws are on file with the State of Texas and there will be a cost of approximately \$300 to amend the By-Laws. Statement was made that given the current level of our membership, noting a total of 14 members present at this meeting, there is no effect on us to continue to operate under the existing By-Laws as we currently are operating; it would be different if we had 200 members. It does not make sense for us to amend the By-Laws at this time. A Motion was made and approved to accept the Operations Policy document, the revised Membership Application, Student Member Waiver, Student Member Medical Release and Facility Usage Policy document with correction of typographical errors.

Housekeeping Schedule: Month of January – Tom Jones

We still need members to sign-up for several months during the year.

New Business:

Next work date: This coming Saturday, January 13.

Next Meeting: February 1, 2007. President Bob Roth noted he will not be present.

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	
August	Tracy Ball
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Scenery for Godfather 2

One of the most enjoyable features of modern DVD movies is the extra background material that is included on the disks along with the movie. In the Godfather set, they documented how they changed the appearance of two or three blocks of modern New York City to represent the appearance of a street in the early part of the century when Vito Corleone became the Godfather.

These set designers begin their task by seeking out interesting locations. They are helped by historic photographs that can represent fictional locations if the physical arrangement of the present buildings is similar. As in Godfather 2, model railroaders only need two or three blocks by 2 blocks to represent most small towns. If we concentrate on a short, narrow section of the trackage in a small town, and include the buildings that are there now and the buildings that have been removed, such as depots, water tanks, grain elevators, fuel jobbers, agricultural products dealers, team track, unloading dock, etc., we will catch the essence of that town that visitors will recognize.

One way to find what needs to be included in a particular town is examination of the diagrams of that town in the CLIC book. Standing for Car Location Inventory Control, CLIC books show the location of depots, bunk houses, section houses, water tanks, loading platforms, etc., together with the mile posts. An examination of Hereford in the CLIC book shows the major part of the business district covers a little over a mile.

In HO scale, a mile covers a little over 60 feet. It will be impossible to have every town on the ARM Layout occupy its scale length and still have any run between towns. One needs to make a straight-line sketch of the CLIC facilities in a given town and delineate it with mileposts. Determine the actual length of the town in miles and assign six feet of layout space per mile of town length. Using this formula, Umbarger will occupy about 1 foot, Pampa about 14 feet and Bovina about 3 feet.

Limiting the town length means that spaces within towns will be limited, so the buildings will be more closely-spaced and the largest structures, such as elevators, will be condensed. Passing sidings should be retained as they appear on the layout plan. Depots for Texico, Friona, Black and Kings Mill have been built, while Jerry Michaels is gathering materials to build the depots at Umbarger and Bovina.

The space the Amarillo rail yard will occupy is already assigned in our plans. On the north end, the Railway Express building, the Freight office and the long row of pigeon-hole freight rooms have been removed. We have plans for the freight office and the pigeon-hole freight rooms. We have photographs and dimensions of the depot. It will take a little time to scale depot plans from the photographs.

The roundhouse, roundhouse office, sand house and most of the servicing facilities north of the roundhouse location are gone. Even the old Kimball elevator, adjacent to the yards, burned several years ago. Yet we have photographs of many of these facilities and can scale plans either to build models of them or paint them on a backdrop.

If each member will pick one or more towns along the right-of-way, copy their pages from the CLIC book, sketch out a straight-line map indicating mile posts, building outlines, rail sidings, water tanks, tool houses, bunk houses, section houses, etc., then we can start collecting pictures, drawings and other material related to that town. Jerry Michaels chose Umbarger and Bovina, Earl Carrell chose

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other material related to that town. Jerry Michaels chose Umbarger and Bovina, Earl Carrell chose Pampa, Virgil Young chose Friona, Black, Hereford and Kings Mill and Tom Jones chose Canadian, Miami and Hoover. There are a number of towns not yet chosen; choose yours now!

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Above: Austin Jones checks the height of the roadbed plus track



Left: Paula Young and Joe Sweeney adjust the feet of the helix

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Earl Carrell presents Changes in By-Laws and Rules



Tracy Ball and Earl Carrell adjusting the bottom layer of the Helix



It is a late Sunday afternoon on February 14, 1976. The caboose of a just-emptied Burlington Northern coal train is re-entering the Fort Worth and Denver westbound main from the newly-constructed line that runs north of East Tower and out to the recently-completed Southwestern Public Service Company's coal-fired generating plant. This train was photographed from the almost-completed Ross/Osage overpass.

The silver-painted Rock Island Engine House can be spotted near the top center of the skyline. The Rock Island yards are to the right of the line of telegraph poles located near the upper right hand corner of the photograph. The Rock Island Passenger depot is located at the intersection of Polk Street and First Avenue, to the right of the line of telegraph poles and beneath the overpasses in the distance.

The Ft. Worth and Denver yards are between the two lines of telegraph poles. The passenger depot is located a little over a mile ahead of the caboose at the corner of Lincoln Street and First Avenue. The depot's upper story was removed to make room for the Buchanan Street overpass.

The former Ft. Worth and Denver Roundhouse is behind (East of) the photographer near East Tower. It is located near Pittsburg Street and the end of First Avenue. It is occupied by a scrap metals dealer. The turntable has been removed. Until the late fifties, a Ft. Worth and Denver coaling tower was located just off the main line near the roundhouse. Joe Sweeney, club member and former employee of the Fort Worth and Denver, said that the coal tower was primarily used by coal-burning steam engines coming south out of Colorado.



It is the same day, February 14, 1976, as the picture on page 11, but it is but several hours earlier. The photographer is standing on the almost-completed Ross/Osage overpass and looking east. In the upper left-hand corner is a small segment of the new coal line shown on the previous page. The North and South Mains of the AT&SF are immediately to the right of the coal line. The line heading to the right off the South Main leads to the south side of the Western Stock Yards.

East Tower was built soon after the Santa Fe opened its direct connection to Amarillo from Panhandle in 1908. Before then, the Santa Fe connected to the Ft. Worth and Denver at Washburn and entered Amarillo on Ft. W. & D. tracks and a tower was not needed.

For a while, the Ft. W & D. shared a long wooden union passenger depot with the Santa Fe. After the Santa Fe built its first depot and the Ft. W. & D. built a new passenger depot, the old union depot became the Ft. W. & D. freight depot. It remained in place until about fifteen years ago when the by-then-vacant freight depot was torn down.

In the picture above, the Ft. W. & D. main, just south of East Tower, is occupied by a diesel switcher towing a hopper eastbound. The second track south of East Tower is also a Ft. W. & D. track. It is near here that the Ft. W. & D. had a line diverging southeast to their roundhouse. It is unclear from the Santa Fe CLIC book exactly where it was.

The dirt road with the plank rail crossings was probably a service road to Rock Island tracks. Rock Island tracks are north of the tracks shown in this picture. However, passage of Rock Island trains through this area is controlled by East Tower.

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

I



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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April 2007



President's Message

by Bob Roth

Special Note: Due to Easter falling on the first weekend in April, the Business Meeting will be moved back to Thursday, April 12.

We had a good presentation by Mike Harter at our March Business Meeting on Passenger Trains in West Texas. Mike is a history teacher at Amarillo High School and has been working on his presentation for some time and came to us with hope for additional input and feedback. Mike related his presentation is a work in progress and he hopes to refine it. One thing Mike indicated he particularly lacks is photographs of the passenger trains that came thru Amarillo. Mike has obtained images of various passenger trains serving other parts of the state, but is looking for photos of the San Francisco Chief, the Texas Zephyr and the Rock Island's Choctaw Rocket that he can use in his presentation.

I want to offer special thanks to Dan Juliano and his wife Kate, Virgil & Paula Young and Linda Silva and Junior and Angel for their time representing the ARM at the Make-A-wish Car Show on March 3-4. While this isn't a big event for the ARM, it serves as a way to advertise our presence in front of the public. Speaking of the public, there was an excellent article published in the Amarillo Globe-News on Tuesday, March 20 that dealt with sons following their fathers into the hobby of model railroading. This was a very positive article. Following its publication we received a number of telephone calls from various people asking for information about the ARM.

At the first work weekend of the month Earl Carrell and his wife Sindy grilled pork loin and all present enjoyed a feast. Couldn't this type of event, including some hobo breakfasts, become a special draw for scheduled work weekends?

Concerning the switch materials at Pantex, the Executive Board is looking at the weekend following Easter, April 14, to retrieve the switch materials. It is going to take a number of loads to move all this material. The most difficult part is that the materials are piled rather than stacked and the time-consuming part of the work will be picking up the material so it can be loaded. Pantex safe work requirements will apply on Pantex property, so be sure you bring a strong pair of gloves. I need a list of names and social security numbers for the members who will go to Pantex to assist with the loading. They will also need to carry photo ID.

One last item, one of the calls I answered was from "Mike." He has a Lionel "Cannonball Express" train set he is looking to sell; it is a complete train set in its original box and he claims it is in mint

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condition. He apparently checked with Don at Hobby time and found it was probably purchased around 1986 – 1990. If anyone is interested, Mike’s phone number is 324-9662.

Given progress on the layout design, we hope to provide a presentation on the layout design following the April Business Meeting. Don’t forget that we will start the Business Meetings at 7:30 PM rather than 8:00 PM.

MEETING MINUTES

ARM Business Meeting

March 1, 2007

Old Business:

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

Treasurer’s Report:

It was noted there had been many transactions in the last few days of February thus some of the numbers weren’t final as of the time of the Business Meeting.

Checking Beginning Balance:	\$ 6,258.35
Expenses:	\$14,142.53
Income:	<u>\$21,342.68</u>
Ending Balance:	\$13,458.50

<u>Expenses:</u>	Electric	\$ 81.25	<u>Income:</u>	Cust. Car	\$10,606.60
	Nat. Gas	\$ 297.96		Donations	\$10,000.00
	Water	\$ 102.11		Dues	\$ 685.00
	Phone	\$ 38.71		Svgs. Interest	\$ 3.00
	Bldg/Lumber	\$ 0.00		Shirt Sales	\$ 51.08
	CC Fee	\$ 38.19		Reimbursemt	\$ 0.00
	Car Postage	\$ 0.00			
	Loan	\$ 478.69	<u>Month of February Accrued Liabilities:</u>		
	Extra Pmt.	\$10,000.00		Layout Const.	\$
	Supplies	\$ 0.00		Bldg/Lumber	\$
	Purchases	\$ 0.00		Office Supp.	\$
	Layout Sup.	\$ 0.00		E-Bay	\$
	Layout Design	\$ 2,000.00		Postage	<u>\$</u>
	Car Svgs.	\$ 0.00			
	Insurance Act	\$ 0.00			
	Labor	\$ 560.00			
	Cash (for Lbr)	\$ 90.00			
	Ins. – Liability	\$ 0.00			
	Capital One	<u>\$ 455.62</u>			
		\$14,142.53			

Special Note: We received a \$10,000 donation from A&K Railroad Salvage in lieu of delivery of some of the railroad material that was removed from the Pantex Plant to Panhandle. The Executive Board decided to apply this donation against the outstanding principal on our building loan to reduce the total outstanding balance on the loan.

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Mortgage: Following the Treasurer's Report there was discussion about making extra payments of \$100 per month to reduce the outstanding balance of the mortgage loan and work toward paying it off sooner than if we just make the regular monthly payments.

Car Sales Report/Update: Earl Carrell had an update report from Jerry Michels.

The ART car inventory is sharply down. We have approximately 4 cars per number left; we had 8 different numbers. Kits are currently sold out. We should be getting another set of cars soon. Jerry has more orders; we just can't fill them from current stock.

Layout Design Status: E-mail request was sent to Byron Henderson, Layout Designer

Received a schedule for proposed updates

Received revised plan for Kingsmill with write-up

Upper Deck Plan to be completed by 3/04

Completed Design 2-weeks after LDC feedback (3/25 or later)

Payment of \$2,000 requested now; \$1,000 after upper level done and \$1,000 final payment after final design provided.

Building Research: Started List in December; Volunteers:

Tom Jones: Hoover thru Canadian

Virgil Young: Hereford & Black

Earl Carrell: Pampa

Jerry Michels: Bovina & Umbarger

Need more volunteers to research towns along the railroad.

Layout Construction: Base for the Staging yard is on hold for completion of ceiling work.

This led to a discussion about other work required including scrapping the old light fixtures.

Need to get plans drawn-up.

Building: Thank you to folks that worked on move from AutoCraft to ARM.

Maintenance Issues: Heating system, toilet

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

We need to finish sorting out track material soon as possible to ensure quantities were delivered. The window of opportunity to "shop" for more parts is limited.

Housekeeping Schedule: Month of March – Dan Juliano

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

Make-A-Wish Car Show: March 3-4.

Move-in Friday, March 2 from 4:00 PM – 9:00 PM

Need list of workers; a sheet was being circulated.

Entry point will be the center entrance on the East side of the Civic Center

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New Business:

Next work dates: March 10 & 24. (2nd and 4th Saturdays of the month.)

Clinic: "Passenger Trains in West Texas" following the Business Meeting

Next Meeting: **Date moved to April 12, 2007.** Meeting is to start at 7:30 PM

Announcements:

The annual election for Amarillo Railroad Museum Officers will be conducted at the May Business Meeting, scheduled for May 3, 2007, at 7:30 PM. The two Director's positions are to be determined this year. Tracy Ball and David Jusiak are the incumbents, and both have indicated they will be candidates this year. Any member over the age of 18, in good standing, who has been a member at least one year, is eligible to run for this office. Husbands and wives in a family membership are considered equal. They are both eligible to vote and to hold office.

Paul Sowle came to the Club meeting last Thursday. He is feeling much better after he received a pacemaker. He brought along several complete turnouts he has been working on.

Donna Fritsch is home from the hospital, though still on I.V. and antibiotics. She has to go back to the hospital as an outpatient on Thursday for another test procedure.

Please continue to remember Paul and Donna in your prayers.

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	
August	Tracy Ball
September	
October	
November	
December	

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Work Weekends

Work weekends usually mean Saturday only, the 2nd and 4th weekends of the month. At the March 10 workday, Earl and Sendy Carrell prepared roast pork loin for lunch and everyone enjoyed the day. Would special meals, such as Grilled Hamburgers, Hobo Breakfasts, Beans and Cornbread, Chili and Cornbread, or Meatball and Spaghetti lunches increase the turnout at least one workday per month? Only one family would need to prepare the lunch for the day and donations to defray the costs would be expected.

We have been held back by lack of detailed layout plans from Byron. These are coming in, including the first level plans with X, Y Coordinates included. Last Thursday night, Tracy and several others, including a visitor, Don Jones, began plotting some of these locations on the floor to build the benchwork. Hopefully, construction on the Helix benchwork and its approach tracks can be started soon. These segments are critical to the completion of the loop-to-loop temporary layout.

While we are discussing benchwork, an examination of layout lighting would be appropriate. This author and Earl Carrell have been constructing two eight-foot sections of the Panhandle/Hereford areas to be used as demonstration of lighting practices. A question arose over the City Code requirement for Conduit. Since Tom Jones works closely with the City in his construction business, he was asked if conduit would be required.

Tom replied: *Basic answer – conduit IS required for all voltage above 24 volts for a fixture. Our model railroad WILL be a fixture according to Ron Gibbs, the City electrical inspector. Therefore, unless we have only low-voltage lighting, all the lighting must be armored. This can be EMT metal conduit, plastic conduit with grounds, or metal armored cable – NOT BX or AC type cable. Type MC cable is approved.*

I discussed with Ron the idea of making the layout an appliance and he said he WILL NOT approve that. This is a change from his opinion of a few years ago and reflects the new electrical code.

Since we had forgotten about the train power cable, Tom was asked and he replied: *The only wire that must be in conduit is voltages above 24. (Telephone can also be run bare even though it has 90 volts when ringing). Track power, etc. can be run anyway we want.*

All of these factors will be considered as various lighting possibilities are examined and demonstrated. These modules are being built to demonstrate overall lighting practices and not necessarily benchwork construction. Twilight, nighttime, dawn and the transition to regular day time lighting will be sought, as well as special effects such as thunder-and-lightning storms.

Using different types of lighting poses special problems for the photographer. The most balanced lighting for regular daytime operation and casual snapshot photography will be used, but professional, close-up photography will require separate, color-balanced floodlights.

Construction of these modules is NOT intended to interfere with work on the main benchwork construction. Work has been done at odd hours while waiting for construction plans for the main benchwork. Questions and suggestions are welcome; it is a work in progress.

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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.

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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

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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		
Extra Pmt.	\$ 0.00		
Supplies	\$ 0.00		
Purchases	\$ 0.00		
Layout Sup.	\$ 54.77		
Layout Design	\$ 0.00		
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		

Month of March Accrued Liabilities:

Layout Const.	\$
Bldg/Lumber	\$
Office Supp.	\$
E-Bay	\$
Postage	\$

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

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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

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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

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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.

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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?

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RUN 8



June 2007

President's Message

by Bob Roth

A few changes have been made at the ARM. A white marker board has been posted outside the main entrance of the Museum building to advertise weekly meetings and any special events such as our hastily-arranged Open House on May 17-19 while the State H.O.G. Rally was in town. We also installed a white marker board and a bulletin board just inside the main entrance where information pertaining to scheduled work dates, planned construction and tools needed will be listed. Please check the whiteboard just inside the door for information concerning upcoming work days.

During our Open House on May 18 & 19, we hosted a limited number of Harley riders who ventured into the Museum along with a few other visitors who found the Museum open. Board Member Tracy Ball was an organizer for a scavenger hunt and the build date of the ALCO locomotive was one of the items the participants were supposed to find. We were able to show those visitors the interior of the Pantex escort coach and our work in progress on the layout. There appeared to be an equal number of Harley riders who didn't come inside, but just went to the locomotive to catch the build date and then took-off looking for the next item on their list. It was quite muddy outside and many didn't want to track mud inside. Although the turnout was much lower than anticipated, it was still a fruitful time for the folks who were at the Museum. Thanks to all of our members who assisted with this open house.

The next big activity for the ARM will be to pick-up the switch materials at the Pantex Plant. The Executive Board is planning this for the weekend of June 9-10. Due to the total amount of track material at Pantex, it will take more than a full day to move all the material. We will need more bodies to help on Saturday, particularly to help pick-up the smaller component parts of the switches. We will rent a lift to pick-up the rails and switch ties, but there are a few rules we will need to follow for safety. Everyone who will assist at Pantex will need to wear a good sturdy pair of boots or shoes and long pants. Pantex Safety expressed a desire for workers to wear safety shoes with steel-protected toes, but not everybody has safety shoes. Work gloves will also be required for some of the work activities. The goal is to get our work done as safely as possible with no accidents or injuries.

The outcome of this activity is that we will have the switch ties required to reassemble the original switch that formerly provided the connection to the ARM trackage and/or material to reassemble a few 75# switches that we can offer to BNSF for a run-around track at Elementis. This offer was tendered to BNSF in a letter sent earlier this month. It is hoped that this could lead to a permanent reconnection of the ARM tracks with the BNSF.

Concerning the BNSF and the National Atomic Museum, the National Atomic Museum has an

agreement for BNSF to move their 2 railroad cars from the ARM to Albuquerque. They sent a set of padlocks to lock their railcars prior to their shipment. Since we have been showing one of their railcars, the green escort coach, installing the National Atomic Museum's padlocks will be delayed. The second railcar designated to go to the National Atomic Museum is the red armor-plated cargo car. The date when BNSF will extract the 2 railroad cars has not been determined.

Jerry Michels has been researching the Digitrax equipment required to power the ARM layout and his findings were discussed at a meeting of the Executive Board on May 12. Jerry presented a list of component parts and pieces that will be required to make the layout operational and the estimated purchase cost for the equipment. Jerry noted a special offer for our membership so that our members may also participate in this purchase to buy Digitrax equipment at a price 30% off the list price. If you want to purchase your own throttle to use while operating your train on the ARM layout, now is the time to consider exactly what you want. The Executive Board set a cut-off date of August 1 for personal items to be included in this order. Refer to the article in this issue of Run 8 for additional information on this special offer. Jerry will provide further information on the Digitrax equipment at our June Business Meeting.

ARM Business Meeting Minutes

May 3, 2007

Old Business:

Meeting Minutes: Minutes had been published in Run 8. The Minutes were approved as published.

Treasurer's Report:

Checking Beginning Balance:	\$19,013.41
Expenses:	\$12,938.46
Income:	<u>\$ 8,218.00</u>
Ending Balance:	\$14,292.95

Expenses:

Electric	\$	0.00
Nat. Gas	\$	130.10
Water	\$	73.31
Phone	\$	37.99
Bldg/Lumber	\$	0.00
CC Fee	\$	83.15
Car Postage	\$	0.00
Loan	\$	378.69
Extra Pmt.	\$	100.00
Supplies	\$	0.00
Purchases	\$	0.00
Layout Sup.	\$	0.00
Layout Design	\$	1,000.00
Car Svgs.	\$	0.00
Insurance Act	\$	0.00
Labor	\$	0.00

<u>Income:</u>	Cust. Car	\$ 8,015.00
	Donations	\$ 13.00
	Dues	\$ 160.00
	Svgs. Interest	\$ 0.00
	Hat Sales	\$ 30.00
	Reimbursemt	\$ 0.00

Month of April Accrued Liabilities:

Layout Const.	\$
Bldg/Lumber	\$
Office Supp.	\$
E-Bay	\$
Postage	\$

Cash (for Lbr) \$	0.00
Ins. – Building\$	0.00
Intermountain	\$10,401.42
Capital One	<u>\$ 733.80</u>
	\$12,938.46

We had to make payment to Intermountain Railway Company for the ART cars delivered thus the one major expense during the month of April.

The Treasurer's Report was approved as read.

Car Sales Report/Update: Jerry Michels gave a report on total car sales to date this year.

We have sold \$10,569 worth of cars. All cars are in the black with exception of the ART Ready-to-Run reefers and the Kadee cement hoppers although the Kadee hoppers are only \$713 from being in the black.

Concerning the Kadee hoppers, Jerry mentioned he had found that the B&O Historical Society had made a deal with Kadee for a special run and Kadee offered them a run of 4 different numbers and was not doing the car for Kadee at the same time. This raised a number of questions since we had to argue to get them to provide 2 numbers for us and they came out with two other numbers of same car themselves. Jerry sent a message to Kadee concerning our issue with unsold inventory.

New Car Models: Jerry presented a set of potential cars for the ARM's next model offering.

- 1) Texas & Pacific Mail Storage Car: Jerry had a book with photos of this car. It was painted in 1948 and these cars lasted in service in this scheme until around 1962 and could be found all over the country. He suggested offering 2 variations of this car, with 2 numbers with a Superior door, and 2 numbers with a different door.
- 2) FW&D Boxcar: Jerry related our last model sold pretty well. One manufacturer has a pretty good fit. As an option we could offer this model as a C&S boxcar.
- 3) 50-foot ARA Boxcar: Jerry was thinking of a Rock Island car from an era around 1951. This car has never been done before. He was thinking it could be done in primer/oxide (boxcar) red.
- 4) Repainted Hopper Cars: Jerry had discussed this idea with Carter Osborne. One example was some of the old Rock Island cars with C&NW stencils on them.

Layout Design Status: We presented the draft of the design plan at the conclusion of the April Business Meeting; since then the Layout Design Committee has been tweaking parts of the design. Tracy Ball has started working on drawings for construction of the benchwork.

Building Research: Volunteers:

Tom Jones: Hoover thru Canadian
 Virgil Young: Hereford & Black
 Earl Carrell: Pampa
 Jerry Michels: Bovina & Umbarger
 Bob Roth: Canyon

We need more members to volunteer to research towns along the railroad.

Building and Building Repair: It was mentioned the ARM building had been damaged during high winds on April 5 following our previous meeting. The winds were so strong that metal panels stored east of the building were blown off the stack into the building and holes had been punched in the east end wall and the trim at the northeast corner had been damaged. The holes were covered with plastic after they were discovered. One of the metal panels had been found wrapped around the powerpole while others were scattered around, some beyond the west end of the building. Tom Jones had priced the panels for the repair and noted the cost of replacement panels would run around \$600 and repair of the damaged trim will cost approximately another \$300.

Tom noted the repair of the wall panels will be difficult because they are tall panels and the work will need to be done when there is essentially no wind. A question was asked about installing the new panels over the existing wall panels; the response was that due to the crinkle damage in the old wall panels, new panels will not fit perfectly over top of the existing panels thus this idea is not practical.

Maintenance Issues: Heating system – Tom Jones noted the actuator valves on the heating system were defective. He has ordered new valves and the manufacturer wants him to send the defective valves back so they can analyze them and determine why they failed. Fortunately we are now out of the heating season and we will not need the system for the next few months but we need to get the valves replaced before Fall. It was mentioned that we can turn-off the gas to the water heater and save some utility expense. Sprinkler System – Tom Jones mentioned the manifold is leaking and needs to be replaced. He had scooped mud out of the box a few weeks ago. Other maintenance issues involved the need to get after the mowing and weed-eating since the grass and weeds have started growing with all the rain.

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

Housekeeping Schedule: Month of May – Andy & Beverly Lyle
We still need folks to sign-up to fill-out remainder of the year.

Elections: May – Election for 2 Board Members

It was noted the Board Member positions have been held these past 2 years by David Jusiak and Tracy Ball. While David had initially indicated he would run for the position again, he later changed his mind and we only had two candidates for the Board Member positions, Tracy Ball and Jerry Michels. A motion was made to elect Tracy and Jerry by attrition; this motion was then amended (corrected) to elect Tracy Ball and Jerry Michels by acclamation and the motion was approved. Congratulations to Tracy and Jerry!

David Jusiak was thanked for his years of service to the ARM; David had served as a Board Member for the last 10-years.

New Business:

H.O.G. Rally: The State Harley Owners Group (H.O.G.) Rally will be here in Amarillo on

May 17-19. The ARM is one of 15 stops on the scavenger hunt and there will be members riding out here to find the year the ALCO locomotive was built. Board Member Tracy Ball is one of the organizers of the scavenger hunt. Since Tracy is involved the H.O.G. Rally, he will not be available, but he recommended that we might want to be open during the rally.

Next work dates: Saturday May 12
 Saturday May 26 (Memorial Day Weekend)
 Saturday June 9
 Saturday June 23

Calendar of Upcoming Events:

Albuquerque Railroad Fair: May 19
 LSR Convention: June 7-10 at Round Rock, Texas
 Santa Fe Railway Historical & Modeling Society Convention: June 21-24 in OKC
 Clovis Centennial: There will be a passenger train coming to Clovis June 20-21.
 We need to find out the schedule for this train.

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

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	

Club News Photos next Four Pages



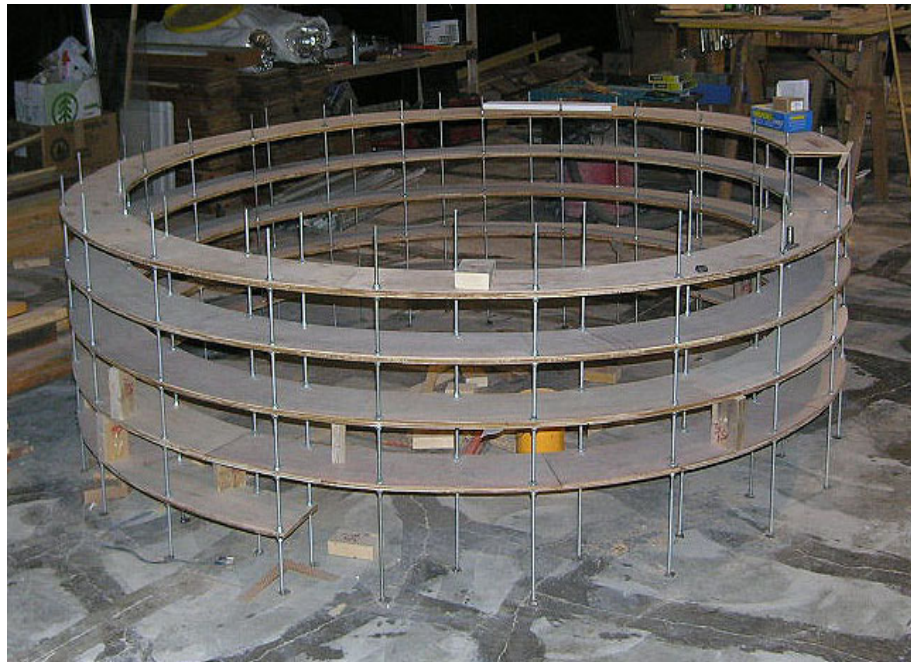
Jerry Michels took *the road less traveled* and followed the old Ft Worth & Denver line as it turned Northwest at Des Moines, New Mexico headed for Trinidad, Colorado. Led by BNSF 795 and followed by UP 6357 and CDFX 132, the train is approaching Branson, Colorado.



The Canyon-Umberger segment of track, supported by shelf brackets, runs along the South Stud Wall. The segment is actually straight here; the curve is the result of parallax. Virgil Doyle is attempting to hold the track to keep it from curving as the picture is made.



The Canyon-Umberger line receiving 3/4" plywood subroadbed, plus 1/2" foam, plus commercial roadbed and track on top. Those bottles weigh much more than the heaviest trains that will operate over this track.



Jus' A'Lookin' for a Home! One of the first major structures completed, dust-covered but still ready for service, the Helix awaits a base support table and connecting track to the East end of the staging yard and Amarillo Junior yard.



The Experimental module that will hold Hereford on the top layer and Panhandle on the lower level. The backdrop for the lower level has been spliced together and is resting with weights on the splice. The upper level backdrop was installed Thursday, May 24 using Gorilla Glue to hold the backdrop to the stringers on the uprights.

Decisions! Decisions!

One of the most conflicting decisions is where to use all those neat buildings that were photographed somewhere other than the Canadian-Clovis right-of-way. Our guidelines specify that at least some of the structures on our layout model actual structures present in towns represented. Some of our structures will be generic kit-built buildings that represent our locale and our era. While a model of Ludwig's Neuschwanstein Castle would not be appropriate, a non-descript, corrugated iron, auto-repair garage may fit right in.

Jay Miller sent a picture of Howard Gault's Potatoes and Onions brick building in Hereford. All of the grading machinery inside the prototype is invisible to the viewer. Jay added an open-air shed adjacent to the brick Gault's warehouse, providing space for a highly-visible processing table, several women grading potatoes, two men weighing and tying the filled sacks and two men transporting the sacks to the refrigerator cars. For further emphasis, the scene would be brilliantly lighted night and day!

Where can we use models of off-line structures, or buildings whose purpose is not known? What

about those towns with no available pictures representing the era we model? We know that every small town had at least one elevator, one filling station/general store and perhaps a school house that doubled as a church on Sunday. County Seat Towns had more than one elevator, several filling stations and one or more petroleum jobbers.

These locations, with no available photographs, are suitable places to use off-line structures such as the elevator at Kirkland, the Texaco jobber in McLean or the Gulf jobber in Clarendon. Many of our members have similar pictures that would make excellent models for fill-in. Producing drawings is not difficult. This would be an excellent topic to be presented at a clinic some Thursday evening. Look in your shoe-box picture file and see what you can find. Pictures of some of the structures mentioned in this editorial are found next.



Newlin, Texas is a ghost town in Hall County, a few miles Northwest of Estelline on the North side of the Ft. Worth and Denver tracks. This is the ruins of Woodward Drugs in Newlin. Date of Photo 1975.



Estelline, Texas was well on the way to becoming a ghost town until the local precinct voted wet. Several liquor stores opened, speed limits on highways through town were reduced, and the local government received enough fine money to maintain a policeman and patrol car. This picture, made February 20, 1975, shows an out-of-business storefront in Estelline.



Gulf Oil Warehouse in Clarendon, Texas. This facility is now owned by Adobe Fuels which supplies bottled propane gas to supermarkets throughout the Panhandle of Texas. Date of photo 3-6-78.



Texaco Warehouse located in Vaughn, NM. Storage tanks are out-of-sight on the right side of the building. The business has been closed for a while. Date of photo 5-29-78.



Texaco Warehouse located in McLean, Texas. Notice the similarity between these two buildings and that they both have a ventilator common to Texaco buildings. Date of photo 1978.



The North side of the elevator at Kirkland, TX. The bucket-type elevator mechanism is available from BH Models. The four tall tanks are about 56 feet high and about 24 feet in diameter



The South side of the elevator at Kirkland, TX. The dump house and office space are located here. The delivery pipe extending down this side is probably for truck loading. The dump house is about 20 feet to the ridge and about 45 to 50 feet long. Both photos dated May 7, 2007.



Former Elevator located in Claude, Texas. Now used by a well-drilling service. It was evidently damaged by a tornado. Both pictures made May 4, 2007.



Elevator found in Claude, Texas. This is the car loading bay which is oriented North-South. This is almost perpendicular to the Ft. Worth & Denver main line. Notice the construction of the elevator bins from 2 x 4 laid flat with the layers nailed together. The corners were interwoven for corner support.

The Digitrax Deal!

Here is a great, one-time-chance for you to get a great deal on Digitrax DCC products. Since we are a recognized organization, we can participate in Digitrax's National DCC Program. This allows the ARM to make a one-time purchase of Digitrax products for an amazing 30% off the list price. Since we're getting near to the time when we need to install DCC on the layout, the Board of Directors has decided it's time to take advantage of this offer. The great thing about this deal is that the offer is extended to our members. You can purchase any and all Digitrax products (throttles, power supplies, decoders, and other components) for 30% off the list price. The Board of Directors has set a deadline of August 1st, 2007, for this program.

How does it work? Simple. Get a Digitrax catalog, or go to www.Digitrax.com. Get a list together of the items you want, total up the cost, take off 30%, and turn it in to Jerry Michels with your money order or credit card number and expiration date. You can also use PayPal (our account is amarillorailroad@aol.com) He will consolidate all the orders in early August, and send the order in to be filled. There is a shipping fee for the order from Digitrax to the ARM which the ARM will absorb. Internet members will have to pay additional shipping of \$10.00 (foreign shipping \$25.00) from the ARM to their home. Sorry, no personal checks from internet members this time around because of the time factor involved with checks clearing and the shipping charges being variable. No exceptions.

This is a great deal for getting that DCC equipment you've always wanted! We'll accept orders for anything from a single decoder to a full blown DCC system.

Keep in mind. August 1st is the deadline for all orders. Digitrax products only. There are many DCC components available on the market, and many are Digitrax-like. Make sure you are ordering only Digitrax products.

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***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.

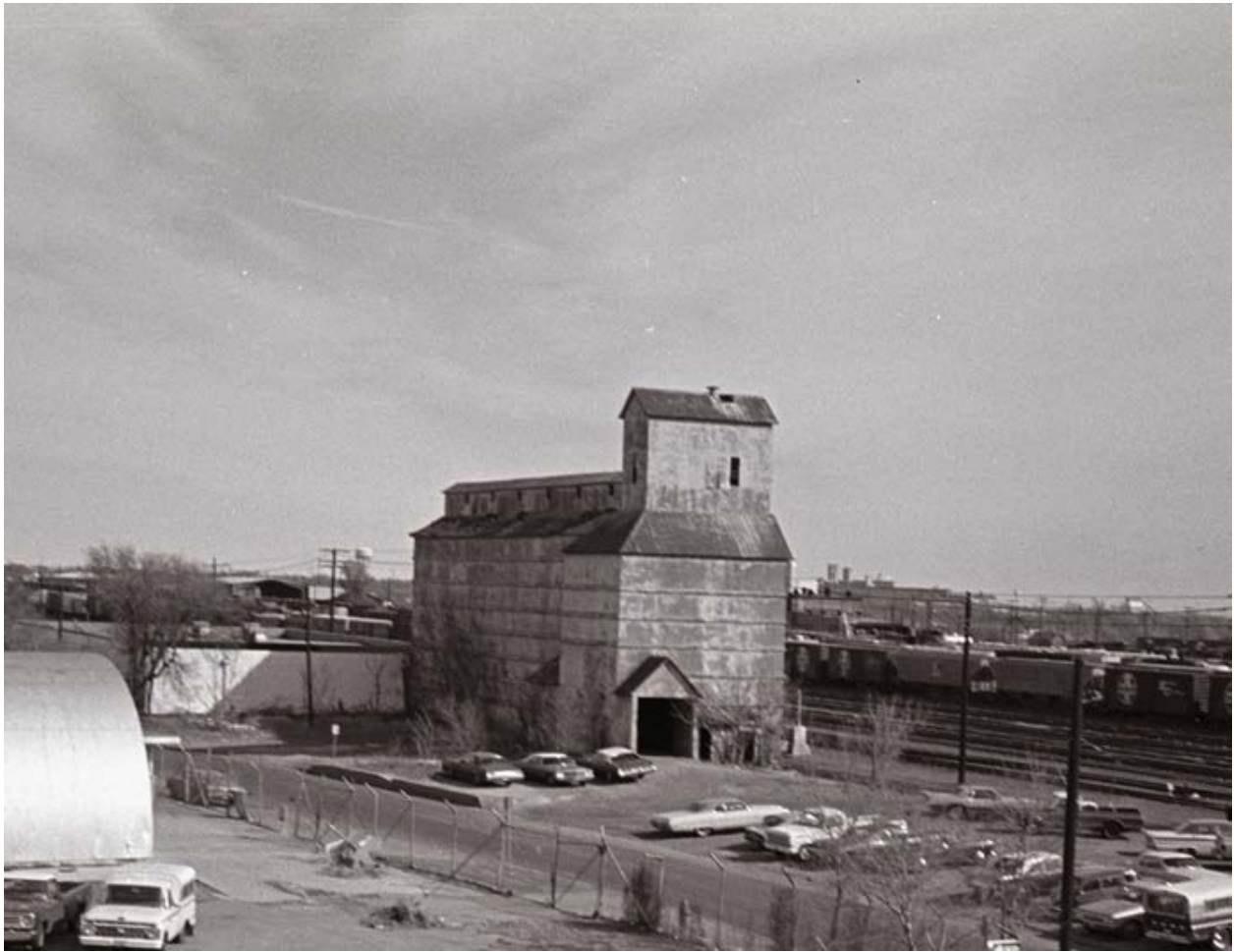
A boxcar of lumber parked on the team track, being unloaded one board at a time and the boards stacked on a truck would require at least two people pulling and stacking the lumber. It gets hot inside a boxcar, and the men may not be wearing shirts. The workers may also be taking a break and drinking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

Member Information

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RUN 8

August 2007



President's Message

by Bob Roth

One particular item caught my eye early in the month when I received the July issue of *Scale Rails*, the monthly publication of the National Model Railroad Association; on the cover was a photograph of a model of a Katy locomotive sitting at a red signal with another train pulled by another Katy locomotive coming toward the stopped train. When I saw this photo it screamed that it was taken locally. The caption on the photo indicated it was taken on a diorama built by Carter Osborne and the photo was taken outdoors by Carter and Virgil Young. Several years ago I had watched Carter build a set of three Katy SD40-2 locomotives each in a slightly different variation of the Katy's prototype SD40-2 locomotives and two of those locomotives were right there on the cover.

Carter showed the various stages of the construction of these models at several of our meetings several years ago as he added various detail parts to Athearn shells to build these models. This was one model project that really encouraged me to try my own hand at detailing models and it was great to see that photo on the cover just for the reminder. My recollection of the diorama was that it was modeled after the west end of Canyon where the double track ended. It had been several years since I had seen a photo taken on that diorama, but the photo obviously captured my attention.

I attended the annual Santa Fe Railway Historical & Modeling Society (SFRH&MS) convention at Oklahoma City from June 21 – 24 with my wife Kathy. Virgil and Paula Young also attended the convention. Activities at the convention started-off with an extra fare trip on the Heartland Flyer departing Oklahoma City early on Thursday morning. The Society had the first two cars in the train reserved for the trip and while boarding we had to direct a number of the regular passengers to the coaches toward the back end of the train. The trip for Society members was just to Ardmore where we climbed off the train and onto our buses for a slow return trip. The car that Kathy and I boarded was one of the old Santa Fe high level cars built for the El Capitan although someone mentioned the seats had been replaced. The train made station stops at Norman and Pauls Valley, and after we all got off the train in Ardmore around 10:30 AM, it continued southward on its way.

The bus journey seemed a bit awkward because we did not have an itinerary listing where the buses were heading and instead of heading directly back to the convention hotel, the return trip detoured to various sites. In Ardmore we stopped at a park with a small steam locomotive and learned this particular locomotive was significant to Ardmore as it was brand new in 1915 and it had been sent up the line to fetch doctors and other medical personnel after an explosion wounded many people

in the town. We also stopped at the site of a former depot for a rail line that extended to Ringling, OK; the circus had made its winter headquarters at the remote location thus it was named Ringling. The rail line had been removed, but one could observe the path of the rail spur given the odd shapes of several buildings along its route. It was noted the Santa Fe had bought this particular rail line and served it for many years.

We stopped for lunch at the site of the Big Thunder quarry near Big Canyon. The quarry was shut down in the mid-1980s after providing limestone ballast, rip-rap and screenings for many years. The tracks had been removed and very little remained on the site although the owner, Dolese, keeps the site locked and restricts access. There was some talk to the effect that Dolese is planning to re-open the quarry to obtain aggregate for concrete. The quarry is located close to the Big Canyon along the Washita River which is a favorite location for rail fans to photograph trains. The buses didn't get back to the hotel until around 5:30 PM after all those stops and then we had a short break for supper before a trek to the Oklahoma Railway Museum.

The remainder of the convention through Friday and Saturday was filled with clinics, a contest room with models and photos and a vendor room with numerous vendors of Santa Fe Railway merchandise. All-in-all I had a good time with the exception of a case of food poisoning that drug both of us down for the two weeks following the convention.

Next year's SFRH&MS convention will be held in Riverside, California from July 8-13 and will feature extra fare tours associated with the fruit industry formerly served by the Santa Fe.

A few notes: The Heartland Flyer uses the old Santa Fe station platform located just to the north of I-40. On a historical note, the other railroads that served Oklahoma City used the Union Station; Santa Fe didn't extend over to Union Station.

Please remember to look at 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 Reduced-price offer; if anyone wants to purchase Digitrax equipment such as your own throttle for running your trains on the ARM layout, orders with payment need to be received by the August Business Meeting.

Next Meeting: The next Business Meeting will be on Thursday, August 2 at 7:30 PM.



This is the first joint cover shot of Carter Osborne's BN Covered Hopper model and this author's Elevator Model. Carter used an undecorated Intermountain kit, added etched running boards and wire grabirons. He modified the sidesill to reflect different stake ends. The white suburban was also modified by Carter to represent vertically hinged rear doors.

The elevator was an American Model Builders plastic kit. It was covered with Campbells Corrugated Aluminum. The truck dump portion was lengthened and two flexible delivery pipes were fabricated. Both authors cooperated on the photograph.

ARM Business Meeting Minutes

July 12, 2007

Old Business:

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

Treasurer's Report:

Checking Beginning Balance:	\$15,435.10
Expenses:	2,716.80
Income:	2,881.96
Ending Balance:	\$15,600.26

<u>Expenses:</u>	Electric	\$	116.88	<u>Income:</u>	Cust. Car	\$	746.95
	Nat. Gas	\$	32.69		Donations	\$	0.00
	Water	\$	71.17		Dues	\$	285.00
	Phone	\$	37.79		Svgs. Interest	\$	0.00
	Bldg/Lumber	\$	0.00		Hat Sales	\$	0.00
	CC Fee	\$	35.48		Insurance	\$	1,850.01
	Car Postage	\$	0.00				
	Loan	\$	478.69	<u>Month of June Accrued Liabilities:</u>			
	Extra Payment	\$	100.00		Layout Const.	\$	
	Supplies	\$	0.00		Bldg/Lumber	\$	
	Printing/Copy	\$	18.08**		Office Supp.	\$	
	Layout Sup.	\$	38.97		E-Bay	\$	
	Layout Design	\$	0.00		Postage	\$	_____
	Car Svgs.	\$	0.00				
	Insurance Act	\$	0.00				
	Bldg. Labor.	\$	270.00				
	Track/Train	\$	890.36				
	Ins. – Building	\$	0.00				
	Intermountain	\$	0.00				
	Capital One	\$	665.66				
			\$ 2,716.80				

** Note Above: Printing Cost was accrued in May (not costed); bill was actually Paid in June.

Extra Principal Payment on Mortgage: It was mentioned that we had discovered a little problem with our bank. When we decided to make an extra \$100 payment per month against the outstanding principal on our loan, the bank had reduced our regular payment by that \$100. Treasurer Virgil Doyle had spent a lot of time discussing the matter with the bank and hopefully has this resolved. Those previous extra payments had been made with a check; these payments are now set-up for automatic withdrawal from our checking account.

Financial Report: A question had been raised concerning the publication of our detailed financial report in our monthly issue of Run 8 with the thought that maybe a less-detailed

report should be published. It was noted that this was our means for distribution of the monthly financial report and that if we want to omit the detail from Run 8, we will still need to distribute the detailed information to our membership. President Bob Roth stated he was open to any comments on this matter. Points brought up were that everyone appreciated having the detailed information as this was much better than we had been getting in the past. Another point was made that we are a corporation and our books are open to the public.

The Treasurer's Report was approved as read.

Car Sales Report/Update: Jerry Michels provided a spreadsheet with a summary of our car sales.

Existing Cars: Jerry stated we are in the black on all of our cars now with exception of the last run of ART cars and the Southern Pacific cement hoppers. We've definitely made a profit on the composite of the ART reefers. On the ART cars, the total profit so far is over \$5,000; the net profit to date is \$2,773.17 to both the ARM and the MPHS.

We are down to only 14 C&NW hoppers; this was a very successful car for us.

It was noted that we are in the summer doldrums on car sales. This has been an annual trend that sales slow down in the summer. We will probably only sell around \$500 this month.

Proposed New Cars:

- 1) ART Reefers: The next batch of ART cars is due in October.
- 2) Rock Island Boxcars: We are waiting for Manufacturer's request for a deposit. They will do 6 numbers in a limited run of 300 cars. Expect these cars to be here in September.
- 3) Modern Cars: Carter Osborne had suggested doing a series of modern cars such as a Rock Island covered hopper car with C&NW markings; Jerry had drafted a proposal to Intermountain Railway Company. These will be vertical ribbed hoppers with a horizontal strengthening rib. This strengthening rib creates a new class of hopper; ATSF had them. This has some potential...
- 4) Texas & Pacific Express Boxcars: Cancelled. Jerry had received a call from the manufacturer and they did not feel the particular car was a good match. There was also a question concerning the depth of the Texas & Pacific market. The manufacturer had indicated they are going to come out with a 57-foot mechanical reefer and we could reserve any paint scheme we might want. It opens a lot of possibilities as there were several railroads that used this particular mechanical reefer.
- 5) CB&Q Hoppers: Jerry had been investigating CB&Q hoppers. A particular order for hopper cars had been placed by the CB&Q; they ordered the last 10 cars of the order to be equipped with roller bearings for testing in-service. To tell these cars apart from the cars with the solid bearings, they were painted orange. Jerry showed a model of one of these cars he is building. There is a manufacturer that is willing to do a run of 300 cars with all 10 numbers; this manufacturer offers kits only at this time.

Service Award: We had intended to present a plaque to David Jusiak to thank David for his years of service to the ARM; unfortunately David was unable to attend the meeting.

Pantex Switch Materials: We still have switch materials at Pantex.

Thank you to Earl, Tracy, Jerry, Virgil, Dan and Joe for the effort on June 9-10 to get the switch parts that we did obtain. Earl has a plan to get some more switch parts in the coming weeks.

Layout Design Status: We basically have the final design; we have just a few relatively minor issues to resolve.

Building Research: Volunteers:

Tom Jones: Hoover thru Canadian

Virgil Young: Hereford & Black

Earl Carrell: Pampa

Jerry Michels: Bovina & Umbarger

Bob Roth: Canyon

We need more folks volunteer to research towns along the railroad that will be on the layout.

Layout Construction: Tracy had worked on a drawing showing the wall at the east end of the layout room and benchwork extending out to the helix. Tracy has a material list prepared for the wall.

Building: Update on Projects: Tracy is working on plans for a fan.

Building Repair: We have received the insurance check for the repair to the building. The Board is soliciting bids.

Maintenance Issues: We need to mow.

Housekeeping Schedule: Month of July – Bob Roth

Still need members to sign-up to fill-out remainder of the year.

SFRH&MS Convention:

President Bob Roth had attended a clinic presented by Jay Miller on the Helium Operations. It was very well researched. Found out our helium car is a rare car, one of a set of 6 cars. The clinic was videotaped and it will be brought out to show possibly in September.

DCC Equipment: Reminder: August is the deadline for ordering; everyone needs to have their order in at our August Business Meeting. Jerry has a list of the information on the throttles with the cost. It was recommended that if anyone had any questions they should contact Jerry.

New Business:

Next work dates: July 7

July 21

Signs: Jerry showed a sign for the project to control the salt cedars the Extension Service is working on a program to control salt cedars with mites. The cost of the sign is noted at \$50.00 at a shop downtown. The sign had several photos and some written information and was professional done. It was suggested this might be something to consider for the railcar display at ARM. This particular sign was to go down in Palo Duro Canyon.

President Bob Roth had received call from a gentleman, Bill Hyde on 7/09/07. He is a teacher looking to retire around January and sell his home and is looking to sell or donate his layout and equipment. He said the layout is movable; built in 2 sections but was not sure of the size.

Intermountain Railway Company formed a new “club” for modelers. It is on-line at imrcmodels.com

Next Meeting: August 2, 2007. Meeting is to start at 7:30 PM

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 & Linda
October	
November	
December	

RUN 8 August 2008
Scenes that Bear Repeating

By Virgil Young

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RUN 8 August 2007

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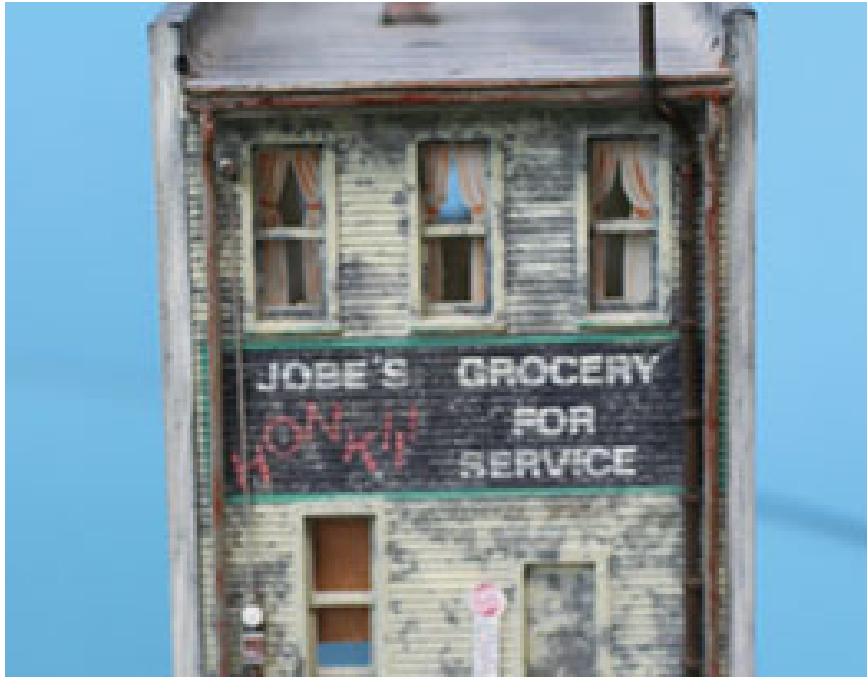
A boxcar of lumber parked on the team track, being unloaded one board at a time and the boards stacked on a truck would require at least two people pulling and stacking the lumber. It gets hot inside a boxcar, and the men may not be wearing shirts. The workers may also be taking a break and drinking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



This building is a Design Preservation Models *Skip's Ribs*. It has a sewage soil pipe, gutters and downspouts, electric meter and conduits and an advertising thermometer added to the rear wall. Curtains and shades are made of bond paper. Wrinkles were represented with a felt-tip pen.



Bordello with sewage soil pipe added after building was built. It branches twice, servicing two sinks or lavatories plus a commode. The bordello itself is upstairs over a pool hall. A barber shop is beyond the two cowboys. Patches on roof were done using different colors of roll roofing. Most of the signs on the building were hand-painted as was the original.

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Two Cowboys waiting for... For wide-brimmed hats, cut off the top of figure's head at hat line. Carve and glue a block of plastic to represent hat crown. Paper punch .005" plastic to make brim and hole for crown. Fasten brim around 3/16" tube, place in boiling water 5 seconds and glue to hat crown.



This was originally a Campbell *Picken's Place* kit. The back porch has been enclosed with new windows, doors and back steps. The black sewage soil pipe to the left usually indicates that plumbing was installed after house was built. It branches to service a lavatory and extends down to service a commode. It vents the traps in the drain system and prevents siphoning of sewage.

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The Author's first attempt at a painted sign. The red area was masked off and lightly painted red around the inside. A whole six-pack of Coors was purchased to soak the label off one bottle for use as a stencil. The stencil was cut with a razor blade and Exacto # 11 blade. The stencil was centered, masked and lightly sprayed white. Stencil cross-bars were touched up with a brush



This is the front side of the Montezuma Post Office Model. The Cafe sign was first painted black, then transfer letters spelled out Cafe. The sign was painted white and the transfer letters were removed with Scotch tape and a black frame added around the sign. Lucky Strike green had not yet gone to war. The board-and-batten siding was distressed and stained with shoe dye in 91% alcohol.



This is an attempt at making a long, narrow presentation of three separate photographs. This is the back of the old location of Amarillo Vacuum at 208 West 10th Street. There were five or six apartments on the upper floor. Notice the jumble of heater vents, window-mounted swamp coolers, electric meters, conduits, telephone junction boxes and odds and ends, such as the wooden bench near the center.

Items such as the above, for which accessibility is not required, are often placed on the rear wall of a large building to hide them from the general public. Structures which back up to a railroad will have the conduits, swamp coolers, and all of the other things present on the back of this building.





Coca-Cola stencil cut from .015" styrene sheet. Lettering is 1 5/8" long which allows it to fit a variety of buildings. Modifier words such as *Refreshing*, *Enjoy*, *Drink*, *Ice Cold*, *Satisfying*, and *Zesty* are added before and after the words *Coca-Cola* using transfer letters.



The background is first painted white and the words *DRINK* and *ICE COLD* are indicated with transfer letters. The sign area is painted Floquil Caboose Red. The transfer letters are removed with Scotch tape. The Coca-Cola stencil is carefully positioned, its perimeter masked off and stencil is sprayed white. Remove stencil and touch-up with fine pointed brush.

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The Caboose Red area is masked, a narrow margin is left unmasked, and the outer edge of the margin is masked. The unmasked margin is then sprayed with Floquil Burlington Northern Green. More touch-up may be required after masking is removed.



Windows have been glued into place and the building has been temporarily constructed. Often advertisers painted their signs to include existing windows in the layout of the sign. This not only utilized available space, but added visual interest

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RUN 8

November 2007



President's Message

by Bob Roth

The month of October has been filled with a lot of surprises. I started the month involved with the Pantex "White Train" and will probably end the month still involved with the train.

I spent the better part of Friday, October 5 with the folks at Pantex involved with historical preservation and a contractor they had hired to develop a display plan for the railroad equipment that is stranded on the Pantex Plant site. At the recommendation of the plant's original Historian, Pantex retained six railroad cars from the "White Train" and a second ALCO locomotive identical to the locomotive that was donated to the Museum. The contractor was hired to develop an interpretive display for the train even though the general public may never get to see it.

This day presented an opportunity to look inside the old 85-foot coach (G23) and inside the old 40-foot coach (G30) which I had never been inside. After introductions and going thru the draft presentation I developed on the train, we made the trip out into the field to the stranded railcars. The paint is severely faded on all of the railroad cars and they are in need of attention, same as the railcars at the Museum although (unfortunately) this little project will not allow for the repainting of the railcars at Pantex; they still need to find the funding to pay for the repainting same as us.

The 85-foot escort coach has a vestibule at one end similar to a lot of passenger cars. Inside there were 2 small roomettes with individual bunks that folded down from the walls. The restroom was tiny and I had the distinct impression of a car where the waste dumped down onto the track and the restrooms were posted "Do Not Flush While Train is at Station." There were a few additional bunks suspended on the walls along the hall toward the center of the car and the center of the car was equipped with a Kitchen/Dining area. The far end of the car was a storage area and unfortunately it was too dark to see very far into this compartment. References were made to "bird cages" that were formerly used to ship certain weapon components separate from the main weapon assemblies. There were tracks in the floor and numerous straps hanging on the walls that were said to be used to restrain the "bird cages" within this cargo compartment. There were also a lot of tools and equipment jammed into the cargo compartment and it was difficult to see very much due to the darkness although I was able to identify several track jacks, spike mauls, shovels and other track tools stuffed into the space near the door.

The 40-foot escort coach is a former WWII vintage troop kitchen car. Entry is gained from a door located in the side of the car and it was difficult to climb in due to the extra width of the grab rails to the sides of the door. This car had very little living space for the escort crews that accompanied

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the trains and must have been uncomfortable for the crews to ride in. The windows had been retained on one end of the car and at the windows on one side was a small dinette, while the opposite side contained a kitchen area with sink, stove and refrigerator. There was a small restroom in this end of the car. There was one particular instrument mounted on a shelf on the side wall that appeared to be for measurement of impacts to the car during movement. The opposite end of the car had a door that opened into what appeared to be a storage compartment; I was unable to open the door all the way due to a volume of stuff that had been stuffed into the compartment including mattresses. It appeared this compartment had housed the diesel generator that provided power for this car.

The other railroad cars retained at Pantex include the 7th power/buffer car, the one remaining un-armor-plated 500 series "cargo" car, one high-sided 600 series "cargo" car and the 4th "newer" escort coach similar to the three escort coaches currently sitting at the Museum. The power/buffer car still has the diesel generator in it and is still equipped with the hose on a hose reel for fresh water supply. All-in-all, it was an interesting day of exploration.

Within days of the tour thru the train at Pantex, I was browsing thru magazines and while flipping thru the most current issue of The Railroad Press (Oct/Nov/Dec. 2007) I came across a pair of photos of two of the white railcars taken in Salt Lake City back in 1972. One of the photos was of a 600 series car, while the other photo was of one of the 500 series of cars; the caption indicated the cars were being used to transport high level nuclear waste.

When I caught-up with the current Pantex historian, she had some items to show me. She come up with a number of gauges that were used to check the flanges on the railcar wheels and also had a bunch of photographs of the railroad cars; it took a while to go thru the photos. I requested electronic jpg copies of the photos so that I might be able to update my presentation on the "White Train." Concerning my presentation, the main reason why I have not brought it to show to the ARM yet is because I have been looking for additional photos to supplement the content. Given the additional information that has been uncovered, I may need to make some significant revisions to the presentation.

Open House: We had some discussion concerning the proposal for an Open House at the ARM and decided to push back the date from October 27 to November 10 due to the absence of several members to attend the Open House at the Texas Western Model Railroad Club located in Fort Worth. Given that November 10 is recognized as Veterans Day and some of our active members will be participating in a morning parade, we will have a fajita luncheon for our members at the ARM on this date.

Layout Construction: Construction has continued to progress and each week progress is made on the construction of the initial loop. Phases 1 and 2 are complete and an effort has been made to work on the corner section (Phase 3) that will connect the main Staging Yard with the East wall and the return loop under the helix. Brackets have been installed on the opposite side of the wall that will ultimately support the upper level where Canyon will be located on the layout.

Next Meeting: The next Business Meeting will be on Thursday, November 1 at 7:30 PM.

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MEETING MINUTES

ARM Business Meeting

October 4, 2007

Old Business:

Meeting Minutes: Minutes of the September Business Meeting were published in Run 8.
Minutes from September were Approved as published.

Minutes of August Business Meeting had been held in abeyance:
Minutes from August were Approved as Amended.

Treasurer's Report:

See new format for Treasurer's Report. (Separate Item)
Treasurer's Report was read.

Checking Beginning Balance:	\$ 7,689.73
Expenses:	\$ 4,776.95
Income:	\$ 1,472.67
Ending Balance:	\$ 4,385.45

We have Insurance Savings in the amount of \$2,000.00 and Car Savings in the amount of \$5,698.85

The Treasurer's Report was Approved as Read.

Car Sales Report/Update: Director Jerry Michels was absent and we had no report for this month.

Pantex Switch Materials: We still have switch materials at Pantex. A request had been received to move the switch materials as soon as possible.

Layout Design Status: We have received the final design plan. Final payment to Byron of \$1,000 is due.

Building Research: Volunteers:

Tom Jones: Hoover thru Canadian

Virgil Young: Hereford & Black

Earl Carrell: Pampa

Jerry Michels: Bovina & Umbarger

Bob Roth: Canyon

Need more folks volunteer to research towns along the railroad; this is becoming more important as construction is progressing.

Layout Construction: Progress

President Bob Roth noted that work has progressed this month; following the plan laid-out last month, Phase 1 consisting of the construction of the helix support table was complete and Phase 2 consisting of the bench along the East wall was nearly complete. Tracy Ball was working on the metal brackets for the upper level that will be required, so it is coming along.

Open House:

Last month we had discussed having an Open House on Saturday, October 27 to take advantage of the situation with the “Scott-Free” model railroaders being at Hobby Time to promote the ARM, but it had been noted there was a conflict on that date with an Open House by the Texas Western Model Railroad Club. A number of our members expressed an interest in seeing the Texas Western club’s layout. The subject was discussed and the consensus was to defer our own Open House at the ARM until our next scheduled Saturday work date, November 10 since we will be short on our members on October 27. Tracy Ball suggested we could have a fajita luncheon at the ARM on November 10. It was noted that November 10 will be Veterans Day weekend and some of our members will be participating in the parade downtown that day so the luncheon may be delayed a little while.

Building: Update on Projects: Cargo Door on Baggage Car
Building Repair: We accepted a bid for the repair of the East end wall in the amount of \$1,350.
Maintenance Issues: Front Light isn’t working properly; need to mow.

Digitrax Orders: Jerry has not processed the order yet; will probably process the order in October since he is out of town most of this month.

Cub Scout Visit: The Cub Scout visit on 9/22 went very well. We received a very nice thank you from one of the Cub Scout groups that is posted on the bulletin board inside the door. Thank you to everyone for assisting with this visit.

Housekeeping Schedule: Month of October – Tracy Ball; Joe Sweeney in November.
Paula Young and Linda Silva will clean in December.

New Business:

Materials received from Pantex: 5 jacks, 2 axle sets and 2 step units. The one set of 4 electric jacks are 35 ton jacks that are capable of lifting the locomotive. Tracy Ball suggested the jacks possibly have a value of approximately \$15,000 apiece. They look to be brand new. Tracy will attempt to find out an approximate value for the jacks.

Black widow and brown recluse spiders were found inside the ARM building so it was recommended that members keep their eyes open. Those spiders were killed after they were found, but we will probably find more spiders.

Garage Sale: There will be a garage sale to benefit Earl Carrell’s daughter this coming weekend. She had been off-work for approximately 2 months due to illness and had no insurance. The garage sale will be at Earl’s home.

Homesote: Mention was made of the poor condition of the foam that had been laid on the plywood deck of the lower level of the Staging Yard and we had not yet laid any track. Virgil Doyle mentioned how the Texas Western Model Railroad Club uses *Homesote* for their base. He noted that ½ inch *Homesote* will run approximately \$21 per 4x8 sheet; 5/8 inch *Homesote* would be special order. Virgil sent some information on *Homesote* to Earl.

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Next work dates: October 13
October 27
November 10
November 24

Next Meeting: November 1, 2007 Meeting starts at 7:30 PM

Cleaning Schedule:

November, 2007	Joe Sweeney
December, 2007	Paula Young and Linda Silva
January, 2008	Volunteers
February, 2008	
March, 2008	needed
April, 2008	
June, 2008	for
July, 2008	
August, 2008	remainder
September, 2008	
October, 2008	of
November, 2008	
December, 2008	year!!!



Tracy Ball and his twin Woks wait to serve more fajitas at the Open House held on November 10.
Photo by Carter Osborne

TREASURER'S REPORT

For the period August 1 – 31, 2007

Checking Beginning Balance:	\$12,672.19
Expenses:	\$ 7,452.45
Income:	\$ 2,469.99
Ending Balance:	\$ 7,689.73

<u>Expenses:</u>	Electric	\$ 57.80
	Nat. Gas	\$ 15.00
	Water	\$ 71.17
	Phone	\$ 37.22
	Bldg/Lumber	\$ 0.00
	CC Fee	\$ 30.38
	Car Postage	\$ 4.60
	Loan	\$ 478.69
	Extra Pmt.	\$ 100.00
	Supplies	\$ 0.00
	Printing/Copy	\$ 0.00
	Layout Sup.	\$ 0.00
	Layout Design	\$ 0.00
	Car Svgs.	\$ 0.00
	Insurance Act	\$ 0.00
	Bldg. Labor.	\$ 0.00
	Track/Train	\$ 0.00
	Ins. – Building	\$ 0.00
	Intermountain	\$ 0.00
	Subscription	\$ 27.00
	Mo-Pac. Soc.	\$ 6,172.62
	Capital One	\$ 457.97
		\$ 7,452.45

<u>Income:</u>	Cust. Car	\$ 2,079.99
	Donations	\$ 10.00
	Dues	\$ 380.00
	Svgs. Interest	\$ 0.00
	Hat Sales	\$ 0.00
	Sub-total	\$ 2,469.99

Month of August Liabilities:

Layout Const.	
Bldg/Lumber	
Office Supp.	
E-Bay	
Postage	_____

Month of August Outstanding Checks

1599	Mo-Pac. Society	\$6,172.62
1604	XCEL Energy	\$ 57.80

Notes:

1. Missouri Pacific Historical Society: Check was written and issued to the Mo-Pac Historical Society during the month of August, but did not get cashed until September.
2. Insurance Accrual of \$2,000.00 is contained within this balance.
3. Custom Car Savings Sum Total is in amount of \$5,698.85 thru end of July. A portion of this amount is included within the balance above.

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TREASURER'S REPORT

For the period September 1 – 30, 2007

Checking Beginning Balance:	\$ 7,689.73
Expenses:	\$ 4,776.95
Income:	\$ 1,472.67
Ending Balance:	\$ 4,385.45

<u>Expenses:</u>	Electric	\$ 57.45
	Nat. Gas	\$ 15.00
	Water	\$ 72.24
	Phone	\$ 35.70
	Bldg/Lumber	\$ 230.32
	CC Fee	\$ 59.69
	Car Postage	\$ 0.00
	Loan	\$ 478.69
	Extra Pmt.	\$ 100.00
	Supplies	\$ 0.00
	Printing/Copy	\$ 0.00
	Layout Sup.	\$ 27.84
	Layout Design	\$ 0.00
	Car Svgs.	\$ 2,402.55
	Insurance Act	\$ 900.00
	Bldg. Labor.	\$ 0.00
	Track/Train	\$ 0.00

<u>Income:</u>	Cust. Car	\$ 805.76
	Donations	\$ 216.91
	Dues	\$ 450.00
	Svgs. Interest	\$ 0.00
	Hat Sales	<u>\$ 0.00</u>
	Sub-total	\$ 1,472.67

Month of September Liabilities:

Layout Const.	
Bldg/Lumber	
Office Supp.	
E-Bay	
Postage	<u> </u>
Layout Design	\$1,000.00

Month of September Outstanding

1610	Tracy Ball	\$ 230.32
1611	XCEL Energy	\$ 57.45

Checks

Ins. – Building	\$ 0.00
Intermountain	\$ 0.00
Subscription	\$ 0.00
Adjustment	\$ 180.84
Capital One	<u>\$ 216.63</u>
	\$ 4,776.95

Notes:

1. This report has been balanced against the bank statement for the period of September 1 – 30, 2007.
2. The balance in the checking account was \$12,373.07 on October 1, 2007. This balance in the checking account includes Insurance Savings in the amount of \$2,000.00 and Car Savings in the amount of \$5,698.85 (plus the outstanding checks listed above) to get the total above to match the balance in the checking account.



Tracy Ball serves fajitas to Bob Roth at the Open House on November 10. Photo by Carter Osborne



Michele Osborne receiving the last of the fajitas after the Open House November 10. Photo by Carter Osborne

Some Observations

by Virgil Young

This past weekend, Virgil Doyle, Tracy Ball, Paula Young and I visited the 10th Anniversary Open House of the Texas Western Model Railroad Club in Ft. Worth. It was very enjoyable and educational. Tracy and Virgil Doyle were interested in the overall construction and the control system and wiring. This author was also interested in those topics, but mostly with the continuity of theme and the structures used to convey that theme.

There were some specialized models of the T&P Freight Depot, the U.S. Post Office, Monigs Warehouse in Ft. Worth and some representative tall structures of downtown Houston.



Model of the T&P Warehouse in Ft. Worth by Joe Williams.

There were some other specialized structures, such as a smelter in Alamosa, that were designed to disguise undesirable but necessary layout structural details. In the case of the smelter, a support column was covered with brick paper to become the exhaust stack of the smelter. On the narrow gauge track, Joe Batson did an outstanding job in his representation of Chama, NM. Selectively compressed, Joe's Chama was set in a specific year and the structures were modeled as they appeared at that time.

The Texas Western did not begin as a professionally-designed or even a completely-designed layout before it was started. Construction began almost immediately on a project that several members agreed to. They had a general idea of what they eventually wanted—operation, signals, dispatcher, and computer-controls. However, they didn't begin the layout with wiring a high priority. The ARM is at the stage where much of the wiring could be completed before we add more superstructures to the joists.



Model of Chama, NM Engine House as it appeared in 1948 by Joe Batson, it is part of a scene containing the Engine House, Lubrication Oil House, Depot, Oil Loading Rack, Water Tank and several smaller buildings.



Model buildings in Downtown Houston. This section is not connected to the railroad, but is adjacent to it in a special-built alcove.