

***RUN* 8**

January 2012



President's Message

by Bob Roth

As the year 2011 draws to a close I would like to wish all members of the ARM, family members, friends, supporters and everyone else a Merry Christmas and Happy New Year!!!

At this time I am looking forward to this Christmas visiting with family members that come for the holiday. I am hopeful I may finally find some time right around Christmas to sit down and work on a few models which is something I have not been able to do in a long time. The new Walthers car models for the El Capitan should be coming soon and I am hopeful to snag a couple of the high level step-up coaches plus at least one high level coach to add to the consist of the San Francisco Chief that I am trying to build.

Last month I noted advertisements for the Polar Express being operated by the West Texas and Lubbock Railway down in Lubbock. It was obviously geared for children, so I made arrangements for us to take our almost 4-year old granddaughter to ride this train on the Friday following Thanksgiving. Children are encouraged to wear their pajamas and although we rode the 6:00 PM train, I didn't see a single child that wasn't in their pajamas. The starting point for the train is at a waterslide complex on the West side of Lubbock. The train consisted of a single diesel-electric locomotive with five (5) cars and a red caboose on the rear end of the train. Three of the cars were vintage dome cars while the other two cars appeared to be bi-level commuter-type cars; I did not get the opportunity to go in any of the cars other than the dome car we were assigned to ride in. They had lines roped-off in the grass near the railroad track with different colored flags to identify car assignments and at the appointed time they lead each group to their assigned car for boarding.

Christmas music was playing inside the train as we climbed up the steps and then hunted for our seats in the dome. (The only way to go is in style in a vintage dome car.) Looking around our car, there was a sign indicating it was a former Santa Fe dome, #510 built by BUDD in 1954. The dome was strung with garland and miniature Christmas lights from one end of the car to the other helping to give it a festive appearance. Finally our conductor announced over the PA

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system that we would be departing shortly.

The ride from Lubbock to the North Pole (and back) lasted only about an hour in duration but it was busy most of the way after the train finally got moving. Several young folks dressed with white smocks and chef's hats came through the train giving everyone cookies to munch on. The cookies were followed by hot chocolate in decorative mugs while a song from the Polar Express movie about hot chocolate played. "We serve it hot, hot, hot..." They started reading the story from the book over the PA and some of the chefs wandered up and down the aisle with books to show the pictures as the story was read.

The train slowed as we approached the North Pole and Santa was standing by the candy cane striped pole waving to all the folks on the train as each car slowly passed by. In the background Santa elves were all jumping around and waving. The Train finally stopped and our conductor told us that Santa would be coming aboard to visit with all the kids. As Santa visited with the kids, he gave each of the kids a shiny silver jingle bell to remember the trip. After the train left the North Pole the lights inside the car were dimmed, Christmas carols were played and sung, and some of the elves danced up and down the aisle with the children. We all had a pretty good time. As we approached our starting point we could see the crowd lined up to catch the 8:00 PM train.

Out at the ARM work has continued slowly this past month to install the lighting for the layout and to paint the back side of the fascia. Concerning the garden, Tracy finally was able to meet with some of the gardeners and they want us to get some cow manure mixed in with the dirt; Tracy is trying to contact the folks to get the cow manure. Overall, things should pick back up once we get past the Christmas and New Year's holidays.

Next Meeting: The next Business Meeting will be on Thursday, January 5 at 7:30 PM. There will be a slide show concerning the Arizona Railroad Museum following the Business Meeting.

Please have a very Merry (and Safe, and Healthy) Christmas and a Happy New Year.

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MEETING MINUTES

ARM Business Meeting

December 1, 2011

Old Business:

Meeting Minutes from November were published in RUN 8. The Minutes were approved as published.

Treasurer's Report:

Treasurer Doyle read the Treasurer's Report. It was approved as read.

Car Sales Report/Update:

Director Michels reported that all the cars he had weathered were sold, so he will try some more after Santa comes.

He also reported that the Texas Western Club will be taking some PRR X29 Boxcars to the Oklahoma City Train Show this weekend. They also have them on their website and Director Michels will add this listing to our website with a transfer to the Texas Western site. He does the same thing for the Missouri Pacific Historical Society that sells the ART cars with us.

Layout Construction:

Progress: Progress on the layout was slowed this month as more effort went into the garden layout on our October 8 work day and our October 22 work day was hampered by a lack of able bodies. Virgil Young painted additional backdrop around the North wall through Hereford. Virgil Doyle started installing boxes for the lighting behind the fascia around to the end of peninsula on the upper level. We have enough wire to start pulling wire into the boxes so we can plug into extension cords to have lights to paint the backdrop.

Director Ball reported that he had been working on setting up conduit from the main electric panel to the satellite box to supply power to the switch box. He is working on the switch box at his barn, getting it ready to cut the light switch plate. It will be installed and conduit run through the walls to the layout lights.

The electricity to the center of the peninsula was also completed without damaging the water line in the concrete. And even though Tracy has not started painting clouds, Virgil Young has given him the go-ahead to start air brushing them.

Building & Grounds Update:

TV antenna has torn-loose from the building and requires attention to re-secure it.
Rain gutters need a lot of repair.

Phillip Pratt Memorial Garden Railroad:

With assistance from several members' hands, the perimeter walls were erected around

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the perimeter of the garden and a few loads of dirt were added within the walls. Unfortunately we had an inadequate number of folks available on Saturday, October 22 and were unable to bring the multiple loads of dirt needed to fill the garden bed. The snow this past Wednesday, 10/26 provided some much needed moisture for this area and helped us with wetting of the existing garden fill. The main task needing to be completed is planting trees.

Director Ball reported that he had been able to bring enough loads of dirt this week to fill the garden. The gardeners were out here and requested some manure on top of the dirt. Their supplier was not answering calls, but this will be done as soon as they do. Tracy also found rock for the garden railroad ballast. And the Railroad Benches are here and stored in the Young's garage until spring.

Friends of the Burlington Northern Convention: The convention is scheduled June 6-9, 2012, (same date as the 2012 LSR convention).

Magazines: Guy Pigg has worked some on sorting magazines so we can dispose of excess copies of magazines. Jeff Ford has indicated he will be moving to Denver – planning for January transfer.

Magazine Article: No further contact from Mr. J.P. Bell of JP Bell Photography concerning an article for “Ride Texas” magazine that is to appear in their January issue.

Housekeeping Schedule

Need to start sign-up for 2012.

Electrical Equipment:

Members of the Executive Board met informally and approved the purchase of electrical equipment required for lighting the layout.

White Train:

There was an article in Monday's Newspaper concerning the White Train at Pantex.

OKC Train Show:

December 3-4

Dave Poplawski for Burlington Northern:

Dave Poplawski requested photos of the Burlington Northern era that can be published in the BN Expediter.

Clinics:

No long-term schedule for clinics at the moment, but at the January meeting President Bob Roth will give a slide show of pictures taken at the Arizona Railroad Museum this past summer.

ARM Work Dates:

- December 10
- December 24
- January 14
- January 28

Next Business Meeting: Scheduled Date is Thursday, January 5, 2012.

Cleaning Schedule for 2012:

January	
February	
March	
April	
May	
June	
July	
August	
September	
October	
November	
December	

What? No pictures?

Illness and a Christmas visit to Plano cut short any efforts at photography this month. Hopes are high for improvement in health for everyone in the club. We look forward to a New Year with optimism.

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Run 8

February – March 2012

President's Message

By Bob Roth

Let me apologize for the delay in publication of Run 8 this year as our Editor has been ill and unable to work on the publication thus I am taking a shot at this to get some information out to our membership.

As the end of 2011 neared I was thinking quite a bit about our status at the ARM, where we were in the construction of the layout and how close we seem to be to the point where we will start laying main line track. I took the time to look back at some of my previous January messages and I reviewed my notes on the progress of our layout construction over these last few years. In 2008 I reported the first train had been run on the layout as Tracy ran a Santa Fe F-unit with a few passenger cars around one loop on the helix, the sum of the track that had been laid up to that point. In 2009 we had the Digitrax DCC system installed and a temporary loop operating thru our lower staging yard. In 2010 we had completed the bench work along the East wall for Canyon on the upper level and Zita on the lower level, we had started extending the spline roadbed away from the helix, Tracy had shingled the one leg of the layout along the East wall of the building and we had completed the framework to support Amarillo Junior Yard. I did not make any specific report about the layout construction in January, 2011, but we were finishing the custom trusses in the corners and working on the fascia to get ready for the sheetrock installation. Construction of the layout has progressed significantly this past year as we now have finished, painted sheetrock on the walls and ceilings, the lighting for the upper level of the layout is complete, the bench for Amarillo Junior Yard is setting in place and ready to receive plywood decking and we are now ready to continue with the L-girder installation.

Since the start of this new year I have been feeling a degree of excitement each week as each little task is completed. We completed the painting of the back side of the fascia white, touched-up the ceiling along the fascia and then completed installation of the light fixtures around what will be the upper level of the layout. A small crew met out at Tracy's and worked on fabricating a number of the brackets required to support the upper level of the layout. People that visit the ARM now can get a good feeling for the overall size and scope of the layout but given the coming convention of the Friends of the Burlington Northern June 13 – 16, it would be nice if we could extend the bench work and at least the main line track thru the East Tower area by the time of this convention and each week it looks more feasible as more work is completed.

We have been taking a lot of little steps these past few months to get ourselves ready for a major "thrust" to construct the remaining bench work for the layout. More recently slots have been cut thru

the walls for the installation of the upper level support brackets, Tracy started air-brushing clouds on the backdrop walls, and some of the lumber has been cut to fabricate L-girder and joists. We are finally down to the woodworking.

The difficult part at this time is on the financial side. These past few months have hurt a bit as we had a few major expenses, including our annual insurance while our income from car sales has lagged with the economy in general. At this time we have significant funds tied-up in our custom car inventory rather than sitting in the bank where those funds would be available to us. I am confident we will sell our inventory, but I want everyone to be aware that our ability to purchase additional materials for the layout will be hampered for a while and this will likely hinder our progress somewhat. Although we bought 300 board feet of lumber a while back, it is not enough to complete all the bench work that needs to be built. We will see how far this lumber we have will go and determine our need for additional lumber. Spring is coming and conditions will change...

Outside on the Phillip Pratt Memorial Garden, Tracy obtained two loads of cow manure as requested by the Master Gardeners and he used his loader to mix it with the soil. At this time we are ready to close the gap in the retaining wall around the garden – as soon as the weather gives us reasonable conditions in which to work outside.

Next Meeting: The next Business Meeting will be on Thursday, March 1 at 7:30 PM. There may be a clinic following the Business Meeting; Brian Jansky plans to bring pictures of Spring Time in the Rockies Photo Freight taken along the Cumbres & Toltec narrow gauge railroad in 2010.

Bob Roth

MEETING MINUTES

ARM Business Meeting

January 5, 2012

Welcome to 2012.

Old Business:

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

Treasurer's Report:

Treasurer Doyle read the report; very limited discussion. Report was Approved as Read.

Car Sales Report/Update:

Director Michels reported we had the lowest net profit from custom car sales in the last six years. It was assumed this was due primarily to the economy. Jerry noted we have seen a trickle of orders and expressed a hope we will receive more orders in the near future. The best seller was the ART 1950 version kit; we sold 135 of them. The MKT mechanical reefer was next, followed by the Missouri Pacific airslide hopper and then it dropped down following our older cars. The ART 1960 and 1964 kits didn't do all that well.

Lubbock Club Newsletter:

We had received a newsletter from the Lubbock Model Railroad Association in the mail and VP/Secretary Virgil Young was teased that he had some competition as the Lubbock club's newsletter contained some color pictures.

Layout Construction:

Director Ball reported progress on the layout lighting was coming along; the switch box has been installed and is working and most of the conduit and boxes for the lighting have been installed; we need to finish the remainder of the conduit and boxes. Also painting of the conduit was started using primer and it looks a lot better. He noted the need for more paint, flat white primer. The rough painting of the back side of the fascia with white paint was completed from the peninsula all the way to Amarillo Junior Yard. Next will be cutting holes thru the walls for the support brackets and painting clouds on the backdrop. Following that is the need to fabricate the support brackets needed for the upper level.

Building & Grounds Update:

TV antenna on the West end of the building tore-loose from the building and fell; it is now laying on the ground.

Phillip Pratt Memorial Garden Railroad:

Director Ball met with the Master Gardener folks of folks this past month and they indicated the need to add cow manure to the soil in the garden thus he had stopped filling the garden with dirt and has been trying to contact the folks about obtaining the manure with no success. Dirt has been stockpiled that should complete the garden. The last tree was planted today so now all the trees have been planted around the garden.

Friends of the Burlington Northern Convention:

The convention is scheduled June 6-9, 2012. Jerry Michels responded to a request from Dave Poplawski for photos of the Burlington Northern and sent him a CD with about 150 photos of the BN here in Amarillo in the 1980's. We had also received an e-mail on Monday from a member of their Board of Directors that raised our curiosity if he had communicated with Dave Poplawski.

Magazines:

Director Pigg reported no recent work on the sorting magazines; he noted that pretty much all the Model Railroad Craftsmen has been sorted-out and extra copies can be removed; Model Railroader is next. Books and VHS tapes are on the radar. A concern with the VHS tapes is that in a few years it will be impossible to find players to watch them. This spurred a discussion about copying our VHS tapes onto DVDs and questions about copyright protection.

Magazine Article:

No further contact from Mr. J.P. Bell of JP Bell Photography concerning an article for "Ride Texas" magazine that is to appear in their January issue. Director Pigg was asked to keep his eyes open for this article.

Housekeeping Schedule:

We ran past the end of our old schedule thus we need to start the sign-up for 2012. A blank schedule was passed around for members to sign-up.

New Business:

Draft Tri-fold brochure for the ARM:

Our hobby shop advertisements had run-out a while back; President Roth had discussed advertisements with Paula Young and related that a tri-fold brochure for the memorial garden

had worked-out real well for Paula to carry around so he had started working on a tri-fold brochure for the ARM that we can put in the hobby shops and the tourist center to advertise our existence. President Roth passed around a rough draft containing text only for review and noted the need to add a few pictures and a map. Main thing with the brochure is it provides information relating who we are, where we are, what we are doing, when we are open... The thought behind the brochure is that as the garden is completed and as the layout develops we can change-out the pictures in the brochure.

Insurance:

President Roth noted our insurance is due in about a week which will be a major expense thus our bank account is about to take a little hit this month.

Clinics: No long-term schedule for clinics at the moment, but tonight President Bob Roth will give a slide show of pictures taken at the Arizona Railroad Museum this past summer. Last month Director Ball had given those five of us in attendance a short clinic on use of the train order hoop.

ARM Work Dates: January 14
January 28
February 11
February 25

Next Business Meeting: Scheduled Date is Thursday, February 2. Ground Hog Day.

Meeting was adjourned.

MEETING MINUTES

ARM Business Meeting

February 2, 2012

Old Business:

Meeting Minutes from January: No Minutes this month due to illness of VP/Secretary Young.

Treasurer's Report:

Treasurer Doyle read the Treasurer's Report. Several major expenses were reported this month including two automatic payments to Intermountain in January, Insurance in the amount of \$2,258 and also a year's worth of Sales Tax; several expenses that are pretty uncommon. We have one payment left to Intermountain. Treasurer's Report was Approved as Read.

Car Sales Report/Update:

Director Michels reported we had some sales this past month. Early January we had no orders but orders started coming later in the month. We had gross sales of \$852 with net income of \$205 in January. No news on sales of the PRR X29 Boxcars from the Texas Western Club in Fort Worth; Treasurer Doyle noted latest information was that sales were slow. An advertisement for this car was observed in the club section in Model Railroader; it is also advertised on our website with a link direct to their website.

Layout Construction:

Director Ball reported the lights are coming along real good. All conduit around the perimeter of the fascia has been installed and painted; two more light switches were installed. All we lack is installation of some lights above Umbarger. Also 50 support brackets required for the upper level were fabricated on Saturday, 1/28. Tracy will make an effort to get out and start shooting clouds on the backdrop in the afternoons. The next significant task will be installation of the remaining L-girder along the walls which will require ripping more lumber.

Building & Grounds Update:

TV antenna on the West end of the building tore-loose from the building and fell.

Phillip Pratt Memorial Garden Railroad:

Director Ball reported he obtained two loads of cow manure this week and it is ready to mix with the other dirt. The cow manure was requested by the Master Gardeners; he will contact them and tell them to go with their part. Next task for us is to finish the retaining wall; after that is done Tracy plans to take his equipment home.

Friends of the Burlington Northern Convention:

The convention is scheduled June 13-16, 2012. Communication received just after our January meeting revealed they had pushed their convention date back a week but had failed to notify us. They appear to have their schedule set with several activities including a tour of the Progress Rail facility and of the ARM. Director Michels is looking for pictures of the BN fueling facility along Third Street.

Magazines:

No recent news on the sorting magazines so we can dispose of excess copies of magazines. Director Pigg reported no work on sorting of magazines this past month and no plans to work on this until we get some progress on the layout.

Tri-Fold Brochure:

President Roth noted receipt of a few comments on the draft brochure since last month and he had worked some on updating the brochure. Still need to add pictures.

Railroading Merit Badge:

President Roth noted he taught a full class of approximately 35 Scouts on Saturday, 1/21. We only had 2 hours and were unable to complete it thus all of these Scouts still have requirements to complete.

Magazine Article:

No further contact from Mr. J.P. Bell of JP Bell Photography concerning an article for "Ride Texas" magazine that was to appear in their January issue. Director Pigg will look to see if it was published.

Housekeeping Schedule:

Need to continue sign-up for 2012. Still have a lot of blanks to fill-in on the schedule. President Roth noted he had started the cleaning this month with vacuuming and cleaning of the potties but he still needs to take out the trash and mop the floors.

New Business:

The CowCatcher:

President Roth noted receipt of a request for information to complete an article about the ARM to go in the CowCatcher. He drafted an e-mail message response and received a request for more information particularly about the garden railroad that might go in the March/April issue of the CowCatcher given that Spring is coming and this will be a good time to bring up garden railroading. President Roth had done some creative writing and showed a draft of the article for the CowCatcher.

History Talk:

President Roth noted we had received a request for talk on the History of Railroads in the Texas Panhandle on April 10 for the Amarillo Prospector's and Treasure Hunters Club. President Roth will pull some information together for this.

Tour Request:

President Roth noted a telephone request for visit/tour of ARM by Bushland School group grades K-4; date set for Saturday, 6/09. Being on Saturday, kids will come with their parents rather than as a group of kids in a school bus. This happens to fall on our second Saturday work day thus we should have some folks out here to assist with the tour group.

Clinics:

No long-term schedule for clinics at the moment, tonight in lieu of the clinic we will have a discussion about the article that was published in the newspaper.

ARM Work Dates: February 11
 February 25
 March 10
 March 24

Next Business Meeting: Scheduled Date is Thursday, March 1.

Newspaper Article: There was an article titled "Switching Tracks" on the front page of the Amarillo Globe-News on Saturday, 1/28 concerning the Museum that was to be installed in the Santa Fe building. President Roth noted he had read the article and was curious why this article had appeared in the newspaper. Going back to when Potter County obtained the grants for renovation of the Santa Fe building we recalled there was a requirement for the County to put a railroad museum in the building and the plan was to put this Museum on the second floor. The County collected some artifacts but did not make a significant effort to create this museum.

Walter Wolfram stepped forward and created a committee to spearhead the effort for this museum. They held a series of meeting and started raising funds, and as far as President Roth could remember they had raised somewhere in the neighborhood of \$2 million. In 2009 we received a letter from their committee stating that due to the economy they were suspending their fundraising campaign and were evaluating their options. From there it went on to a litany of reasons for not putting the museum in the Santa Fe building including that the County will probably need that space, there's no parking around the building, hours of operation, security concerns and more items. President Roth noted after receipt of that letter he had drafted a letter in response noting an understanding that one of the terms of the grants the County had received was the need to put a museum in the building thus he did not understand the part about "evaluating options."

No letter response was received back from that letter, thus President Roth noted he had followed-up and called Walter Wolfram a couple of months later. Walter noted at that time that he had his eye on the Santa Fe Depot; the architecture of the building, the whole thing. The issue was the depot property is owned by Bob Goree; he had put his business in the structure adjacent to the depot that had been a roller hockey rink and he didn't believe that Mr. Goree would be interested in talking with him. He had also noted that Mr. Goree's family had no desire to run the auction house and Mr. Goree was around 80 years old, thus it raised some question if Walter was hoping to wait him out. Comments were made that Mr. Goree is in pretty good health and is pretty sharp.

A comment was made they are chasing roads that we've already been down. We could have bought the depot several years ago and we looked at other property. The problems observed at the depot included the roof has not been touched since 1947 and the estimated cost for a new roof is \$500,000. It also needs a new sewer line which is why there are no occupants in the building; that's another \$150,000 right there. President Roth noted in his discussion with Walter Wolfram that Walter indicated a belief that if they could get the depot they would be able to get a transfer of that requirement for the museum in the Santa Fe building to another structure. Several folks questioned this.

President Roth noted he had called someone to find-out more information with one question being what was behind this article. The gentleman he talked with indicated the article was a surprise to him. Anyway, the news is that the committee behind the museum obtained permission from Bob Goree to have the depot property surveyed and appraised. They are going down that road at this time. Extensive discussion followed. Question was asked if they were incorporated as a non-profit organization or not; we did not have an answer to this question. Some of the members of the Board expressed frustration that we have already been down this same path looking at various properties and here we are today; they are following the path now. In the letter sent to them over two years ago in response to their letter was an invitation for their Board to come and visit us; they never visited. The feeling expressed was that we need to issue another invitation for them to come and visit with us.

Another concern expressed was that we have all these separate entities within the City and there should be some consolidation. President Roth noted their committee has the desire to have the Madam Queen relocated back in front of the depot if they get it and word is they will come and visit with us if they are successful in purchasing the depot. The one side to it is that they are looking downtown while there is such a strong push for development downtown, but we are also within the City although not downtown.

Director Michels had drafted a letter with the basic intent that we contact their committee and invite them one more time to come and visit with us and assess if the site of the ARM might also work as a home for their museum. It was noted this letter had only been shared among members of the Board. A few specific points of the letter were discussed and the letter was read aloud. Wording of specific points was discussed and the plan was developed to have Liz take the letter and make revisions to it.

Further discussion continued that we should join the Chamber of Commerce; they will help to support and promote the ARM. Carol Abraham offered the membership fee for the Chamber of Commerce could be paid from the fund for the garden. The question was raised when things may get finished. We hope to finish the garden this summer. Concerning our HO layout, we are working to get the Texas Western club members that want to help come up to assist us with the bench work construction.

After further discussion, Carol Abraham offered a motion to pay the membership fee to join the Chamber of Commerce from the Memorial Garden fund. Motion was approved.

It was re-iterated the letter will be rewritten and passed around for review before next Thursday.

Meeting was adjourned.

Future Events:

- April 10, 2012 Presentation to Amarillo Prospectors and Treasure Hunters Club 7:00 PM
- June 9, 2012 Saturday: Bushland School Camp to visit ARM 10:00 AM
- June 6-10, 2012 Lone Star Region (NMRA) Convention in Houston
- June 13-16, 2012 Friends of the Burlington Northern Convention in Amarillo
- June 19-24, 2012 Santa Fe Railway Historical & Modeling Society Convention in Temple, Texas
- June 6-9, 2013 “Rails along the Rio Grande” (Regional Convention, Rocky Mountain Region, NMRA) hosted by Rio Grande Division #6, at the Albuquerque Marriott Pyramid North
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Cleaning Schedule for 2012:

January	
February	Bob Roth
March	The Bolts
April	
May	Andy & Beverly Lyle
June	
July	
August	
September	
October	David Jusiak
November	
December	



This is a view of the layout from the mezzanine with the high bay lights turned-off; all the lighting is provided by the layout lighting.





Run 8

August – September, 2012

President's Message

By Bob Roth

Let me apologize (once again) for the irregular publication of our newsletter these last several months; as most of you know our Vice President/Secretary and Publisher of our fine newsletter, Virgil Young, has been battling illness for the last several months that has made it difficult for him to set behind his computer for very long periods of time. For this reason I am compiling this issue of Run 8 to pass information along to the membership of the ARM and I will probably continue with this effort until our Secretary/Editor is able to resume this effort. Current news is as follows:

We send our condolences to the family of long-time member and former Director Paul Sowle as he passed away on August 10. No announcements concerning services were observed in the newspaper as his wife has also been battling illness. Our thoughts and prayers are with Janice and their son Rob.

We welcome to our membership Student Member Cory Gabel (June 9) and Leonard Opdenhoff (August 16). Cory will be a Senior at Bushland High School this Fall and since joining the ARM has participated on many of our Saturday work days during the summer assisting with construction of the layout. Leonard was a member of the Texas Western Model Railroad club in Fort Worth and being retired has relocated to Borger. Welcome Cory and Leonard!

Work out at the ARM has been relatively slow over the summer months particularly as the summer temperatures increased and our regular attendance dropped. I was gone a few times during the summer on various trips and I am sure that other members took vacations during the summer too. The temperature also had an effect on what work tasks we elected to work on as no one wanted to work out in the sun in near 100 degree heat and/or 35+ mph winds. Fortunately with fall coming the weather seems to be settling down.

Back when the summer started, I noted we were essentially at the end of our "Work Task List" and I made an effort to draft a new "Work Task List" to help guide us in the construction of the HO scale layout. It was interesting as I was compiling this list that we seemed to be at a decision point in which direction we wanted to take the construction of the layout; I felt we had a few different options given where construction was at that point in time. I sent a draft of the updated "Work Task List" to the Executive Board for their consideration and input and with this input and extensive discussion during the July Business Meeting, the decision is to push to complete the bench work and track around the lower level of the layout. The underlying issue is that it has been approximately nine (9) years since

we moved out from Western Plaza where we were able to run trains on our modular layout and by completing the track around the lower level on the layout we will finally be able to resume running trains between the Staging Yard on one end and Amarillo Junior Yard on the other end.

The first step in this process was to install the turn-outs in the main line between the helix and Amarillo Junior Yard and this has been done although none of the Tortoise switch machines have been installed yet. The next step was to layout the tracks up through the North Amarillo (East Tower) area and I have been focused on this effort over the last month plus with the real effort trying to fit the track in a smaller area than was originally designed given the space taken out by our creation of the chase behind the wall. As September is upon us, the cork roadbed for the main line of the Santa Fe is now laid around the corner into the North Amarillo area and I have been working to locate the various turn-outs. The next step will be the extension of the bench work around the next corner to the town of Panhandle and beyond.

Outside the ARM work on the Phillip Pratt Memorial Garden Railroad has been slow thru the summer with the main issues having been the heat and the wind, but in the last few weeks of summer the sprinkler control valves and the valve box were installed and ditch up against the building was cleaned-out to enable the installation of the sprinkler control cable. Within the next month the sprinkler system should be complete and we should be able to resume with progress on the garden railroad, weather permitting.

I mentioned in my message back in June after I had returned from the Santa Fe Railway Historical & Modeling Society convention that they are planning to update their book on stock cars of the Santa Fe and they could use updated information on the stockyards at Amarillo. To this end, I have been doing some research (in conjunction with my research on the history of the railroads in the Texas Panhandle) at the library looking for information. While I've managed to find a couple of tidbits of information about the stockyards, there are a number of questions that need to be answered. One question is the book notes the stockyards (or Santa Fe) had a capacity for 823 of the 40-foot stock cars – where? If anyone knows any older (retired) railroaders that might have worked around Amarillo especially when the railroads were still shipping cattle please ask if they might be willing to visit and discuss their experiences please let me know. This gets into another project to collect oral history from those folks before they pass-on.

Next Meeting: The next Business Meeting will be on Thursday, September 6 at 7:30 PM. There will be a brief clinic following the Business Meeting.

Bob Roth

MEETING MINUTES

ARM Business Meeting

July 12, 2012

Old Business:

Meeting Minutes from June: Published and distributed via e-mail. Approved as Published.

Treasurer's Report: Approved as Read.

Car Sales Report/Update: We experienced low car sales during the month of June.

It was noted that cars sales have been much stronger this so far month. On a positive note, Intermountain is paid-off. We had received a bill from them indicating we still owed them a significant amount of approximately \$647.00, but this was all related to the deal they made with us after they decided to ship all our cars to us and they had given us a 2% discount on the overall amount. In the end, they owe us \$52.

Layout Construction:

Progress: Track laying has continued in Junior Yard and is coming along really good. The road bed for the tail track at the West end of Junior Yard is complete and ready for cork and track. Now we are ready to start cutting lumber to extend the bench work East from Junior Yard all the way to Canadian.

Phillip Pratt Memorial Garden Railroad:

Only minor work was done on the track in the garden due to the heat and lack of helping hands this past month. A bigger effort was made to pull the weeds from the garden and to do some weed-eating around the perimeter of the garden which improved its appearance. Tracy reported he had completed the valve box and that we are now ready to install the sprinkler control valves. Once the valves and the valve box are installed we can fill-in the hole across the street. We still need to run the conduit to extend the sprinkler control cable across the street. Question was asked concerning how we were going to control the trains on the garden railroad and the answer was that we were planning to run the trains with battery power. David Jusiak had provided some literature on a radio control system. David mentioned the issue of holding the ballast on the track; Bob Roth had mentioned the one garden layout he had visited in Lubbock where the gentleman used cement sprinkled over the track ballast that was lightly sprayed with water to help hold it together. Tracy Ball noted he has some cement.

Building & Grounds Update:

The grass needs to be cut; Tracy Ball noted he had cut a bunch of grass today. Given recent rains, the weeds are running-away from us.

Friends of the Burlington Northern Convention: Their convention was held here in Amarillo on June 13-16, 2012. We held a reception for them at the Big Texan in their "Beer Garden" on Wednesday evening; Jerry and Tracy showed-up and we all had a good visit. Their group visited the ARM on Thursday afternoon, 6/14. Jerry and Tracy came out, and President Bob Roth gave them a presentation on the "White Train" since it ran frequently on Burlington Northern rails particularly in its late years of operation. We showed them around the ARM and they seemed to enjoy their time here. Treasurer Virgil Doyle noted they had also donated \$105 to the ARM and he had sent them a donation thank you letter. They also purchased two custom cars and Jerry gave a talk on Friday evening at their convention.

News of Other Organizations:

Santa Fe Museum: No recent news.

RAPS: RAPS completed the removal of the fire brick from inside the firebox on the Madam Queen and on Friday, 6/29 they were scheduled to complete ultrasonic inspection inside the fire box. President Bob Roth noted he had not heard any results from this ultrasonic inspection. They sent an e-mail message they are having a work day on Saturday; anyone who wants to come out and help work to work must wear proper PPE (Personal

Protection Equipment) including hard hats (they sell them), steel toe shoes which must meet certain safety requirements, and safety glasses.

NMSLRHS: No significant news on ATSF 2926. President Bob Roth has been receiving e-mail updates from them. They've been rebuilding the wood parts of the cab and getting it repainted. They've been welding staybolts in the boiler.

Recent/Current Promotions:

CowCatcher Article: Mentioned last month an article was published in the May/June issue of the CowCatcher recognizing our 22nd anniversary.

Flyers appear to be working as we have had more visitors to the ARM recently.

Housekeeping Schedule: Jim Shook volunteered to fill most of the spots on the schedule, but there are still a few spots left.

New Business:

Cattle Business: President Bob Roth noted he attended a clinic on cattle operations at the Santa Fe Railway Historical & Modeling Society convention on 6/23 that was presented by Steve Sandifer. The Society is planning to update a book they published some years ago on Stock Cars of the Santa Fe and one item noted was the need for more information on cattle operations on the railroad. Cattle were a major commodity on the Santa Fe particularly into the 1950's and then cattle shipment by rail plunged as meat packing plants located closer to the areas where the cattle were raised. Amarillo was noted as a large feeding station for cattle in transit on the Santa Fe with a capacity of over 800 stock cars but the Society lacks information on this operation. Some research to-date found an article published in the newspaper in 1938 indicated the Western Stockyards Company was founded in 1904 to build a more modern and larger stockyard facility than the one on the Fort Worth & Denver. They spent some time searching for a location and selected the site where they built it and are still there today. In the 1930's they changed their name to the Amarillo Livestock Auction. The article indicated that one of their major operations was feeding cattle in-route and they were handling up to 4,000 cars per year in 1938. Bob Roth made a request if anyone knows anyone that worked for the railroad moving stock cars it would be nice to set-up an oral history interview.

Santa Fe Mini-Meet: President Bob Roth related he had received a request from a few individuals at the SFRH&MS convention to consider hosting a Mini-Meet for the SFRH&MS in Amarillo in the Spring of 2014. He told them he needs to learn a lot more about Mini-Meets before he commits to put something like this together. There is one in November in Kansas City. It is just a one day event.

Advertising: The ARM received an e-mail message from the Chamber of Commerce concerning a free seminar on internet advertising. Bob Roth had called the gentleman earlier this evening and found their seminar is approximately 20 minutes long. It isn't specifically geared to assist us with advertising on our website, but it was geared for advertising on the Chamber's website. There is a cost to do this; they have several different packages that go for a year-long contract and the least expensive one is \$50 per month.

The Cowcatcher noted they are now including Museum listings in the Cowcatcher Directory (the big map) which would include our name, address, and website or e-mail listing plus put an icon on the map for a cost of \$70.00 for 6-months.

Request for Railroad History Presentation: We received a phone message with a request from a lady in Borger for a presentation in Borger on either local panhandle railroad history or on the impact of railroads on society. Bob Roth noted he had not had the chance to call her back yet.

Lone Star Region Convention 2013: We received an e-mail message that noted this year's convention had been a huge success and they were announcing next year's convention. The 2013 LSR convention is scheduled from May 29 – June 2, 2013 in Dallas-Fort Worth. It sounds like they may have some activities with the Museum of the American Railroad that is moving to Frisco as there was mention of the Big Boy. Last word on the Museum of the American Railroad is they are working building their track work out in Frisco. They have 3 phases of development planned and the first phase is the track work. After the track is ready, BNSF has agreed to move their collection from Fair Park in Dallas and this will be one interesting move. The City of Dallas has been fighting with the Museum to get them moved because they want the 2½ acres the Museum is on for parking for the State Fair. Guy Pigg noted there is information on the internet. The Museum has a lot of equipment stored off-site because they do not have room for it on their small site at Fair Park. They have plans to build sheds over the tracks to protect the equipment from the elements.

Clinics: No long-term schedule for clinics at the moment, tonight Jerry Michels will provide a clinic on installation of turnouts on the layout.

ARM Work Dates: July 14
July 28
August 11
August 25

Next Business Meeting: Scheduled Date is Thursday, August 2.

Work Task List: President Roth noted we had reached the end of our "Work Task List" thus he had worked on a draft of a new work task list and sent it out to the Board but had only received one response which was to focus on building the L-girder and bench work around the lower level so that we can operate from the Staging Yard to the helix. Tracy Ball noted we need the lines drawn at the East end of Amarillo Junior Yard; Bob Roth agreed with this, he just has not had enough time to do this yet.

At this point in time, with minimal work, we could operate from the top of the helix down thru Junior Yard; we have a lot of track in this area and just lack the main line turn-outs to connect this track in this area. On the upper level we have some track laid from the helix up to the where the first turn-outs for the sidings in Canyon go, thus again with a little work we could operate up into Canyon. Tracy Ball noted he would like to install the wye at Canyon which would allow us to operate up to the wye on the upper level where we could at least turn a train around; Tracy had discussed this with Jerry. Bob Roth noted that with a little bit of work we could make a connection to the lower level Staging Yard using the interchange tracks with the FW&D and Rock Island tracks. Jerry Michels noted a disagreement with the idea and recommended we should focus on building the bench work around from Amarillo Junior Yard to Canadian giving us a connection to the Staging Yard as this would give us a functional railroad with a yard at both ends.

Virgil Young asked if we had discussed varying the height of the main line around the layout; we had started that effort on the upper level between Canyon and Umbarger. The response was not recently as there are limited places on the lower level where we could do this in-between stations. Virgil noted there was an article in a recent issue of the NMRA magazine or another magazine concerning varying the height of the layout using sidings. Height would not be varied more than 1% which is 1 inch in 100 inches which would be enough to make it noticeable. The one place where we can do the most elevation variation is on the very East wall; we could do a little climb and then go back down as this is where the CO&W line dips underneath the main line to duck into our hidden tracks.

ARM Fliers: David Jusiak noted that XEROX had lost the contract with Northwest Texas Hospital thus their print shop will be closing within 60 days. If we want to reproduce another batch of fliers we have limited time to do this.

Wind Generation: Carol Abraham noted that A.J. Swoopes with Class 4 Winds talked with the AMBUCS club about wind generators. She asked him about putting generators on 12 acres; they would pay to put things in and the thought was that it could possibly generate income for the ARM. Concern was expressed with our location being so close to the airport that height of wind generators would be restricted. President Roth will call and investigate this.

Promotional Items: Guy Pigg noted that he and his wife Liz had started a business to do pad printing and produce promotional items and they would like to donate some items or an item in quantities of 500 units to the ARM. These are things like pens and key chains. The ARM could set a price on the items and sell them or give them away; numerous possibilities. The question is what would be appropriate for the Museum. Guy wanted to see how we all feel about it and see if we are interested in this.

Yahoo User Group: Guy brought up the issue that he set-up a user group on Yahoo groups for sharing of news and information. Guy noted he had seen a lot of e-mail messages that comes to him that he felt should be shared with the membership and stressed that folks should use this medium more than what it is being used. He noted it is not be utilized to the extent it should be. Guy moderates this group; it is strictly a communications tool. Guy noted we have a few guests out there on the group that are not members of the ARM.

NMRA Membership: Tracy Ball brought up the issue that we have a lot of great opportunities in working on the layout for our members to become Master Model Railroaders. Tracy noted he is not currently a member of the NMRA and it had been a while since he had participated in any NMRA contest. Something for everyone to think about.

Insurance: Jerry Michels had checked on insurance thru NMRA and noted it was only liability insurance only for shows that you put on, not for general insurance on your structure.

Meeting Adjourned.

ARM Business Meeting

August 2, 2012

Prior to the start of the meeting it was announced that we should keep some of our members in our thoughts and prayers; Vice-President/Secretary Virgil Young was in a hospital in Dallas following surgery, and member Paul Sowle has been battling cancer.

Old Business:

Meeting Minutes from July: Not Published due to illness.

Treasurer's Report: The Treasurer's Report was Approved as Read.

One particular item was noted where the Missouri Pacific Historical Society had not cashed their check yet; it was about a month old.

Car Sales Report/Update: Sales were good this past month.

Layout Construction:

Progress: Main line turn-outs were installed along Zita and track was laid connecting the spaces between the turn-outs. Track installation continued in Junior Yard; the turnouts at the West end of the Yard have all been installed and we need to lay-out the turnouts for the East end of the yard. The clouds are complete around the lower lever and Tracy Ball reported he lacks only 20-feet on the upper level to complete the clouds. It was noted that we need to seal the walls to protect them.

Phillip Pratt Memorial Garden Railroad:

Only minor work was done on the track in the garden due to the heat and lack of helping hands this past month. Earl sifted some rocks last week; it was just too hot to do very much. Tracy Ball reported the sprinkler valves and the valve box had been installed and as soon as we can pull the sprinkler control cable over to the valves we can set-up the sprinkler system. Tracy reported he has been watering the trees twice a week.

Building & Grounds Update:

TV antenna on the West end of the building tore-loose from the building and is laying on the ground needing to be re-installed.

Mowing and weed-eating is still required although growth of the grass and weeds has been slowed significantly with the dry conditions.

Wind Generation: Carol Abraham had brought a business card last month for Class 4 Winds last month. President Bob Roth reported he had called them and verified the ARM is too close to the airport for the larger sized wind turbines that could generate income for the ARM. This led to a lengthy discussion concerning wind power generation; at the ARM we probably could install smaller wind turbines to supply power for the ARM.

News of Other Organizations:

Santa Fe Museum: No recent news.

RAPS: No significant "new" news on the Madam Queen.

NMSLRHS: Received notice they had a burglary with some difficult to replace items stolen. They are obtaining another storage container to lock-up more of the metal parts. President Roth noted an interesting story in their recent newsletter concerning 4 of their board members taking the trip with the 3751 to Grand Canyon back in May.

Recent/Current Promotions:

Flyers: David Jusiak reported the “window” of opportunity to reproduce flyers was shrinking; a request was made to have 500 more of the same flyers reproduced now and we can update them at a later date.

Chamber of Commerce Seminar on internet advertising: President Bob Roth called and talked with a representative of the company conducting the seminar and found it was strictly about advertising on the Chamber’s website.

Request for Railroad History Presentation: Last month we had received a phone message with a request from a lady with the Borger branch of the Daughters of the American Revolution for a presentation to be given in Borger; President Roth contacted her and a presentation has been scheduled on Saturday, Nov. 10.

Cattle Business: President Bob Roth reported he managed a few hours of research at the Library during the past month and found one article dated in 1938 relating the Western Stockyards Company was organized in 1904 and after reaching an agreement with the railroad built a new “modern” stockyard facility on 96½ acres of land that opened on April 5, 1905. The original stockyard was built by the Fort Worth & Denver City Railroad on 20 acres on the site that became the grounds of the smelter in Amarillo. The article also noted the business of feeding cattle in transit had grown to approximately 4,000 carloads annually. Still looking for more information – photos, people to interview...

Housekeeping Schedule: Jim Shook was on the scheduled for this month. Tracy Ball had helped this week by vacuuming the Meeting Room. The months of November and December are still open.

New Business:

Model Railroad Track: A question was raised if any model railroad track was being made. Tracy Ball reported he had visited with Don Harris at Hobby Time and they had looked on-line and could not find any ATLAS Code 83 track in a box of 100 pieces. He could find some Micro-Engineering track which comes in bundles of 6 pieces that Don could provide for \$29.65 per bundle. 18 boxes would cost \$533.70. A question was raised concerning the source of the problem and this evolved into a discussion concerning production having been moved over to China and issues with disruptions to the supply chain. Notes observed on the internet indicated that supply of track is expected in October. We currently have only 32 pieces of track on-hand. We’ve been using a lot of track lately particularly in laying the track in Junior Yard. One suggestion was made that we could slow down on laying track in the Yard and focus more on the main line at this time where the track will go much further. Jim Shook offered 50 pieces of track he has at home. President Roth recommended keeping our eyes open for ATLAS track but not jumping at the immediately available track.

Layout: A lot of wood has been cut; we can work on the bench work construction for a while. Jerry had expressed a good idea last month about completing the bench work and installing track around the lower level allowing us to operate between the Staging Yard and Junior Yard.

Air Conditioning: Discussion came up about air conditioning the building. The discussion evolved to possibly looking at a ThermoKing type of unit used on refrigerated semi-trailers which could be mounted on the East end of the building. Fabric ductwork could be used as it would not require major installation work. Air conditioning would only be used when we were working.

Clinics: No long-term schedule for clinics at the moment, no clinic will be held tonight due to the small number of folks in attendance plus the late hour given long discussions during the meeting.

ARM Work Dates: August 11
August 25
September 8
September 22

Next Business Meeting: Scheduled Date is Thursday, September 6.

Meeting was adjourned.

Future Events:

Nov. 1, 2012 Tentative: Clinic following the ARM Business Meeting concerning Raton Pass to be provided by Alan Hovey, NMRA Mountain Region.

Nov. 10, 2012 Panhandle Railroad History Presentation for the Borger branch of the Daughters of the American Revolution.

Nov. 10, 2012 Santa Fe Railway Historical & Modeling Society Mini-Meet in Kansas City

May 29-June 2, 2013 Lone Star Region (NMRA) Convention in Dallas-Fort Worth Sheraton Dallas-Fort Worth Hotel

June 6-9, 2013 "Rails along the Rio Grande" hosted by Rio Grande Division #6, Rocky Mountain Region, NMRA. Albuquerque Marriott Pyramid North

July 31-Aug 4, 2013 Santa Fe Railway Historical & Modeling Society Convention in Flagstaff, Arizona

Cleaning Schedule for 2012:

January	
February	Bob Roth

March	The Bolts
April	
May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	David Jusiak
November	
December	

Recent Photographs:



Virgil Doyle inserting the last screws into a new L-girder on Saturday, 8/25 with new member Leonard Opdenhoff waiting for the next piece.



The West end of Amarillo Junior Yard taking shape.



“North Amarillo” with cork roadbed extending around the curve coming from the East end of Amarillo Junior Yard. The two crossovers are in position where the Santa Fe crosses over the Fort Worth & Denver main line.



New valve box housing the sprinkler system control valves for the garden.



ARM World Headquarters after a little weed-eating and clean-up on 8/25.



Run 8

November, 2012

President's Message

By Bob Roth

November is almost here. November is National Model Railroad Month thus we should try to promote the ARM among local model railroaders. We have a good event to kick-off the month with the clinic scheduled on Thursday, November 1; Mr. Al Hovey from New Mexico will present a clinic "*Trackside Scenes to Modeling.*" Al's primary objective is to advertise the 2013 Rocky Mountain Region of the National Model Railroad Association to be held in Albuquerque, New Mexico on June 6-9, 2013, but Al offered to provide this clinic for us too. In return, I hope our attendance is good. To help advertise this clinic, I visited with Darrel at Amarillo Hobby House and Don at Hobby Time, and I have posted some hand-out flyers for this clinic at both of these hobby shops.

As this past month flew by, most of our activities moved inside, especially since it started getting dark before our scheduled meeting time. We had obtained new blades for the mower and when Tracy installed them on the mower he observed the spindle for one of the blades was damaged. Tracy then attempted to mow the West end of the property, but he did not get too far before the one blade slipped and started making a lot of noise thus terminating the mowing. The main problem is that we have a lot of rocks around the property and all the mowing over the rocks damaged the old set of blades and the one spindle on the mower putting it out of commission. We need to make an effort to pick-up all the rocks that we can around the property so that we can avoid damaging the mower in the future. The other main activity outside has been work on the Phillip Pratt Memorial Garden Railroad as I have been assisting in the effort to level the roadbed for the outer loop of track around the garden.

Progress on the HO scale layout was relatively slow this past month as we had a minimal number of hands in attendance during our weekly work sessions and also during our Saturday work day on 10/13 (and I will be absent on Saturday, 10/27). It's been a busy month for everybody, but progress is still being made on a weekly basis. The locations for turn-outs have been established (with a few minor adjustments) in the North Amarillo area and as soon as those turn-outs are installed, the track connecting them can be laid. Additionally the main line is now powered all the way from the helix up through Amarillo Junior Yard. The one thing lacking at this point is the installation of the Tortoise motors and associated control panels to control the turn-outs on the lower level, but a few of us did have a discussion about the control panels... On the upper level, Tracy completed the one loop helix that will feed trains to and from "Lubbock Junction" at Canyon on the "public" side of the layout that connects with our upper level staging yard, and he started working on the spline roadbed for the wye tracks at Canyon.

Outside on the Phillip Pratt Memorial Garden Railroad we managed to start laying roadbed for the track on the section that was leveled around the Northeast corner of the garden. I spent some time with David Jusiak discussing the plan for the track layout in the garden and also radio control for the trains. I also hollered at a friend that is building a G-scale layout in the attic space in his home and he offered to show-off the Easy DCC system he is using. My friend is currently working out-of-town so this demonstration will not be until around Thanksgiving weekend.

News Tidbits: The Museum of the American Railroad is in the middle of their move from Fair Park in Dallas to their new home in Frisco. Prior to the commencement of the State Fair several pieces of rolling stock had been moved from Fair Park; the large locomotives have not been moved yet and I have not caught any recent news concerning the move of the large locomotives.

In local news, UP #844 will be making an appearance in Amarillo as it travels across the Panhandle on its way back to its home in Cheyenne, Wyoming. On Friday, Nov. 2 the 844 pulling the UP 150 Express will depart Fort Worth at 8:00 AM heading up the old Fort Worth & Denver line with stops scheduled in Bowie, Wichita Falls, and Vernon, before stopping for the night in Childress at 4:45 PM. On Saturday, Nov. 3, this train is scheduled to depart Childress at 8:00 AM with scheduled stops in Clarendon at 9:30 AM, departing at 10:01 AM; Amarillo at 11:45 AM, departing at 12:30 PM; Channing at 2:01 PM departing at 2:30 PM; and finally Texline at 4:45 PM where it is scheduled to stop for the night. On Sunday, Nov. 4 this train is scheduled to travel from Texline on to Walsenburg, Colorado; Monday to travel from Walsenburg to Pueblo, Colorado where it will be on display on Tuesday before heading to Denver on Wednesday, Nov. 7, and from Denver to Cheyenne on Thursday, Nov. 8. If you want to catch it in Amarillo on Saturday, the place to be may be around the vicinity of the Madam Queen downtown.

Next Meeting: The next Business Meeting will be on Thursday, November 1 at 7:30 PM. A clinic "*Trackside Scenes to Modeling*" is to be presented by Mr. Al Hovey following the Business Meeting.

Bob Roth

MEETING MINUTES

ARM Business Meeting

October 4, 2012

Old Business:

Meeting Minutes from September: Published and distributed in Run 8 sent via e-mail.
Approved as Published.

Treasurer's Report: Treasurer's Report from August: Approved as Read.
Treasurer's Report from September: Approved as Read.

Virgil raised the question if everyone knew why we had two bank accounts and explained that we had started to move our accounts over to Amarillo National Bank, but we would have needed to buy a new credit card machine for ANB. Since we had just bought a new credit card machine for Bank of America, we did not want to spend the money to buy another credit card machine.

Car Sales Report/Update:

No updated figures on sales and current inventory, but sales have been relatively slow lately.

Layout Construction:

Progress: The locations for the underpasses at 10th Street and Third Street were located. Next the turn-outs for a crossover were located with some adjustment to avoid the Tenth Street underpass; this resulted in the need to relocate the East end Junior Yard switching lead. Cork roadbed was laid across the Tenth Street underpass and on around the curve going East from the depot into North Amarillo. The locations for the crossovers at the FW&D and Rock Island tracks are now set and two more crossovers have been ordered thru Hobby Time; once these crossovers are received we can install track thru the North Amarillo area. Additionally several turnouts for various tracks in the North Amarillo area have been located. Bench work was extended from the end of the table in North Amarillo around the corner heading toward Panhandle. Tracy made a suggestion that if we get enough hands on a given work day we could possibly start a crew building bench work starting at Canadian and have a crew working from Panhandle and have them meet somewhere in the middle.

Phillip Pratt Memorial Garden Railroad:

Effort has been spent working to level additional roadbed for the outer-most loop of track. President Roth noted he had discussed plans for inner loop and battery-powered radio control of trains with David Jusiak.

Building & Grounds Update:

TV antenna on the West end of the building tore-loose from the building and is laying on the ground needing to be re-installed.

Mowing and weed-eating is now required as the rains received in the last couple weeks particularly have caused the grass to grow significantly. Tracy noted he had replaced the blades on the lawn mower but one of the spindles was stripped and Tracy thought he might have it where it will work.

News of Other Organizations:

Santa Fe Museum: No recent news.

RAPS: Most recent newsletter issued 10/03. There is apparently an article about the Madam Queen in the September issue of Railroads Illustrated magazine. Metal properties scans on the fire box, backhead and mud ring area were conducted and results have been sent-off for analysis.

NMSLRHS: They cleaned-up their restoration work site and hosted their 10th annual Open House recently with a record attendance of 987 visitors.

Recent/Current Promotions: Cowcatcher Advertisement. Last month member Leonard Opdenhoff had offered to make a donation to cover the cost of the advertisement in the Cowcatcher. The Board accepted this offer and we are proceeding with this advertisement.

Request to Have Birthday Party: We received an e-mail request on 8/18; e-mail response sent back 9/05 with questions. President Roth has answers to several of the questions that had been raised and needs to get with the Board to discuss this matter. Noted we need to discuss what we might want to do for them such as setting a train on the tracks. The main line is now powered all the way from the helix thru Junior Yard, but we would need to pin all the turnouts

since we have not installed the turnout motors and associated control panels and we need to hold the points to one side or the other. This led to further discussion on fabrication of control panels; Virgil Young had fabricated the control panels for the Staging Yard but it does not appear he will be able to fabricate the panels for the rest of the layout.

Request for Presentation: E-mail request received from a lady with Western Plateau Elementary School for a presentation on significance of railroads on 12/07 at 3:30 PM. President Roth had

Rock Island Stuff: Telephone message from a lady looking to sell her Dad's Rock Island Conductor's Uniform: Contact information was given to Guy Pigg; he has an appointment to visit with this lady this coming Saturday. Guy noted she has a few pay checks her dad never cashed because they were less than a dollar; she has some rule books, time books, some other memorabilia and a conductor's uniform with a couple of pairs of pants.

Donation from Don Dean: Last month Jerry had raised this matter that Don Dean had called him; he was looking to donate model railroad equipment to the ARM. An appointment was made for a group to visit him the following Saturday, but then was cancelled because he was not ready for us but this has not been rescheduled. Guy Pigg noted that Don Dean had called him. President Roth noted he had gone back thru his notes and that he, Paula and Virgil Young had visited Don back in April 2010 and we had the impression he was going to bring stuff out to the ARM within a week after our visit, but we never saw him.

Offer for Clinic: Al Hovey with the Rocky Mountain Region of the NMRA will visit us on November 1 to promote the 2013 convention to be held in Albuquerque and will provide a clinic that evening that will run 50-55 minutes; this has been confirmed. It was recommended that we promote this outside the ARM. Al's clinic is titled "Trackside Scenes to Modeling" and it features a number of slides from Raton Pass between Raton and Trinidad.

Brick Display: No information.

Housekeeping Schedule: Blank sheet passed around to start the sign-up for 2013. November and December of this year are still open; Beverly & Andy Lyle volunteered for December.

New Business:

Request from Cub Scout Den: David Jusiak reported having contact from a Cub Scout Den Leader that asked about possibly having a brief historical presentation and then assistance to work on a diorama for their group. The objective was to schedule this sometime during the winter months when the weather would not be all that conducive for outdoor activities.

Picture: Leonard Opdenhoff showed a reproduction painting of the Madam Queen in front of the Amarillo Depot picture that his son-in-law won in a cancer fundraiser auction at conducted in Borger this past week. The artist was Donnie Hickmott; it was a limited edition print No. 6 of 125.

Promotional Items: Guy Pigg reminded everyone that he had offered to provide promotional items for the ARM from the business he and his wife Liz had started-up earlier in the year; potential items he was considering for donation include a caribeanner with a compass, a caribeanner with QR tag, or a wrist strap. The ARM can sell these items or give them away.

Oklahoma City Train Show: There was some discussion about a group going to the OKC train show on a day trip. A question was raised if we might have a table at this show to sell our cars. President Roth noted it was extremely doubtful we could get a table at the show; he had talked with the folks at the OKC Train Show about this a few years ago and was told that they had to reduce the number of tables at the show because the Fire Marshal had looked at the attendance to the show and mandated they provide wider aisles. One needs to reserve their tables at this show a year in advance. Further discussion noted we had taken cars over there a number of times in the past but we barely had paid our expenses because we were selling our cars at retail prices and everyone is looking for discounts.

Drainage Utility: Question raised if the ARM had received the statement on the storm drainage utility tax. Virgil Doyle noted he had not seen one for the ARM; he had received a post card for his house, but he had not seen one for the ARM. President Roth noted we have minimal impervious area on our 12 acres thus we should have a minimum assessed value.

ATCS System: We need a tower to mount this equipment and we need internet service. Jerry had indicated to Virgil Doyle that he would be willing to pay for the internet service if the members of the ARM are interested in this. Our TV antenna is laying on the ground; the ATCS antenna needs to be mounted on a tower or mast. Several questions were raised about the speed of internet service required and what speed we might be able to get. Guy Pigg will investigate the availability of internet service.

Clinics: No long-term schedule for clinics at the moment, tonight Jerry Michels will provide a clinic on installation of turnouts.

ARM Work Dates: October 13
 October 27
 November 10
 November 24 (Thanksgiving Weekend)

Next Business Meeting: Scheduled Date is Thursday, November 1.

Meeting Adjourned.

Future Events:

Nov. 1, 2012	Tentative: Clinic following the ARM Business Meeting concerning Raton Pass to be provided by Alan Hovey, NMRA Mountain Region.
Nov. 10, 2012	Panhandle Railroad History Presentation for the Borger branch of the Daughters of the American Revolution.
Nov. 10, 2012	Clovis Area Train Show: 5 th Annual Model Railroad Show at First United Methodist Church; 1501 Sycamore Street; Clovis, NM 88101 from 10:00 AM – 5:00 PM.
Dec. 7, 2012	Tentative – Presentation on significance of the railroads to Western Plateau School at 3:30 PM.

May 29-June 2, 2013	Lone Star Region (NMRA) Convention in Dallas-Fort Worth Sheraton Dallas-Fort Worth Hotel
June 6-9, 2013	“Rails along the Rio Grande” hosted by Rio Grande Division #6, Rocky Mountain Region, NMRA. Albuquerque Marriott Pyramid North
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Cleaning Schedule for 2012:

November	Elizabeth & Guy Pigg
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Classified Advertisement:

For Sale: Three (3) 8-foot long HO scale railroad yard modules; 24-foot long yard built to NMRA standards. Steve Coffman 806-787-9961

Recent Photographs:



Rough layout of outer loop of track around the Phillip Pratt Memorial Garden; this was the starting point.



Garden: Effort showing to level the bed for the track on the North side of the garden.



Garden: Weedblock fabric laid on the leveled track bed and sections of track laid in position.



Garden: The first segment of concrete roadbed laid at the Northeast corner of the garden on Thursday, 10/18.



Bridge to West of Panhandle: This bridge is located to the West of Panhandle and was a wooden trestle with a one-lane dirt road passing underneath. The bridge under the North track was replaced in the early 1980's; this South side was replaced in more recent years. The wooden trestle with the one-lane road that formerly existed at this location will make an interesting scene on the layout.



Elevated fill under the railroad tracks approaching Panhandle from the West.



US Highway 60 departing from the railroad as it approaches Cuyler.



View of the old Wagon Bridge at Canadian taken after the sun had set on Saturday, 10/20.



Run 8

December, 2012

President's Message

By Bob Roth

The month of November started-out very strong for model railroaders and railfans in the Amarillo area. On November 1, Al Hovey, Convention Chairman for the 2013 Rocky Mountain Region Convention, "Rails Along the Rio Grande" to be held June 6-10, 2013 in Albuquerque visited the ARM and during the Business Meeting Al issued a formal invitation for all to come to the Rocky Mountain Region convention next June. Al followed this by presenting an excellent clinic for us "Trackside Scenes for Modeling" following our meeting. Unfortunately our attendance was not very good that evening, however, for those members that missed our November Business Meeting and clinic, I videotaped the clinic and it will be available for viewing.

Saturday, November 3 provided a rare opportunity to see a large steam engine roll into Amarillo as Union Pacific #844 steamed across the Panhandle on the former Fort Worth & Denver track as it was heading homeward back toward Cheyenne, Wyoming. The 844 was pulling a special train with a handful of vintage passenger cars in celebration of the Union Pacific's 150th anniversary. The schedule showed the special train was to depart Childress at 8:00 AM with stops in Clarendon, Amarillo and Channing before it was to stop for the evening at Texline, however the train was running behind schedule as BNSF was working to keep the freight moving that morning. I am aware that a number of our members were out chasing this engine and I was one of them myself.

My plans were to catch the special train somewhere to the East side of Amarillo (at no pre-planned location) to watch the big steam engine working and to catch the sound of the steam whistle particularly as it approached grade crossings. I knew there would be a larger number of people out to watch and chase this train this year since it had been advertised in the newspaper and it was coming thru Amarillo on a Saturday when most people were off from work, however I had no real idea how crazy the chase would be. As I drove Eastward on highway 287 that morning I kept my eyes open for potential locations to photograph and videotape the train but nothing was catching my attention. I passed an Eastbound freight as I headed toward Claude and I observed a number of people out along the railroad with cameras obviously waiting for the special train. I stopped at a few different grade crossings starting on the East side of Claude and finally stopping at a grade crossing to the West end of the Ashtola siding. There was a pretty good gathering in this area including a DPS officer in his patrol car and I caught there were a lot of cars following the train on the highway and they had tied-up the highway further to the East. From this crossing we could see the 844 pull into the siding and stop.

After a good while, that Eastbound freight I had passed came by and ten minutes later the 844 was finally able to get moving.

I had my camcorder set-up on the tripod and I attempted to snap photos with my still camera while the video camera captured the motion and sound. As soon as the train passed, I grabbed the camcorder, jumped in my car and joined the great chase. There were a lot of cars plus a few semi trucks following the 844 and there was a large rolling traffic jam following the special train as it chugged Westward. I was able to get ahead of the train, shot more video at another grade crossing and re-joined the chase once more. The town of Claude was a problem because the highway was torn-up and only one lane was open for traffic each direction. It seemed to take forever to get thru Claude while the train just steamed right on through and kept going. I managed to catch-up to the train once more, but more cars had joined the chase and there was no opportunity to get ahead of the train before it reached the outskirts of Amarillo. After briefly catching the train at Pullman Road, I headed to the depot area and joined the large crowd that was waiting for the train downtown. Compared to last year when the 844 headed the New Mexico Centennial train from Boise City, thru Stratford and on to Dalhart I am extremely disappointed with the video that I shot because it was almost impossible to get clear views of the train due to the number of cars that were following it. Regardless, it is exciting to watch those big drivers and heavy rods driving that big locomotive whenever the opportunity presents itself.

Progress on all projects at the ARM continued at a relatively slow pace during November as we had a minimal number of hands in attendance during our weekly work sessions and also during our Saturday work day on 11/10. I was significantly late arriving at the ARM on 11/10 myself as I gave a presentation on the history of the railroads in the Panhandle in Borger for the Daughters of the American Revolution in the morning. On Saturday, 11/24 I found I was by myself most of the work period. My friend John came out and I showed him our current progress on both the layout and the garden and then John set-up a stretch of track down the length of the Meeting Room and demonstrated his battery-powered G-scale locomotive equipped with Easy DCC. This locomotive was also equipped with a Phoenix sound card and the sound was great. Leonard showed-up and was also able to observe this demonstration and my wife and granddaughter also showed-up shortly thereafter and John allowed my 4-year old granddaughter to operate his train. John didn't want to operate his train on the garden track because he wants to keep the wheels clean to operate it on his own layout located inside his home.

Next Meeting: The next Business Meeting will be on Thursday, December 6 at 7:30 PM. Treasurer Virgil Doyle has asked a neighbor of his that works for the railroad to come and speak about aspects of his job for our clinic following the Business Meeting. If anyone has particular questions about operations on the railroad, you may want to attend so that you can get answers to all of your questions.

Bob Roth

MEETING MINUTES

ARM Business Meeting

November 1, 2012

Old Business:

Meeting Minutes from October: Published and distributed in Run 8 sent via e-mail.
Approved as Published.

Treasurer's Report: Treasurer's Report for October: Treasurer Virgil Doyle noted the report may not be 100% complete given this is the first of the month although he noted it was up-to-date as-of yesterday.

Car Sales Report/Update: No information on car sales was available.
Treasurer Doyle noted we had approximately \$500 in car sales this past month.

Layout Construction:

Progress: Tracy mentioned that David is working on the roadbed over around the crossovers; Tracy has almost completed the West leg of the Lubbock Junction wye, and he is gathering materials required for the switch pockets for the switch panels to be mounted on the front of the fascia. East of Amarillo we are ready to take-off with spline toward Panhandle. Tracy also noted that Jerry has been working on re-wiring the circuit protectors on the back panel behind the wall.

Phillip Pratt Memorial Garden Railroad:

President Roth noted he had done some more leveling in the garden and had laid a little bit of concrete roadbed that looked pretty good when it was laid. He had gone back later and laid track on that roadbed. He also noted he has a friend that has been working out-of-town for an extended period and he is supposed to be back around Thanksgiving and he wants to visit with him about control systems. His friend has a locomotive set-up with battery power with Easy DCC and he can show this off for us.

Building & Grounds Update:

Mowing and weed-eating is required as the vegetation has grown, but our mower is out of commission. Tracy had removed the mower deck and taken it to his shop but it will need at least one spindle. Fortunately the weeds have stopped growing but it was noted it would be nice to get the final cut on it and reduce the fire hazard.

TV antenna on the West end of the building: The antenna that Virgil (Young) had in Hereford is a no-go. Tracy indicated he could get the material and build a tower for less than \$150.

ATCS Antenna: There was some discussion concerning options for mounting the antenna. One issue was the height that we need to get the antenna up just above the roof of the building so we can receive in any direction; we may be able to catch both the Transcon and the former FW&D line. The concern is that when we get up that high we get some significant wind loading. Tracy felt whatever we do should be free-standing with the concern if we tie it to the building the wind will likely tear it up. Further discussion can be held off-line so we don't tie-up our meeting time.

News of Other Organizations:

Santa Fe Museum: No recent news.

RAPS: No recent news. They plan to have the Madam Queen open on Saturday, 11/3 when the UP 844 comes thru..

NMSLRHS: They continue working on restoration of ATSF 2926.

Promotions: President Roth noted he had placed flyers out at both Hobby Shops to advertise the clinic this evening. We had one visitor that had caught the flyers, Frank Robinson was welcomed.

President Roth noted the ARM should be listed in the Museum listing in the Cowcatcher this month.

Request to Have Birthday Party: E-mail request on 8/18; The Board voted against hosting this party at the ARM due to liability concerns.

Request for Presentation: E-mail request received from a lady with Western Plateau Elementary School for a presentation on significance of railroads on 12/07 at 3:30 PM.

Rock Island Stuff: Guy Pigg had contacted and visited with the lady that was looking to sell her Dad's Rock Island Conductor's Uniform and other items. Guy needs to call her again.

Cub Scout Visit: No further news. David Jusiak mentioned he had seen the leader the other day.

Housekeeping Schedule: Jim Shook volunteered to fill most of the spots on the schedule. Guy and Liz Pigg had signed-up for this month, but Tracy had cleaned-up prior to the meeting. Andy and Beverly had signed-up for December. There are still open slots for January, November and December of next year.

New Business:

UP 844: UP 844 will be pulling a special train up the old FW&D; it is scheduled to come thru Amarillo on Saturday, 11/03 with a brief stop scheduled downtown at 83 North Pierce between 11:45 AM and 12:30 PM. They were scheduled to tie-up for the evening in Texline per their schedule.

2013 Rocky Mountain National Model Railroad Association (NMRA) Region Convention:

Visitor Al Hovey was invited to speak about the convention to be held in Albuquerque next June. Al introduced his associate Joe Rogers, a 52-year NMRA member. Al stated that all are invited to attend this convention. He noted the traditional convention opens on a Thursday noon to a Sunday noon, but they will kick-off their convention with two days of operating sessions prior. This is one of the more popular aspects of our hobby right now; they will have two beginning level layouts where folks don't need to know anything to go operate on them. They will also have two intermediate level and two advanced level layouts available. Advanced goes all the way to single CTC with a gazillion miles of track and everything in-between. These operating sessions will run Tuesday morning, Tuesday afternoon, Tuesday evening, Wednesday morning and afternoon, but Wednesday evening they are going to crash and rest. They will also operate on Thursday morning and at noon on Thursday the convention kicks-off. There will be shopping for spouses (shop till-you drop in Albuquerque) and if you are bringing children or grandchildren there are three theme parks for kids so there will be activities for the whole family. Pelle Soeberg will be a convention clinician and their banquet speaker. They have 18 layouts for tours. Friday and Saturday will be a train show with 15,000 square feet of model railroads and vendors. Thursday night will be UP night which will include a favorite train contest; the popular vote winner will receive a \$200 prize from Union Pacific – the exact prize was unknown. Friday night will be BNSF night; Al stated a belief their prize will be a mantle clock with BNSF on it valued at around \$230. The BNSF contest will include their fallen flag predecessor lines. They will also have a Family Fun Night. Who can go to the convention? Al stated anyone can come to the convention, even non-NMRA members; non-NMRA members can pay \$10 that will give them a temporary membership that

provides insurance coverage for them. They have negotiated a special \$99 rate for doubles and singles at the convention hotel.

Clinics: No long-term schedule for clinics at the moment, tonight Al Hovey will provide a clinic titled "Trackside Scenes to Modeling."

Virgil Doyle mentioned an Engineer living behind him; Virgil will invite him to come and speak with us next month but this will be subject to whether he is called-in to work that day.

ARM Work Dates: November 10
November 24 (Thanksgiving Weekend)
December 8
December 22

Oklahoma City Train Show: Any interest in going? Maybe we can get a group.

Next Business Meeting: Scheduled Date is Thursday, December 6.

Meeting Adjourned.

Future Events:

Dec. 1-2, 2012	Oklahoma City Train Show
Dec. 7, 2012	Presentation on significance of the railroads to Western Plateau School at 3:30 PM by President Roth.
May 29-June 2, 2013	Lone Star Region (NMRA) Convention in Dallas-Fort Worth Sheraton Dallas-Fort Worth Hotel
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Classified Advertisement:

For Sale: Three (3) 8-foot long HO scale railroad yard modules; 24-foot long yard built to NMRA standards. Steve Coffman 806-787-9961

Recent Photographs:



UP 844 steaming westbound just West of the Ashtola siding on former FW&D track..



Downtown Amarillo by the former FW&D Depot: The 844 just before departure. Crowd has been moved back away from the 844.



HO Scale Layout: West leg of Lubbock Junction wye in Canyon on the upper level of the layout.



Tracy Ball using a plane to smooth and level new spline roadbed extending around the corner from North Amarillo toward Panhandle.

Bridge Scene:

In last month's issue of Run 8 I had included a few photos I took as I drove East on my way to Canadian for their Fall Foliage Festival on October 21st. The one picture of the bridge I had inserted may not have grabbed very much attention, but this is a particular bridge that needs to be incorporated into the layout – as it originally existed, particularly because it will provide an interesting scene. This bridge is located a few miles to the East from Pantex under the main line tracks of the BNSF Transcon. What is unique about this bridge is that it features a one-lane dirt road passing underneath with only a 9'-5" clearance height. The bridge under the South main track which is visible from the highway was renewed (replaced) in 1983 with the modern precast concrete bridge structure presently observed from the highway, however the bridge under the North main track is still the old wooden trestle. I was out on this site back when the steel piles were being driven for the new bridge; I need to dig thru my old photos to see if I captured any pictures back when this bridge was under construction.

Bob Roth



Bridge: This is the bridge under the North Main track. Note the crossing arm is blocking-off the drainage channel beside the road. The steel piles were off-set from the wood piles of the wooden trestle it replaced as the old bridge was kept in-service while the new bridge was being constructed. After the new bridge was ready, they cut-off the old wood piles of the trestle below grade.



Bridge: Underside of bridge shows heavier timbers located directly underneath the track with smaller timbers shimmied on the outside edge supporting the ballasted shoulder. Note the scrapes on the bottom of the bridge timbers.