



# RUN 8

This is what we started with in 2000



JANUARY, 2006

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While it seems that progress is so slow, in a lot of ways we have had a great last few years, the purchase of the property, the completion of the building, and the movement of our Helium car, and there is still a great amount of projects that are still in planning stages.

This is where we are now in 2006





## A Look Back, 10 Years Ago

### 1995

As a fund-raising effort, we produced our first custom car, a Santa Fe grain hopper using an Intermountain PS2 hopper in 1995. The first order was for 406 cars with four different numbers and these sold out by December. We ordered an additional 200 cars with an additional four numbers.

The Fourth Tri-State Train Show was held at the Amarillo Civic Center on April 1-2, 1995. Carter Osborne secured a grant from the Amarillo Convention and Visitors Council which covered the rental costs for the Civic Center. Net proceeds from the show were \$4,270.21, which were put in the mutual fund after 10% were donated to Camp Alphie. We again exhibited at Tri-State Fair in September of 1995.

In September of 1995, we were given permission by the Santa Fe Railroad to remove and preserve the dispatching center display panels and associated equipment. The railroad was in the process of moving out of the Santa Fe building in downtown Amarillo, and eliminating the divisional dispatching center located on the 12<sup>th</sup> floor. We spent two days disassembling, moving and storing the display panels. This dispatching system was of a French design and was about five years old. At the time of its installation, it was a multi-million dollar, state-of-the-art system. It replaced a much older Union Switch and Signal Company system that had been in place since the 1940s. The dispatchers panels are presently stored at Autocraft, Inc.

The third Christmas Show was held in Western Plaza. We began plans for hosting the 1996 NMRA LSR meeting in Amarillo.

The Newsletter, RUN 8, began publication in November, 1995. Virgil Young took over the duties of editor.

### 1996

Digital Command Control (DCC) was first demonstrated in January of 1996. This new concept in model railroad control systems was just a few years old, and the demonstration made quite an impression on the members. Although the AMRA did not purchase a system at that time, a number of members began buying DCC systems and decoders.

The Santa Fe depot in Canyon was explored as a potential permanent site for the AMRA in the spring of 1996, but the depot was sold to the City of Canyon, and the plans were never pursued.

The fifth Tri-State Train Show was held at the Civic Center on March 30-31. A grant was again provided by Amarillo Convention and Visitors Council. The May election results were: President - Tommy Morris, Treasurer - Virgil Doyle, and Secretary - Jerry Michels.

Our second custom car, Walthers two bay hopper painted in four Portland Cement Co. schemes and sold as a four-pack, was ordered in May. The cars were bought unpainted from Walthers and painted by Third Rail Graphics.

The NMRA Lone Star Region convention was held June 14-16 at the Radisson Hotel (I-40 and Lakeside). The LSR meet was a very complex affair. We bid on hosting the convention two



# Treasures Report

1/05/2006

Income		Expenses	
Car Income	\$ 3,216.34	Utilities	\$ 389.78
		Car Loan Payment	\$ 0.00
Dues	\$ 185.00	Construction Costs	\$ 146.40
Donations	\$ 150.00	Bank Loan	\$ 478.69
Misc	<u>\$ 1,172.80</u>	Misc -	\$ 77.70
		Printing costs	\$ 228.00
		Fees; Pay pal,	
		postage machine	\$ 535.15
		Car Catalog Mail out	\$ 302.07
		Insurance and Car Fund	<u>\$ 0.00</u>
Total Income	\$ 4,724.14	Total Expenses	\$ 2,157.79
		Ending Balance as of <u>1/06/06</u>	\$ 11,982.07
		Insurance and Custom Car Fund	<u>\$ 2,211.76</u>
		Totals	<b>\$ 14,193.83</b>

NOTES: January's report includes a one time income from the sale of the modular office furniture that was donated by Cingular last year, the club also invested monies in a postal scale and machine in order to print postage on car orders so that it can be done at the club instead of having to go to the post office. The Treasure also opened a credit card account in order to consolidate miscellaneous expenses such as Pay Pal and eBay charges that was previously being done with outside sources.

Future expenses that will accrue next month will be the final payment of the newly arrived PFE refer cars.

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Just a friendly reminder to those of you that have trouble making Thursday night meetings, we started some time back scheduling work days on the second and fourth Saturday's of the month. Usually starting around 10:00am and quitting around 2:00pm in the afternoon, so we don't stay all day. Projects varying from serious work to general house keeping, sweeping up and stuff like that, so if you need something to do and you feel guilty about not being able to make the regular meetings, drop on by there is usually some one there doing something.





## Lay Out Design Update

Well despite our hopes that we would have something to report, we still don't have any news in regards to the design, even though we have made repeated attempts to get something to show every one.

## Construction Updates

Dan Juliano has completed the touch up painting of the Train Room wall, and the project involving our trade magazines is drawing to a slow close although there is still some work to be completed.

I have finished the construction and placement of the display stand for the Santa Fe dispatch panel upstairs. The book cases have been completed and are in the final stages of being stained and varnished by David Jusiak.

Tracy Ball has started the project of taping off the insulation in the Train room, there is a lot of work to be done here which involves cleaning up and spray painting some of the bad places on the walls.

So the remaining projects that need to be addressed are as follows:

- ⇒ Return Kitchen supplies back to the Kitchen.
- ⇒ Finish the sorting of Magazines.
- ⇒ Staining and varnishing of the upstairs book cases, and upon completion move all of the hard-back books from downstairs and out of the storage closet to the bookcases.
- ⇒ Install ceiling fan and wire it in, upstairs.
- ⇒ Working on insulation in Train room, tape seams, paint guy wires and strapping on bottom of wall, patching torn places, and just general house cleaning to make room for layout bench work.
- ⇒ Return to Autocraft for the remainder of dispatch panels, and cabinet doors, installing them so they will hang from the ceiling beams in the train room.
- ⇒ Weather permitting, Collect railroad ties for the following, installing retaining wall in front of the building at the parking spots, loading dock at the rear door for access to the box car. Install weather striping on upper eaves of east and west wall, prepare ground in front and on sides of the building for the planting of grass, and the completion of the sprinkler system.
- ⇒ Any other suggestions are welcome.

## Car Project update

The new run of PFE refers are here and currently available so get yours today.



## News

### **BNSF profits in 2005 reach \$1.5 billion**

Burlington Northern Santa Fe Corp. said Tuesday that increased volume shipments of coal, grain and industrial product helped it record profits for the fourth quarter and full year 2005.

The Fort Worth-based railroad, which serves the western half of the U.S., said it will increase its capital spending by 10 percent to \$2.4 billion this year to accommodate record levels of traffic. Improvements include expansion of its intermodal loading facility at Alliance Airport in north Fort Worth.

The railroad also will add 310 locomotives, Chairman Matthew Rose told investors.

The railroad has benefited from surges in import traffic from Asia through California ports, as well as the shift of many commodity shipments from trucks to rail because of high fuel costs.

Fourth-quarter profit was \$430 million, \$1.13 a share, compared with \$347 million, or 91 cents, a year earlier. For 2005, BNSF earned \$1.5 billion, almost double the \$791 million it earned in 2004.

### **News from Oklahoma Railway Museum...RS3's Arrive**

Dec OKC Train show did 17,500 in attendance and will be growing at the next one. (Still considered one of the top 10 shows in the US from what I have heard.) Two RS3's numbers 2 and 3 formally owned by Magma Mining Company arrived at the Oklahoma Railway Museum yard. The locomotives were purchased by Mr. Jim Terrell. At the present, one has been donated to the ORM. RS3 number two will probably be used to pull the "Thomas the Tank" train this fall. Not sure, but It may be painted a KATY paint scheme.

### **Railfans Beware**

Employee Shows that it Pays to Be "On Guard" 2005-12-13

Recently Ken Strickland, signal maintainer, Temple, Texas, received recognition for being "On Guard" by protecting BNSF employees and property.

One afternoon, Ken noticed a suspicious male taking photos of trains in Meridian, Texas. The suspect caught Ken's attention because he remembered seeing him taking pictures in Morgan, Texas, the day before. Ken carefully watched from a distance. The male subject continued to follow and monitor trains traveling south on the Fort Worth Subdivision. Ken decided to contact the BNSF Resource Protection Special Agents in Temple, Texas. Special agents, located the subject in McGregor, Texas.

The suspect was questioned and it was then determined that he had been contacted earlier by local law enforcement agencies and that he was from the Boston area. After questioning him, agents verified his response with the agency. However, his responses were different from those given when previously contacted by local law enforcements. So they began a search of his vehicle and found several cameras, a scanner, a laptop and other recording equipment.

He was warned again that his observed behavior was suspicious in nature and he was told to stay away from BNSF property. He was also referred to the Federal Bureau of Investigation Homeland Security in Boston.

Ken received a BNSF "On Guard" award for his response on this individual.

Firemen questioned on BNSF Fort Worth Sub

Employee Shows Once Again that it Pays to Be "On Guard"

Recently Ken Strickland, signal maintainer, Temple, Texas, received recognition for being "On Guard" by protecting BNSF employees and property. Ken repeated this heroic act once again today and has received his second "On Guard" award for his actions.

This afternoon, Ken noticed several suspicious men battling a massive grassfire near Valley Mills, Texas. The suspects caught Ken's attention because he remembered seeing them fighting a large grass fire near Clifton earlier in the day. Ken carefully watched them from a distance. The male subjects continued to monitor and combat the blaze which was traveling south along the Fort Worth Subdivision. Ken decided to contact the BNSF Resource Protection Special Agents in

*(Continued on page 8)*



## A Look Back, 10 Years Ago

(Continued from page 2)

years in advance and worked on plans for over a year. The fact that Amarillo was chosen for the event was a credit to our club, and a recognition by the regional association that we were an active, vibrant group capable of hosting such an event. Attendance was considered average for a regional meeting outside a major metropolitan area and was quite successful. In addition to the usual LSR functions, we had tours of local home model railroad layouts, tours of Pantex, Asarco and the SPS plant. Shopping and antiquing trips, as well as a luncheon, were available for attendees' spouses not interested in the model railroad functions. Attendees also took in the play *Texas* in Palo Duro Canyon on Saturday night. One interesting feature of the convention was what we called a "Tyco Toss." The idea was developed by Carter Osborne. The grand prize was a brass diesel locomotive. Competitors bought tickets and tested their skill at tossing Tyco locomotives (a cheap brand of model railroad equipment) into a specially decorated barrel prepared by Tracy Ball. The one who tossed the locomotive into the barrel at the greatest distance from the barrel was the winner.

Tommy Morris resigned in August because he was taking a new job in Los Alamos, NM. The new officers were decided upon by the Executive Board as follows: President - Jerry Michels, Secretary - Virgil Young, Treasurer - Virgil Doyle, Director - George Bates, Director - David Jusiak.

The modular layout was wired for DCC in August, but members had to bring their own equipment since the AMRA had not yet purchased a DCC control center. We used the fifth position on the rotary switches on the control panel for the DCC installation. This gave us the ability to still use the four analog throttles or DCC as desired.

Our first Hobo Breakfast was held on Saturday, Sept. 7<sup>th</sup> at 8AM under the 34<sup>th</sup> street bridge at the BNSF tracks. This was a social gathering for the AMRA members. Tracy Ball, with his portable kitchen, cooked eggs, bacon, sausage, pancakes and coffee for all.

The fourth Christmas Show was held at Western Plaza.

## 2005-06

During the beginning of 2005 the ARM received notice from BNSF confirming the donation of the long pursued caboose, and the notification that we would be able to get a Rock Island box car from the folks at Progress Rail Services, the club received shipment on the Intermountain C&NW cars and started negotiations with Kadee Quality Products to do a custom car, a PS-1 hopper in the Southern Pacific scheme for delivery late in the year. A rerun of the PFE R40-25 was also scheduled for the end of the year. Negotiation where finalized with the Missouri Pacific Historical Society in an effort to produce an ART ice reefer for delivery in 2006. The club also received the final approval from the City of Amarillo in regards to our new building for occupancy although some work still continues to be done. In December word came that the DOE was finally going to make some kind of disposition of the White Train and negotiations was immediately started to see if the ARM could be in line to receive some of the rolling stock that is involved, part of these negotiations involved the BNSF replacing our missing switch so that we could regain service to our track siding.

In the summer we and our annual Hobo breakfast to celebrate our 15th Anniversary with Tracy Ball again serving in the capacity as head chef and doing as usual an excellent job. By January the club was quickly approaching the completion of the work on the building.



Here is a brief update on the progress of the building.



From Top left, Entry way - Meeting room - magazines and book cases upstairs – looking up towards upstairs landing from train room – Kitchen.





## News

*(Continued from page 5)*

Temple, Texas who were then able to locate the subjects still battling the blaze southeast of Valley Mills.

The suspects were ordered to stop fighting the fire at once and were then questioned about their behavior. It was then determined that they claimed that they were "volunteer firemen" who had been contacted earlier by local law enforcement agencies who had sent them to battle the blaze in the first place. After questioning them, the agents verified that they were indeed firemen. However, their responses as to what may have started the blaze were different from those given by the local law enforcement agencies. So they began an intensive search of their fire fighting equipment and found enormous quantities of a suspicious clear liquid, a siren, red warning lights, several rubber hoses with nozzles, a police and fire scanner, ladders, axes, picks and shovels and other fire fighting equipment.

The firemen were warned again that their observed behavior was suspicious in nature and all were told to stay away from BNSF property. They were also referred to the Federal Bureau of Investigation Homeland Security in Waco.

Ken received his second BNSF "On Guard" award for his response on these individuals.

### **BNSF On Guard Program Puts Safety First**

**2005-12-27**

As such, BNSF has a detailed security plan and has worked with employees to heighten awareness of possible security risks. An outgrowth of BNSF's security efforts is the ON GUARD program, which launched in 2003. The program encourages employees and others to report suspicious behavior, security violations, trespassers or crimes in progress on BNSF property. To date, more than 200 reports of suspicious activity or persons have been reported through BNSF ON GUARD.

"Our employees are vital to the overall security of BNSF," says John Clark, assistant vice president, RPST. "They can make the difference in a timely police response by reporting suspicious activity directly to our Resource Operations Command Center (ROCC)."

BNSF recognizes there are many railroad enthusiasts throughout the system who can be helpful in reporting security violations and suspicious activities. Next year, BNSF will launch a new program similar to the internal BNSF ON GUARD program to gain rail fan support as another layer in rail transportation security. More details of the program will be released in the future.

There are some new members but I don't have all the information on all of them as of yet so they don't appear in the members list.





## Members Information

There are a few changes to the Membership list in regards to address's and if any one has noticed any incorrect information please forward it to me so that I can get it corrected in the next issue.

### AMARILLO RAILROAD MUSEUM

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371-9503 tracy@amaonline.com

**Bates, Irene** - 6807 Club Meadows Dr.

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Ama. TX. 79109

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**Young, Virgil & Paula** - 4209 Kingston

Ama. TX. 79109

352-4498/h 584-4363/ m

vyoung5622@aol.com

Yes, see I still have room for some more members, any one know of a prospect?

For those of you who are not aware of the fact that the Phone at the Club House is in operation, Well It Is.

335-3333

If you would like to call and see if any one is out and working it just takes a call.



Amarillo Railroad Museum

13000 East U.S. Hiway 60  
P.O. Box 31105  
Amarillo TX. 79120  
C/O Earl Carrell  
3313 Oxbow Trail  
Amarillo TX. 79106

Phone: 806-335-3333  
Email: amarillorailmuseum.com

*We are a  
501 ( c )( 3 )  
nonprofit  
Organization*



**Club News**

Members of the Board have been busy this last couple of week with meetings with the SFRH&MS getting ready for the convention later this year in July. There will be a segment at the next business meeting to discuss what is going to be required of us, the ARM in order to help out during this event.

Also a meeting was held with members of the D.O.E in regards to the disposition of the White Train, and our ongoing pursuit of that group of rolling stock, Bob & Jerry attended and will give us an update in that regards as well. We are gathering the necessary information to increase our chances of providing a quality display of this piece of history.

Also the end of February is the annual Make a Wish Car Show, we have decided to participate at this show as we did last year so we will need a lot of cooperation from members to both provide material to display and also the time from members to help staff the exhibit, so now is a good time to start checking your schedules and start planning some free time so that you can attend.

Now is a good time to remind every one that Board elections are to be held again in May, this will be a very important election as all three of the officers will be up for re-election and a smooth transition will be necessary with all of the events that are upcoming. Nominations should be brought before the Secretary no later than the April business meeting.



# RUN 8

## UP 844

FEBRUARY 2006

### Scheduled to make tour of Panhandle Area

The "Flagship" of the Union Pacific Railroad will be part of a celebration of the heritage of Southwest Kansas and the Oklahoma Panhandle. 1944 model No. 844, will play a part in the 2006 Pioneer Days celebration in Guymon, Okla., according to Texas County Sheriff Arnold Peoples. Peoples made nearly a year's worth of phone calls and letters before announcing the commitment of Union Pacific to the annual celebration. The locomotive will also be accompanied by several vintage railcars. Tentative plans call for the 114-foot long locomotive and tender to pull its fleet into Guymon on Thursday, May 4, and to remain through Saturday afternoon for viewing and observation by the public as well as providing the opportunity for asking questions of the crew, touring the train, taking photographs and purchasing souvenirs.

"Excursions of this type typically draw thousands of railroad buffs and tourists," he said. "It is a once in a lifetime event for Guymon and a chance for the younger generation to go back in time to the golden age of the railroad." In Guymon, the train will be parked on a siding near the Texas County Courthouse where visitors can view and tour the train. Another highlight will be a run from Liberal to Guymon where a limited number of seats will be available. How these seats will be allocated is yet to be determined. As more information, dates and specifics become available about the trip, announcements will be made, according to a press release from the Texas County Sheriff's Department. After the train leaves Guymon, it will travel to its next stop in Dalhart, Texas.

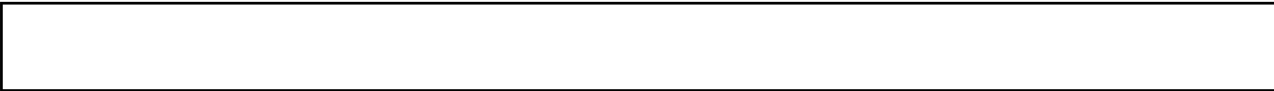
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## UP 844



RRPictureArchives.NET Image Copyright Tom Stolte



The Potter County Railroad Museum group is sponsoring a round table planning secession Saturday, March 25, 2006 at the second floor of the Santa Fe building from 10:00 a.m. to 2:00 p.m. Sam Teague of the 5000 group will be a participant, as well as the Panhandle Square House Museum crew, the Panhandle Plains Historical Museum crew, and others. There will be several members of the ARM in attendance as well.

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February 25 & 26 is the Make a Wish car show and the ARM will have a booth it again this year so members that wish to show off some of their models is encouraged to brig them for display. The show will be open from 9:00 AM - 5:00 PM Saturday and also Sunday with a set up time for those wishing to do so starting Friday Evening. Davis Jusiak and myself will have some G scale trains and Dan Juliano has been busy working on his table top setup. We will also need some folks to show up and help with the booth.

We have finally finished the installment of the former Santa Fe dispatch panel that the Club was donated, when the Railroad closed the dispatch center in the Santa Fe building. I personally think that it looks really cool setting up above the train room. It needs a little cleaning and a dispatchers desk to set in front. Thanks Jerry for the Photo.







## Treasures Report

2/02/2006

Income		Expenses	
Car Income	\$ 1,412.26	Utilities	\$ 293.80
		Car Loan Payment	\$ 0.00
Dues	\$ 870.00	Construction Costs	\$ 0.00
Donations	\$ 0.00	Bank Loan	\$ 478.69
Misc.	<u>\$ 0.00</u>	Misc. -	\$ 179.28
		Postage	\$ 191.74
		R 40-25 cars	\$ 4,800.37
		Insurance	<u>\$ 976.04</u>
Total Income	\$ 2,282.26	Total Expenses	\$ 6,919.92
		Ending Balance as of <u>2/02/2006</u>	\$ 7,344.41
		Insurance and Custom Car Fund	<u>\$ 2,211.76</u>
		Total	<b>\$ 9,556.17</b>

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In a sad note for the membership, fellow member Homer Damron passed away, Wednesday February 15, 2006. Services were held at the Quail Creek Baptist Church, Saturday February 17th. Homer a long time train enthusiast and friend to many of the club members will be missed.



## Construction Updates

The book cases have been completed and are in the final stages of being stained and varnished by David Jusiak.

Tracy Ball has started the project of taping off the insulation in the Train room, there is a lot of work to be done here which involves cleaning up and spray painting some of the bad places on the walls.

So the remaining projects that need to be addressed are as follows:

- ⇒ Staining and varnishing of the upstairs book cases, and upon completion move all of the hard-back books from downstairs and out of the storage closet to the bookcases.
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Any other suggestions are welcome.



## News

### **Railroads, unions at odds over safety of one-person crews.**

Burlington Northern Santa Fe Corp. and other major railroads want to run some of their freight trains with only one employee on board, aiming to boost their profitability by eliminating thousands of jobs. But the railroads' efforts to slash jobs by deploying computer and global-positioning technologies are running into fierce resistance from unions representing the nation's thousands of conductors and engineers. In addition to concerns about job losses, the unions say that operating trains without conductors would be dangerous because the technology isn't ready.

Positive control -The technology behind one-person crews, known as positive train control, serves as a kind of safety net for engineers, making it possible to operate without conductors. The systems can automatically apply a train's brakes to stop or slow it down if an engineer doesn't respond to warning signals. This would help prevent trains from speeding, going through stop signals and straying from their approved travel areas. The systems rely on on-board computers, a global positioning system and other devices to monitor and control trains. They give railroads a tool to combat human error, the leading cause of train accidents. So far, railroads are in various stages of testing the technology, with BNSF the leader. For almost two years, the railroad has been piloting Wabtec Corp.'s Electronic Train Management System on 50 locomotives operating on 135 miles of track between the southern Illinois towns of Centralia and Beardstown. BNSF is now seeking the federal government's permission to deploy the technology from Fort Worth to Arkansas City, Kan., southeast of Wichita, said Denny Boll, BNSF's assistant vice president of signals.

The issue is hampering contract negotiations. In late January, the two unions representing engineers and conductors announced they were putting aside past differences to jointly oppose any reduction in train crew size, calling the move a danger to the lives of all rail workers and the public. "We would have an agreement with the carriers already if they weren't pushing for one-person crews," said Frank Wilner, a spokesman for the United Transportation Union, which represents 36,000 conductors in the contract talks.

By some estimates, one-person crews could save the industry more than a billion dollars annually. Even though railroads now operate with far fewer workers than in past decades, labor remains a huge expense. At BNSF, compensation and benefits accounted for 35 percent of operating expenses last year. The \$3.5 billion tab far surpassed the \$2 billion spent on fuel, the next biggest expenditure. Moreover, during the next few years, railroads will have to spend millions of dollars hiring and training thousands of workers to replace a wave of retiring baby boomers. Forty-five percent of BNSF's more than 40,000 employees will be eligible for retirement over the next 10 years.

The dispute has spread to the courts. The conductors' union filed a lawsuit last March to prevent the railroads from bargaining over crew size in the current talks. The lawsuit is still pending.

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### **The "Golden Spike" is Coming!**

Saturday, March 18th, during the NRHS Day at the Bush Library!

The actual Transcontinental Railroad's "Golden Spike" will be on display 'only in the month of March' at the George Bush Presidential Library and Museum in College Station, during the "TRAINS: Tracks of the Iron Horse" exhibit now on display. PLEASE NOTE: The "Golden Spike" will be on loan from Stanford University, it's the very spike that joined the East with the West at Promontory Summit, Utah on May 10, 1869 between Union Pacific and Central Pacific railroads. The NRHS and Bush Library are pleased to welcome two speakers who will present slide shows on Texas railroads. Mr. Leonard Ruback and Mr. Steve A. Goen. For additional information, click:

[http://bushlibrary.tamu.edu/trains/nrhs\\_day.php](http://bushlibrary.tamu.edu/trains/nrhs_day.php)



## News

### PALESTINE RESIDENTS RALLY TO RAILROAD'S AID WITH PETITION

By: MEGAN MIDDLETON, Staff Writer

02/16/2006

During the last week, more than 800 people have signed the petitions, City Councilwoman Andrea Baird said. It is part of an effort by Palestine leaders to create awareness about the financially strapped state parks and send a message to legislators to focus attention on fixing the problem.

The critical condition of state parks was made clear to Palestine officials after word came that the railroad would no longer offer runs originating from Palestine, only Rusk. Budget issues on a state level resulted in about \$339,000 having to be cut from the budget for the Texas State Railroad State Park, which also includes the two camping units at Rusk and Palestine.

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### **CURTIS HILL RENDEZVOUS IX**

May 19, 20, 21, 2006

We will probably spend Friday west of Woodward and Saturday east to the Hill and Waynoka.





## Members Information

There are a few changes to the Membership list in regards to address's and if any one has noticed any incorrect information please forward it to me so that I can get it corrected in the next issue.

### AMARILLO RAILROAD MUSEUM

13000 East U.S. Hiway 60  
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*We are a  
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nonprofit  
Organization*

**We're on the Web @  
amarillorailmuseum.com**



## Board Member Elections

Once again it is time to start thinking about the yearly board member elections to be held during the May business meeting. This year the officer positions are up for re-election, President, Secretary, and Treasurer.

To be eligible a member has to have been a member in good standing for at least 12 months and be current on yearly dues.

This year I would like to start nominations at the end of the March meeting and then at the beginning of the April meeting have the second round of nominations with persons making nominations giving the club a brief talk on why they think the person that they nominated would be the best choice for election to that position. The election will then be held during the May meeting and as always, by a secret written ballot taken by the club Secretary. Only members in attendance during the meeting will be allowed to vote.



# RUN 8

MARCH 2006

## President's Message

Let me apologize for not getting my President's message out for inclusion in the February issue of Run 8. Initially I held-off hoping for some good news to share and the news has been much slower in developing than I had hoped and anticipated.

First, I want to thank everybody that participated with the Make-A-Wish Car Show on February 25 & 26. While the car show is not about trains, railroading or model railroading, this was an important event for us to be out in the public's eye and to let people know that we have not totally disappeared off the face of the earth. Many folks were used to seeing our modular layout over at Western Plaza and we've been nearly invisible to the general public since we moved.

Coming down the road, we have a meeting on March 25 with the Board that is planning for the museum on the 2<sup>nd</sup> floor of the Santa Fe (Potter County) Office Building downtown. The last announcement is they have contracted with the Panhandle-Plains Museum to design and set-up the exhibits and their Board was going to set-up a non-profit corporation to raise the funds for the museum with the expected cost to be in the neighborhood of \$1.0 to \$1.5 million. My hope is that they will be willing to work with us and that we can be mutually beneficial to each other; particularly that they have the display space for exhibits of railroad memorabilia while we have the railroad track for display of railroad equipment.

Concerning display of railroad equipment, members of our Executive Board have been busy working on a grant request to help with a display of railroad equipment owned by the U.S. Department of Energy, specifically the "white train" that formerly was used to ship weapons and components to and from various sites around the country. BWXT Pantex is planning to remove the railroad track on the DOE Pantex Plant site and they are looking to move the railroad equipment off the site before they start removing the track. The current proposal that is being recommended to the DOE is the donation of 2 ALCO S-2 locomotives, all 16 of the DOE railroad cars, one former Amtrak (baggage?) car and a Fairmont motor car with 2 equipment trailers to the ARM for public display. The 16 DOE railroad cars include 4 armored escort coaches, 7 power/buffer cars, 1 heavyweight 80-foot escort coach, 1 40-foot coach, 1 high-sided "cargo" car, 1 non-armor-plated "cargo" car and 1 armored-plated "cargo" car. One of the armor-plated escort coaches and the one armor-plated "cargo" car are pledged to go to the National Atomic Museum in Albuquerque.

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Our proposal for the display will be to set it up in 3 different train sets; a 1970's consist, an early 1980's consist and a later 1980's consist. The 1970's consist includes the heavyweight coach, the high-sided "cargo" car and the 40-foot coach; this is all one-of-a-kind equipment. The early 1980's consist would consist of at least 5 railroad cars including the armored "cargo car" book-ended by power/buffer cars and armor-plated escort cars; this train would be repainted into its original white color, hence the name, the "white" train. The later 1980's consist would be made up of all the remaining power/buffer cars book-ended with the remaining 2 armor-plated escort cars; the main feature was that in 1985 the cars were all repainted into various colors so they would not stand-out so much as they did when they were all painted white. The power/buffer cars were utilized both to provide power for the escort coaches and as buffer cars because regulations do not allow personnel to ride in cars adjacent to explosives.

In our grant request we are seeking funds to help with the display of the DOE cars. Specific items include repainting of the DOE railroad cars for their preservation, fencing of the Museum property to better protect the railroad equipment, repair and upgrade of the railroad track on the museum grounds, construction of a motor car shed for storage of the motor car and track tools following genuine Santa Fe Railroad plans, construction of a walkway for viewing of the railroad equipment without having to walk in the grass and weeds, and the purchase of a tractor with front-end loader and mower to assist us with the long-term maintenance of the Museum grounds.

The timeline for the movement of the DOE railroad cars to the Museum is sometime before the Santa Fe Railway Modeling & Historical Society (SFRM&HS) Convention scheduled on July 20-23 here in Amarillo. The BNSF Railroad is planning to install the switch serving the Museum track just before they move the railroad equipment from Pantex to the ARM. After the switch is installed we can ask for the Rock Island boxcar located at Progress Rail Services to be moved to the Museum.

SFRM&HS Convention: Plans are still moving forward for the convention. Thursday, July 20 will primarily be prototype tours during the day with a reception and BBQ dinner in the evening at the former Santa Fe General Office Building in downtown Amarillo. Friday and Saturday, July 21 & 22 will primarily involve clinics and a vendor room at the convention hotel. The convention will conclude with a business meeting following the breakfast on Sunday followed by layout tours. We will need the participation from the majority of our active membership during the convention to help staff various positions including serving as tour guides, registration hosts, clinic room support, contest room support and to man our own tables in the vendor room. I will start a sign-up list at our next Business Meeting. Folks that assist with the convention will receive a convention staff shirt which is proposed as an orange shirt (refrigerator car color) with the convention logo of the San Francisco Chief, Amarillo Merchandise Service emblazoned on it. This convention promises to be a lot of fun.

To get ourselves ready for the convention we have a lot of work to do in the next few months including cleaning-up the Museum building and grounds and hopefully starting on the construction of the

*(Continued on page 3)*





# Financial Report

## March 2006

Income		Expenses	
Car Income	\$ 1,659.55	Utilities	\$ 464.15
Dues	\$ 185.00	Car Loan Payment	\$ 0.00
Donations	\$ 0.00	Construction Costs	\$ 0.00
Misc	<u>\$ 0.00</u>	Bank Loan	\$ 478.69
		Misc -	\$ 216.00
		Credit Card, postage	\$ 358.86
		Insurance and Car Fund	<u>\$ 0.00</u>
Total Income	\$ 1,853.55	Total Expenses	\$ 1,517.70
	Ending Balance as of <u>2/26/2006</u>		\$ 8,819.86
	Insurance and Custom Car Fund		<u>\$ 2,213.90</u>
	<b>Totals</b>		<b>\$ 11,033.76</b>

(Continued from page 2)

model railroad layout. Work accomplished to date has included sorting thru the old magazines to compile a reference library for our members to have available for research purposes, staining and finishing of new bookshelves for the library and setting-up one of the dispatcher's panels. Tracy Ball has been working on taping seams in the wall insulation in the Layout Room. There are several more projects needing attention so please stay tuned and pitch-in when and where you can.

Special Project: One additional special project has come-up. I recently received a call from Don Dean. Don has a layout at his home that he was building with assistance from Max Smith. Don indicated the layout is fairly well along but he would like some assistance to overcome an electrical problem on one section of the layout and to finish scenery work. Don figures that with 3-4 people working approximately 3-4 hours over 3 Saturdays might finish the work required to make the layout ready and has proposed this layout can be on the tour for the SFRH&MS convention. We will be soliciting volunteers at our next meeting.

(Continued on page 4)



*(Continued from page 3)*

**Layout Design:** We've finally seen some progress from our layout designer, although as I write this we still have not received the overall proposed plan. We have received sketches of the proposed lower level staging yard and have exchanged questions and answers with our designer. Within the next couple of weeks, we should have a plan in-hand that we will be able to use to start building the layout.

**Model Sales:** The sales of the Intermountain C&NW hoppers and the Kadee cement hoppers have been going pretty well since these cars were received. We have one more project car that will be arriving soon, the American Refrigerated Transit (ART) reefers which are a joint project with the Missouri Pacific Historical Society. At this point in time we are looking for new model projects that we might be able to do to keep our income steady in the foreseeable future. If you have ideas for potential model projects, please forward your ideas to any member of the Executive Board and/or Jerry Michels for consideration.

**Elections:** Elections are coming-up at our May Business Meeting. This year we will elect the President, Vice President/Secretary and Treasurer. If anyone is interested in running for any of these positions, please let one of the members on the Executive Board know. Requirements to run for one of these offices includes the following: Member must be in good standing with the Treasurer, must belong to the association for a period of at least one year prior to an election to be eligible for the offices of Director, Vice President/Secretary, and/or Treasurer. In addition to the above conditions, a member desiring to run for the office of President must serve a minimum of one term as a Director, Vice President/Secretary, or Treasurer.

This year promises to be an extremely busy year for the ARM. We have some major tasks ahead of us and we will need the participation of the majority of our membership to get thru the next few months thus I ask everyone to dig-in and do what you can to assist with the projects ahead.

Bob Roth

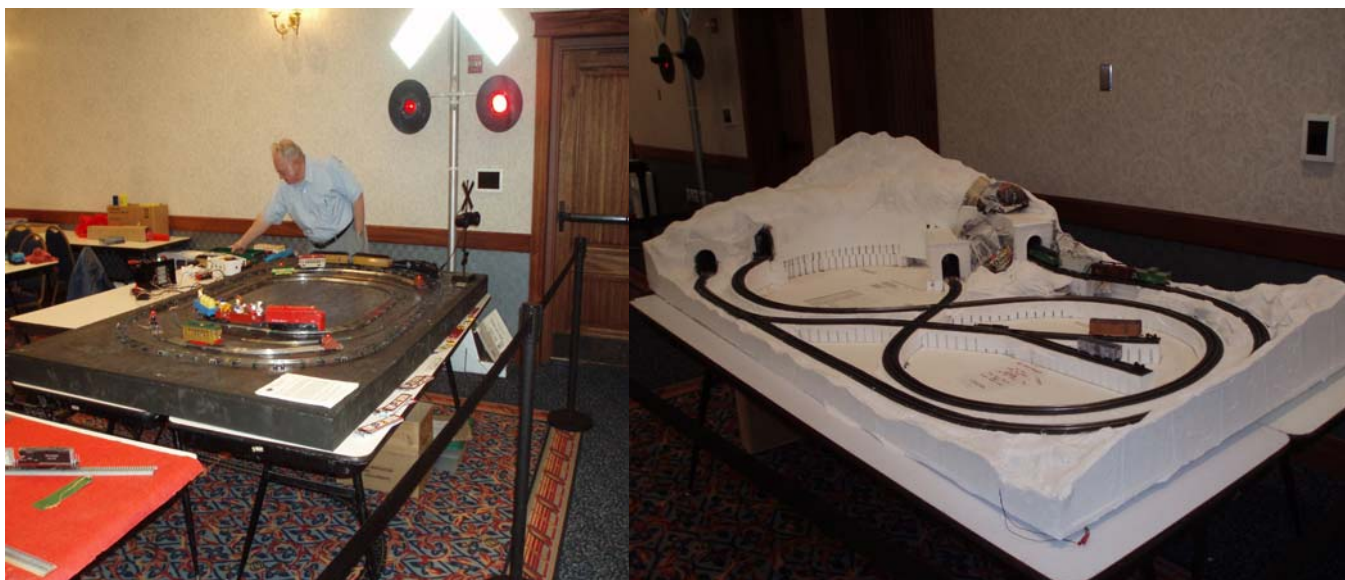


## Make a Wish Car show



Photos of the Make a Wish Car Show Exhibit - Left, A couple of our best fans taking a break from all the cars to check out the trains.

Right -Dan Juliano demonstrating his Smallest Train in the world to an interested party



Dan making some adjustments to his layout board, right is the layout demonstrator on loan from Hobby Time.



On Mar 12<sup>th</sup>, BNSF halted all train traffic on the Panhandle Sub of the Kansas Division between Miami and Mendota, TX. Numerous grass fires had been reported burning near the BNSF tracks in this location. None of the fires appeared to have started due to the BNSF. In most places, the fires burnt up to the north side of the two main tracks and stopped, except for one spot near MP 467 west of Mendota where it jumped the two main tracks and continued burning. The Texas Panhandle has been devastated by wildfires burning all across it due to extremely dry conditions. BNSF halted train traffic at 19:20 on the 12<sup>th</sup> and did not resume it until 23:30 after all track had been inspected and had no damage. There were 15 trains directly affected near the location and stopped for this. In addition to that, there were trains slowed down on the Emporia, Avard, and Hereford subs so they did not arrive at the location too fast.

The UPRR sued a noted rail photographer for using the UP trademark without permission. The suit alleges that photographer Nils Huxtable violated UP's exclusive right to use its trademark by producing and selling a UP calendar, which Mr. Huxtable has done annually since 1994. A website associated with Mr. Huxtable, HelpSteamScenes.com, has established a legal defense fund on his behalf, and has issued a response to the suit stating that "the artistic rights of railroad photographers are under attack." (ffd: Trains, Vancouver Sun)



## Members Information

There are a few changes to the Membership list in regards to address's and if any one has noticed any incorrect information please forward it to me so that I can get it corrected in the next issue.

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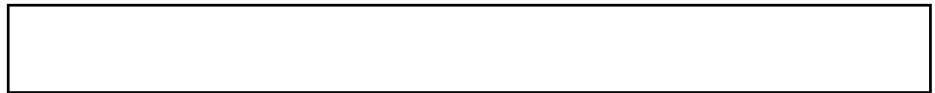


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nonprofit  
Organization*





# RUN 8



**APRIL 2006**

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## President's Message

As I write this message I am hopeful this issue of Run 8 will be published and in your hands prior to our May Business Meeting. A lot has occurred and we need to catch-up on the news.

Santa Fe Museum: Members of the Executive Board attended the meeting at the Santa Fe building on March 25 and found the purpose for the meeting was for the folks from the Panhandle-Plains Museum that are planning the railroad Museum in the Santa Fe building to try to determine what the general public would like to see in the Museum. They had asked folks from several different backgrounds, including teachers, other local museums, RAPS, and TPRHS as well as us to attend this meeting and we worked thru a few exercises to develop "top ten" lists of things people want to see in the museum. It was interesting going thru this process and there will probably be more meetings in the future as it develops.

STEP Grant: I want to thank members of the Executive Board and especially Jerry Michels for all the efforts to pull together the information for our STEP grant application. We had quotes for repainting the DOE railroad cars, repairing and upgrading the railroad track on the Museum property, constructing a motorcar shed and sidewalk and putting a fence around the Museum grounds and we felt we were in pretty good shape for submittal of our grant application. Unfortunately, at the eleventh hour we were basically informed that we would not be able to submit our grant request because we did not satisfy the basic requirements for the grant. The particular requirement we were unable to meet was a requirement for the applicant to provide twenty percent of the value of the grant. The guidelines for the grant application indicated that up to twenty percent could be provided with "in-kind" donations and we thought we could make-up our whole twenty percent of the grant amount with "in-kind" donations, particularly the value of the services the BNSF will provide to install a switch and move the rail cars, however we were informed otherwise.

Jerry Michels and I met with Vicky Covey with the City of Amarillo on April 13 (Maundy-Thursday) where we received our first inkling of this problem with our grant application. Jerry had to follow-up with TX-DOT and they confirmed the specifics of the requirement. We would have needed over



\$60,000 in cash to cover our share of the grant request given the amount we were asking for and we did not have the time to scrape-up the money.

There were several additional steps in the grant process we were not fully aware of and Vicky Covey discussed the grant process with us. First, we could not submit our grant application directly; it had to be nominated by a public entity such as the City or County; we were aware of this requirement. The City had to send the grant applications thru a Metropolitan planning board to rank local grant requests and then they were forwarded to TX-DOT for ranking regionally and then state-wide; this was spelled-out in the grant application. What we weren't particularly aware of was the actual funding process and the need to have a much more detailed breakdown of the costs and contingency to cover price escalations. Vicky showed us a breakdown for a grant the City was submitting for downtown; this was very informative.

The grants are being funded with federal money dedicated for transportation-related projects and the state is taking \$80 million off the top of these funds for courthouse renovation projects. Around January the preliminary grant awards would be released. The state would provide limited funding for planning activities to cover design costs and permitting and then applicants go back to the state 12 months later to obtain the funding for construction activities. Actual funding for construction under the STEP grant would be approximately 2-years out given the time for all the planning, etc. While we are disappointed with this setback, at least we have good information on today's costs for these items and we can keep our eyes open for other opportunities.

SFRM&HS Convention: I have solicited local members of the SFRH&MS that are not members of the ARM to see if they might be interested, willing and able to assist with the convention, unfortunately I have not received much response yet. There is only a handful of members of the SFRH&MS in Amarillo, so even if most of them agree to help, there is still a lot of help needed from our members. We need to go ahead and start a sign-up list for the help required at the convention. Folks that significantly assist with the convention will receive a convention staff shirt. See additional notes on the convention concerning the duties.

As I noted in my article in the March issue of Run 8, we have a lot of work to do to get ourselves ready for the convention in the next couple months including cleaning-up the Museum building and grounds and starting on the construction of our model railroad layout.

Special Project: One additional special project has come-up. I received a call from Don Dean earlier this month. Don has a layout at his home that he was building with assistance from Max Smith. Don indicated the layout is fairly well along but he indicated a need for some assistance to overcome an electrical problem on one section of the layout and to finish scenery work. Don figures that with 3-4 people working approximately 3-4 hours over 3 Saturdays might finish the work required to make the layout ready and proposed this layout can be on the tour for the SFRH&MS convention. I solicited some volunteers to assist with this layout and in my last conversation with Don, he was unsure if he would be in town during the convention.

*(Continued on page 3)*



# Financial Report

## April 2006

Income		Expenses	
Car Income	\$ 1,788.20	Utilities	\$ 451.19
		Car Loan Payment	\$ 0.00
Dues	\$ 835.00	Construction Costs	\$ 50.51
Donations	\$ 0.00	Bank Loan	\$ 478.69
Misc	<u>\$ 0.00</u>	Misc -	\$ 59.69
		Cedit Card, postage	\$ 369.68
		Insurance and Car Fund	<u>\$ 0.00</u>
Total Income	\$ 2,623.20	Total Expenses	\$ 1,409.75
	Ending Balance as of <u>3/30/2006</u>		\$ 11,252.20
	Insurance and Custom Car Fund		<u>\$ 2,219.36</u>
	<b>Total</b>		<b>\$ 13,471.56</b>

(Continued from page 2)

Layout Design: Folks in attendance at our April Business know that we discussed possibly switching designers since we have not yet received the design for the layout. I sent a letter to our designer noting the need to have a plan delivered to us or that we would need to terminate the agreement and this has spurred the designer to send us a few clips of the layout plan where he had questions. A response was provided back to the designer and as-of this writing we are still waiting for the plan. The main issue noted by the designer is that our layout plan is larger than any plans he designed previously and it has been taking him much longer than he anticipates for most tasks because the layout is so much larger than others he has done.

Elections: Elections will be a major item at our May Business Meeting. This year we will elect the President, Vice President/Secretary and Treasurer. If anyone is interested in running for any of these positions, please let one of the members on the Executive Board know. Requirements to run for one of these offices includes the following: A member must be in good standing with the Treasurer, must belong to the association for a period of at least one year prior to an election to be eligible for the offices of Director, Vice President/Secretary, and/or Treasurer. In addition to the above conditions, a member desiring to run for the office of President must serve a minimum of one term as a

(Continued on page 4)



(Continued from page 3)

Director, Vice President/Secretary, or Treasurer.

Bob Roth

The hosting duties that need to be filled include manning the registration desk, contest room, clinic room hosts, bus tour hosts and general help. A general outline of the duties is as follows:

Registration Desk: The Registration Desk will need to be open on Wednesday, 7/19 from 7-9 PM; Thursday, 7/20 from 8 AM - Noon and 4-6 PM; Friday, 7/21, from 8 AM - Noon and 1-3 PM; and

### Santa Fe Railroad Historical & Modeling Society (SFRH&MS) Convention:

Saturday, 7/22, from 8-10 AM. At least 2 people are needed at all times and possibly 3 during times of peak check-in.

Contest Room: Main duty will be checking-in models on Friday and early on Saturday and the room will need to be manned the full time the contest room is open. These folks will not need to judge the models, but will be asked to assist in counting the ballots and tabulating the results. Model pick-up will be after the banquet Saturday evening and help will be needed then too.

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Bus Tours: There will be 3 buses for prototype tours on Thursday, 7/20. The tours will end around 4:00 PM and the buses will return to the hotel. Around 6:00 PM the buses will be used to take people from the hotel to the Santa Fe General Office Building downtown for tours and BBQ. Some assistance will be required to help usher members to the buses for this trip and back.

General Help: Per the description given to me, several people will be needed for misc. errands and odd jobs. "A thankless task, but we need some help moving in the stuff, greeting people, and so forth."

Folks serving on the stall will receive a shirt that will be different from the shirt sold to regular convention attendees

Note: Non-SFRH&MS helpers do not need to join the Society to help out at the convention. Each of them will receive an official convention committee shirt and they will have free access to the ven-

(Continued on page 5)



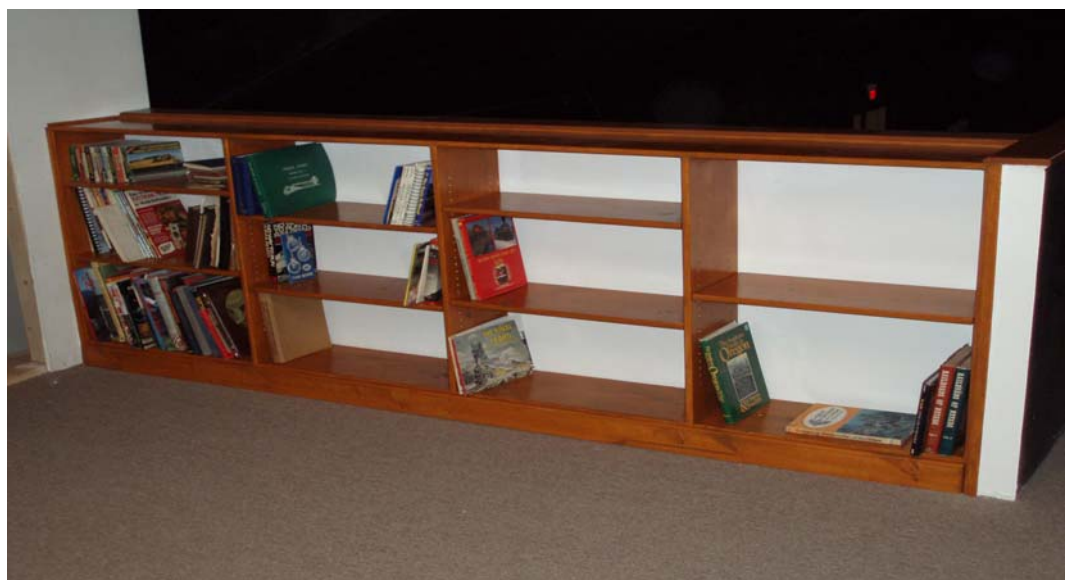
(Continued from page 4)

dor room. If they wish to attend the Thursday bbq or the Saturday banquet, they can buy a ticket just for that. As the Sunday breakfast is really a business meeting, that must be open to members only. Also, if seating is available, no problem with them attending clinics. However, if a clinic room is crowded, we ask they defer the seats to fully registered members. We need shirt sizes for helpers ASAP!



**The History Channel's "Mega Mover series featuring the relocation of AT&SF No 5000 (Madam Queen) will be aired on Tuesday - **May 9, 2006 at 10pm.** (check your local listing for this date for the exact local time of the program)**

One of the finished book cases on the upstairs landing, the second should be finished shortly.







## News

BNSF's 2006 capacity enhancement projects in Texas include \$12.5 million to improve throughput capacity at BNSF's Alliance Intermodal Facility near Fort Worth, \$6 million to expand BNSF's fueling facility in Temple, and \$6.5 million for line expansion at Maywood Wye on the Hereford subdivision. In addition, about \$550 million of BNSF's 2006 capital program will be used to acquire 310 low-emissions locomotives, many of which will operate through Texas. The 2006 capacity enhancements are part of the 10 percent increase BNSF announced in January to its 2006 capital program to \$2.4 billion.

Work is scheduled to begin on a new wye in Amarillo to connect the former ATSF and former BN that will be in the same location as the old Maywood wye that was part of industrial trackage. This wye will allow eastbound trains from the Hereford Sub (ex ATSF) to move north on the Dalhart Sub (former BN). Included in the wye trackage will be a new control point allowing train to leave the yards and cross all three mains of the Hereford sub to enter this wye. It is to be in service by late July 2006, but physical work has not started yet for this. Empty coal trains from Mill, TX returning to the Powder River Basin and the M-BELDEN trains will use this wye each day.

New track for Texas? If the state of Texas has its way, that could happen. The state of Texas would like a new Trans-Texas railway to be built near the proposed Trans-Texas Highway. The railway will start north of the Fort Worth Metroplex and swing around the west side of it running all the way to Mexico. A Spanish company named Cintra-Zachry has been selected to develop the line has said that the nearly 600 miles of rail lines would be a double track railroad good for 70 MPH and will have no grade crossings. All roads will be separated from the tracks on either over or underpasses. The rail line will be capable of handle triple-stacks of containers instead of double stacks. The price tag for this line is a paltry \$6 Billion. Part of the money will come from user fees from railroads such as BNSF, UP and KCS. The article did not mention where the rest of it would come from. If this is built, the plan is that it will take 10,000 trucks off the I-35 corridor each day south of Fort Worth. About a year ago, BNSF and UP signed an agreement with Texas Governor Rick Perry to move freight rails out of congested city areas. The agreement did not state how it would be done however. If this rail line is built, the existing rail lines could be converted to high speed transit lines or a new toll road that the state wants to build called the Trans-Texas Highway. If the proposal becomes reality, it will take about 3 years to start construction and 5 years for trains to be operating on the line. Voters in Texas will be asked in November if they want to support an Inland Port at either Dallas or Fort Worth. The new rail line would allow this to happen with containers moving from the Gulf coast and from Mexico to the DFW area.



## Members Information

There are a few changes to the Membership list in regards to address's and if any one has noticed any incorrect information please forward it to me so that I can get it corrected in the next issue.

### AMARILLO RAILROAD MUSEUM

13000 East U.S. Hiway 60  
P.O. Box 31105  
Amarillo TX. 79120

**806-335-3333**

Club House Phone  
amarillorailmuseum.com

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**Roth, Bob** - 6701 Alpine Lane  
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**Soeberg, Pelle** - Farumsodal 18, DK-  
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355-1581

**Young, Virgil & Paula** -  
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352-4498/h 584-4363/ m  
[vyoung5622@aol.com](mailto:vyoung5622@aol.com)

For those of you who are not aware of the fact that the Phone at the Club House is in operation, Well It Is.

**335-3333**

If you would like to call and see if any one is out and working it just takes a call.

### Internet Members

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[avanburren@casema.nl](mailto:avanburren@casema.nl)

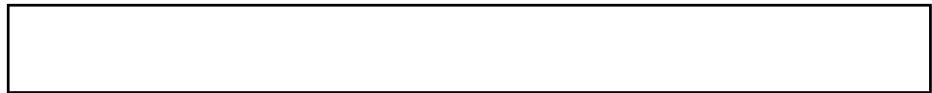


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*We are a  
501 ( c ) ( 3 )  
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# RUN 8

## EXTRA

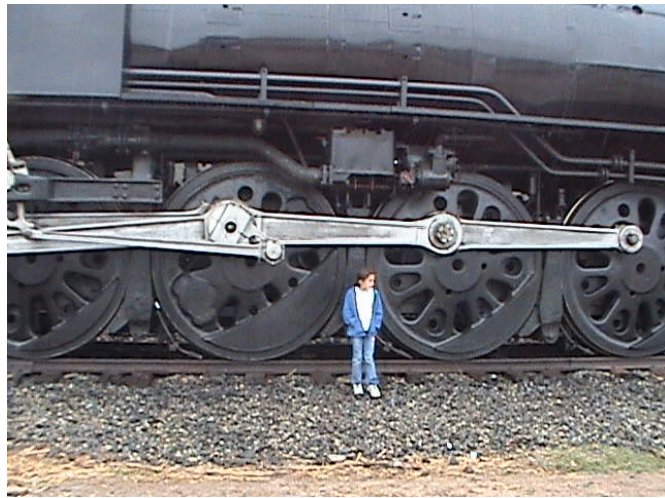
Alexandra Carrell takes her first train ride and does it in style.



**Ally and Grandpa checking out the Up 844**

With the UP 844 being so close to Amarillo it was a logical chance to get that first train ride and do it with a little bit of flair. Thanks to a business friend that works for the Dalhart office of UP, Jeff Lackey who made arrangements for the tickets to ride, Ally and Grandpa was able to make the trip on the Guymon to Dalhart leg of the current trip the 844 is making.





While checking out the front of the engine she gets a close up view of an auto train running by on the main just behind the engine. Ally and Grandma was amased at the size of the drive wheels all 80" of them. Our inspection started early Saturday morning and with the light rain there was a very small crowd of rail fans so Ally got to visit with one of the trains crew members on a one to one basis and a birds eye view of the controls.







It was quickly on to other things like checking out all of these yellow cars, tool car # 9336,



Power car Art Lockman



Crew car Howard Fogg



Power car Golden State Limited



Gift shop on the Sherman Hill





Chair car Texas Eagle



Dome car Challenger



Track inspection car Idaho



That's us in the center window



Ally even got to inspect the tool and power car cars







Because we were guests of the UP and not with the regular excursion guests we was allowed to load early and when asked if we could take a tour of the train the gentleman in the ball cap “Mike” said sure go right ahead. Above left is the Texas Eagle seating, right is the rear section of the Challenger



Aly taking the stairs to the Dome on the Challenger and our host Mike showing how to raise the sun shades, a couple of the cars didn't have the lights on or the shades raised yet so the photos are a little dark. Below is the conference table and the theater seating on the Idaho.

Sad note in this regards, I understand that the owner of the Guymon Newspaper suffered a heart attack here during the trip and past away.







Building steam



We are under way

Sendy had to drive so she caught this shot as the train was getting underway



The chase is on as we leave Guymon, traffic was just like this till we got ahead of them thru Texhoma. Sendy caught another good shot a couple miles west of Guymon. After stopping for this photo she said that she had to run 90 miles an hour just to catch the train before it got to Dalhart so we was moving along at a good clip. As we started to get farther west of Texhoma the sun started coming out and at that time of day was right in the line of sight for taking photos, while I have them they are not very good due to the head on sun. Hope every one enjoys this short strip with us. Earl



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**Ball, Tracy** - 4203 S. Harrison

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371-9503 tracy@amaonline.com

**Bates, Irene** - 6807 Club Meadows Dr.

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355-4385 Honorary Member

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**Koch, Robert** - 7601 Mary Rose Lane

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**Roberson, James** - 2424 Walnut

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**Roth, Bob** - 6701 Alpine Lane

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**Sowle Paul** - 3206 Oakdale

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373-7570 pbjarb@arn.net

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Ama. TX. 79109

355-1581

**Young, Virgil & Paula** - 4209 Kingston

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352-4498/h 584-4363/ m

vyoung5622@aol.com

Yes, see I still have room for some more members, any one know of a prospect?

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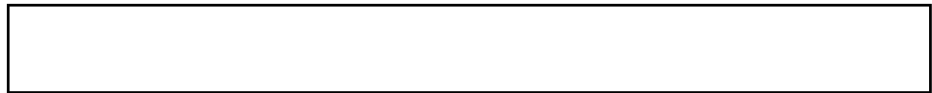


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# ***RUN* 8**



June 2006

## President's Message

June, 2006

As I write this message, we are approaching the point of being 30 days out from the Santa Fe Railway Historical & Modeling Society (SFRH&MS) convention that will be held at the Ambassador Hotel July 20-23. While I am looking forward to the convention, I need to remind everyone that we have a lot of work to accomplish before the convention.

The main things needing to be done at the Museum are those things that will spruce-up the building and grounds. Inside, the major effort needed is a good overall cleaning. Tracy Ball can use some assistance on the cleaning of the walls and taping of the joints in the insulation to finish that task. We need to get rid of some of the junk that has accumulated in the Layout Room so that it will be presentable. I don't want to shut down the sessions of building switches for the layout, but everyone needs to avoid dropping scraps on the floor and tracking dirt and mud into the building. After any work session, we need to vacuum the carpet to keep it looking decent. Around the exterior of the building, work has started on the retaining wall behind the building and there is a lot of mowing, weed eating and trash pick-up required. Member Tom Jones brought some topsoil and grass seed out to the building but it will take some work to get the grass to grow with the drought and hot temperatures

Let me apologize for not taking a strong lead on directing the work at the Museum lately; I have a lot going on. I had offered to do a clinic during the convention on the atomic energy "White Train." I made the offer several months ago while the Pantex Plant's Historian, Kris Mitchell still worked at Pantex. I had assumed that he had compiled a reasonable amount of information on the train before he left the employment of BWXT Pantex, but I have since found-out the train was well down on his list of priorities and he did not have all that much information compiled. I have been working in my spare time to find out everything I can to compile a respectable history of the train for the clinic. I have also been working on a list of assignments for the convention and thank you to everyone that has signed-up to help. Anyone who has not signed-up, we still need your assistance too. We will have a vendor table to staff on Friday and Saturday as well as running the registration table, staffing the clinic room and helping to host the clinic rooms. See other information on the convention.

I sent a letter to Messer Construction with the hope they may be able to help us with the relocation of the center-cab locomotive that is stranded at the Excel Helium Plant. As I noted in

my Message for the month of May, there is site remediation work being performed at the Excel Helium Plant and the locomotive and remaining helium cars trapped at the helium plant are in danger of being scrapped if they cannot be moved in the immediate future. We have a place to put the engine; unfortunately, we do not have the funds to rescue it. If anyone has a good lead, please holler back at me.

Given the timing of the convention I am planning to have the July Business Meeting on July 6 to allow for late convention planning.

Bob Roth

### **Santa Fe Railroad Historical & Modeling Society (SFRH&MS) Convention:**

The hosting duties that need to be filled include manning the registration desk, contest room, clinic room hosts, bus tour hosts and general help. A general outline of the duties is as follows:

**Registration Desk:** The Registration Desk will need to be open on Wednesday, 7/19 from 7-9 PM; Thursday, 7/20 from 8 AM - Noon and 4-6 PM; Friday, 7/21, from 8 AM - Noon and 1-3 PM; and Saturday, 7/22, from 8-10 AM. At least 2 people are needed at all times and possibly 3 during times of peak check-in.

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**General Help:** According to the description given to me, several people will be needed for miscellaneous errands and odd jobs. "A thankless task, but we need some help moving in the stuff, greeting people, and so forth."

**Note:** Non-SFRH&MS helpers do not need to join the Society to help out at the convention. Each of them will receive an official convention committee shirt and they will have free access to the vendor room. If they wish to attend the Thursday barbeque or the Saturday ban-

quiet, they can buy a ticket for each event. As the Sunday breakfast is a business meeting, it is open to members only. Also, if seating is available, there is no problem with non-members attending clinics. However, if a clinic room is crowded, we ask they defer the seats to fully registered members. Hopefully we can set-up video recorders to record the clinic presentations so that our working members will have the opportunity to watch the clinics after the convention.

On the next page is a schedule of work duties for the convention. Please check to see where you are assigned and attend to your duties as scheduled.

## New Art Reefer

Photographed June 24, 2006

By Jerry Michels



This latest run of the new ART reefer was received this week by Jerry Michels. Only a few very minor changes will have to be made before it is ready for production. Roof corner brackets are included in the box and will need to be installed by the modeler. These corner brackets allow transfer boards to be attached between cars so that blocks of ice can be slid from the ice dock to the car and from one car to another.

Day/Time	Wed. 7-9 pm	Thurs AM	Thurs PM	Friday AM	Friday PM	Sat AM	Sat PM	Sunday
Registration	Bob Roth		Jerry Michels	Jerry Michels		Jerry Michels		
	Paula Young (anytime needed)		Virgil Doyle			Virgil Doyle		
	Ella Sweeney							
Bus Tours		Bob Roth	Bob Roth					
Contest Room				Paul Sowle	Paul Sowle	Paul Sowle	Paul Sowle	
				Virgil Young				
Clinic Rooms					Jerry Michels		Jerry Michels	
Vendor Room								
ARM Vendor Table								
General Help				Bob Roth	Bob Roth	Bob Roth	Bob Roth	Bob Roth
				Virgil Young	Virgil Young	Virgil Young	Virgil Young	Virgil Young
				Joe Sweeney	Andy Lyle			

## MEETING MINUTES

### ARM Business Meeting

June 1, 2006

#### Old Business:

Meeting Minutes from May Meeting: Read by President, Bob Roth

Treasurer's	Beginning Balance	\$ 7,960.35
Report	Expenses:	\$ 1,692.70
	Income:	<u>\$ 977.50</u>
	Ending Balance:	\$ 7,245.15

<u>Expenses:</u>	Electric	\$ 78.05	<u>Income:</u>	Cust. Car	\$ 731.50
	Car Postage	\$ 156.54		Donations	\$ 25.00
	CC Fee	\$ 8.38		Sales	\$ 31.00
	Postage	\$ 0.00		Dues	\$ 190.00
	Nat. Gas	\$ 33.59			
	Phone	\$ 34.13			
	Copying	\$ 0.00			
	Loan	\$ 478.69			
	Cokes	\$ 0.00			
	Supplies	\$ 43.56			
	Purchases	\$ 20.00			
	Water	\$ 67.58			
	Bldg/Lumber	\$ 22.57			
	Equip.Repair	\$ 25.35			
	Layout Sup.	\$ 560.05			
	Car Svgs	\$ 64.21			
	Insurance Act	\$ 100.00			

Checking Account	\$ 7,245.15
ARM Savings	\$ 2,225.82
Car Savings Acct.	\$ 2,270.31
Insurance Accrual	<u>\$ 400.00</u>
Total Assets:	\$12,141.28

#### Car Sales Report/Update:

Jerry Michels reported good news and bad news; we only had 7 orders in May, but we made our loan payment with those sales. Most of the sales were off our internet web site. Jerry had re-posted our cars on an E-Bay sale again.



InterMountain ART ice reefer (ARM/MPHS joint project): The paint sample test shot required some minor modifications and they are talking about an August delivery now. We will be getting 800 cars; 600 cars RTR with 8 different numbers and 200 kits. The kits will have no numbers and we will supply decals for numbers.

New Projects: Jerry Michels proposed a new car for the ARM, Red Caboose PRR X9 Express Boxcars. He noted these cars lettered for the Railway Express Agency could be found on most railroads across the country. This is a version that has not been done before in an early 1950's scheme. Jerry had contacted Red Caboose to see if they produced ready-built cars and found that this car was already in production with a limited number of cars-spoken-for, leaving 353 cars out of this run to be claimed. Our cost will be \$18.57 per car and they will sell for \$30.95 each. Red Caboose will put our label on the box and receipt is expected before Christmas. This item was referred to the Executive Board for approval after discussion.

If we want to produce a car with Athearn as we had previously discussed, we would have to buy a minimum of 560 cars in one number, or 780 cars for 2 numbers and we can always go back to them at any point in time.

Layout Design – Status: Received revised plan for lower level.  
The Layout Committee met a couple of times to develop feedback

SFRH&MS Convention Update: Volunteers Needed:  
Registration – 2 at all times; Contest Room – 2, possibly 3 on Friday morning; Bus Tours & BBQ – 1 per bus; Clinic Rooms – 1 host for each room; General Help – several.

Housekeeping Schedule: Month of June – Earl Carrell  
Need for Volunteers for July – end of year was noted and the list was passed around the meeting.

New Business:  
TPRHS Engine – President Bob Roth had received the papers; the immediate need is to try to move it.

Beverly and Andy Lyle noted the TPRHS had their modular layout set-up over at the Panhandle Museum the last few months and the display had been well-received.

Next Meeting: July 6, 2006. President Bob Roth noted that with the convention coming July 20, it will be good for last minute convention plans.

Cleaning Schedule:

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

## Member Information

If any one notices any incorrect information, please forward it to me so that I can get it corrected in the next issue.

### AMARILLO RAILROAD MUSEUM

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**806-335-3333**

Club House Phone

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Yes, there is still room for more members, does any one know of a prospect?

For those of you who are not aware of the fact that the phone at the Club House is in operation, it is:

**335-3333**

If you would like to call and see if any one is out and working, it just takes a call. **Members may working away from the phone, so allow them extra time to answer.**

# RUN 8



## President's Message

July, 2006

The month of July flew right past me. I think this has been about the busiest month I can recall with so many tasks needing to be done at work, home and at the Museum.

As of July 17, the Amarillo Railroad Museum is now home to remnants of the U.S. Department of Energy's *White Train*. On July 17 we received a train consist of eleven (11) railroad cars and one ALCO S-2 locomotive. Nine (9) of the railroad cars and the locomotive were donated to the ARM while the other 2 rail cars are designated to go to the National Atomic Museum in Albuquerque. We owe a world of thanks to the DOE, BWXT Pantex and to the BNSF Railroad for making this happen.

Of the rail cars we received at the Museum, we received two (2) armor-plated escort coaches built from Korean war vintage Troop Kitchen cars; six (6) power/buffer cars; and one (1) baggage car with Amtrak markings Amtrak #603, although the vintage of the car appears to be a Korean War era Troop Kitchen car. The two cars designated to go the National Atomic Museum are the third armor-plated escort coach and the one "Safe Secure Rail car (SSR) that was used to transport nuclear weapons across the country.

The rail cars are parked so that the public can get a general idea of what the train looked like while it was in service. Starting at the west end of the train is one of the escort coaches, a power/buffer car, the SSR, a power/buffer car and an escort coach; this is how the trains were operated although there would have been several more SSR's in the middle of the group. Filling out the string of rail cars are the remaining four (4) power/buffer cars and the third escort coach. This is still a somewhat prototypical arrangement because there was a finite number of SSRs that could be utilized between the escort coaches and if there were more weapons to ship than could fit within the consist, they sometimes tacked another set of cars behind the rear escort coach.

Operation of the *White Train* was discontinued in 1987 and the rail cars have been stored at the Pantex Plant these last several years.

The second big event this month was the Santa Fe Railway Historical & Modeling Society (SFRH&MS) convention. The convention was a huge success with over 340 attendees. Six months ago the convention committee was concerned with having enough people coming to the convention to book enough rooms at the hotel to cover the costs, but two weeks before the convention they were forced to close-off the registration because there was not enough room at the convention hotel to accommodate the crowd. The ARM received good exposure during and after the convention particularly with our assistance staffing the registration desk and the contest room and with an open house at the Museum and at Robert Koch's layout on Sunday after the convention closed.

Additionally we received a revised plan for the lower level of the model railroad layout. This latest plan incorporated much of the feedback the Layout Committee had on previous versions of the design and I am excited that we are finally getting very close to something we can build.

We still have a lot of older projects to finish and, now that we have the *White Train* at the Museum, we have many new projects. We will discuss these projects during the next few Business Meetings. I gave a clinic

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covering the history of the *White Train* at the SFRH&MS convention and will give a reprise for the club at a future meeting.

I remain hopeful that we can work out some kind of deal with Messer Construction for the relocation of the center-cab locomotive stranded at the Excel Helium Plant to the ARM. We have a place to put the locomotive; unfortunately we do not have the funds to move it. If anyone has a good lead on any other company that might be willing and able to move it, please holler back at me.

I want to thank everyone who assisted in the convention and the necessary activities which preceded it.

Bob Roth

### MINUTES FROM JULY BUSINESS MEETING

ARM Business Meeting

July 6, 2006

#### Old Business:

**Meeting Minutes:** As published in Run 8 were approved.

**Treasurer's Report:** Treasurer was absent.

Jerry Michels reported he had been given a copy of the Treasurer's Report but he was unable to lay his hands on it. A motion to defer the Treasurer's Report to next month was approved.

**Car Sales Report/Update:**

InterMountain C&NW grain hoppers: Getting Low; only 8 complete sets left.

InterMountain PFE R40-25 1949 scheme: No fresh news.

InterMountain ART ice reefer (ARM/MPHS joint project) Delayed a few more weeks.

Kadee PS-2 covered hopper: No update.

**New Project(s):**

Executive Board approved proceeding with Red Caboose PRR X-29 Express Cars.

We expect to receive these new cars in the fall in time for Christmas sales.

A question was asked about preparing a new sales flyer. We are not in a position to issue a new flyer at this time. It will be best to wait until we have our next batch of cars since we now have 3 different sets of cars in production. We advertised the ART reefers previously and have a number of advance orders for those cars, but their delivery has been delayed several times and we've received some negative feedback. We need to wait for improved information on the ART reefer before publishing a flyer.

**Layout Design – Status:** Received revised plan for lower level.

The Layout Committee sent red-line mark-up plans back to Byron for revision.

Told Byron we wanted to have a copy of the plans to show-off at the SFRH&MS Convention.

**Movement of the Department of Energy's *White Train*:** The news concerning the move date has changed several times.

The last word that President Bob Roth had was that on Friday, July 7, the BNSF was to install the missing rail at Pantex so the train could be moved and then their crew was supposed to move out to the ARM. Their plan is to swing the spur track over to connect with the ARM track rather than install a switch. The date for the train to be moved had slid back to July 17<sup>th</sup>.

**SFRH&MS Convention Update:** Message received from Jay Miller – Convention was Sold Out.

Concern was expressed that any more people and the hotel will be overcrowded.

**Volunteers Needed:** Sign-up sheet was passed around again.

Wed. Eve. Registration Desk from 5:00 – 7:30 PM

Thurs. Morn. Registration Desk 7:30 AM – critical

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**8:30 AM Load Buses (back at Hotel by 4:30 PM)**

**5:30 PM Load buses to Santa Fe Building for BBQ; Out by 9:00 PM**

**Fri. Morn. Registration Desk 7:30 AM**

**Contest Room 8:00 AM**

**Building:** Update on Projects:  
Need to finish-up on magazines and books; the back dock had been started.  
Need volunteers to put joint-bars back in track; found 4 missing joint-bars while weed-eating.

**Housekeeping Schedule:** Month of July – Jerry Michels  
Everyone is asked to assist this month, particularly before the convention.

**New Business:**

**TPRHS Engine:** Immediate need to try to move it from the Excel plant site. President Bob Roth had sent a letter to Messer Construction; no word yet.

**Trains Magazine:** Grant: Information came out in latest issue of Trains; application must be submitted by September 1. The Executive Board needs to consider projects and priorities for this grant.

**Station Sign:** Virgil Doyle had worked on getting a station sign for the building.

**Museum Publicity:** Questions were asked concerning publicity for the ARM associated with the upcoming move of the DOE train. Publicity is being handled by BWXT Pantex. President Bob Roth was asked to check on this.

**Publication of Minutes from Executive Board Meetings:**

An issue was raised that a lot of decisions are coming from the Executive Board but no meeting minutes have been published for the members to read what the Executive Board has discussed. President Bob Roth explained that given the wide distribution of the Run 8 we did not want the minutes from the Executive Board meetings to be published if we had no control over their distribution outside of the ARM membership. The Executive Board will take this matter under advisement to consider how best to publish minutes from their meetings.

**Next Business Meeting:** August 3, 2006.



# RUN 8

September 2006



## President's Message

*by Bob Roth*

**Goals:** Each of us has our own personal goals; things to accomplish each day, each week, each month... New goals take the place of old goals; it's never ending. Now that I've had some time to overcome the feeling of euphoria over receiving the DOE's "White Train" at the Museum followed by the Santa Fe Railway Historical & Modeling Society convention, I have found the need to re-ground myself and take a fresh look at our goals at the Museum. Along this vein, Earl Carrell has drafted a survey and I want to encourage each of you to take some time and fill-out the survey as this may help to guide us thru the coming months.

**Model Railroad Layout:** For the years that we were located at Western Plaza Mall, the modular railroad layout was the "glue" that held us together. It has been nearly three years since we've had an operational layout and it is time for that aspect to change. While we still don't have a plan with which to start construction of the layout, we have a lot of work to finish within the Layout Room before we can start building the layout. The particular chores needing to be completed include removing the accumulated "junk" from the Layout Room, finish cleaning the vapor barrier on the walls and ceiling, taping the seams in the insulation and painting the structural bracing. Only a few individuals have worked on this task so far and it is coming along very slowly. We really can use a few more hands to help with this work.

**Where is the Layout Design?** If you have not looked at the draft plan for the lower level of the layout, take some time to look at it; it's been out at the Museum since the SFRH&MS convention. I spent some time reviewing it and believe it is very close to the final version although there are some industry tracks requiring correction around KingsMill and the branch line tracks are not detailed very well. I recently talked with our layout designer to nudge him to provide a scaled version of the plan for the Layout Design Committee and based upon my discussion with him, I am hopeful that we may have a draft plan for the upper level of the layout in time for our September Business Meeting.

**Fundraising:** With the locomotive on the Museum property, the question was asked if we might be able to offer rides on the locomotive as a possible means to help raise money for the Museum. I have explored this idea with our liability insurance carrier and the response was negative. Our insurance carrier views the operation of the locomotive when people are around as a huge increase in risk; if we want to pursue this, we will need to find other liability coverage at a significantly higher cost. They are content with us using the locomotive as required to shuffle the railroad cars on display "after hours" when the general public is not present at the Museum. We need to investigate other means to raise funds for the Museum if we are to accomplish the goal of restoring the "White Train" to its original state and/or to accomplish many other projects around the Museum including fencing the property and repairing and upgrading the tracks. If you have alternative ideas for fundraising, please discuss your ideas with a member of the Executive Board.

**Excel Helium Plant:** The clock is ticking on the dozen helium cars and locomotive stranded at the Excel Plant. I made a trip up there with Tracy and Earl and took photos of the locomotive and cars while Tracy and Earl obtained brake parts for our helium car. The contractor performing the site remediation work was going to temporarily leave the site to work around the Red River (NM) area with plans to come back after the snow starts falling in the mountains. Following their return, scrapping of the helium cars will commence followed by the removal of the railroad tracks. I am hopeful that we can work out some kind of deal with someone for the relocation of the center-cab locomotive to the ARM. We have a place to put the locomotive; unfortunately we do not have the funds to rescue it. If anyone has a good lead on any company that might be willing and able to move it, please holler back at me.

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MINUTES of BUSINESS MEETING

**ARM Business Meeting**

August 3, 2006

Old Business:

Meeting Minutes: As published in Run 8. Approved.

Treasurer's Report: Treasurer did not have the detail from June and reported for Month of July.

Checking Beginning Balance:	\$	ARM Savings	\$ 2,229.00
Expenses:	\$ 1,466.84	Car Savings	\$ 2,472.88
Income:	<u>\$ 2,815.88</u>	Insurance Svgs.	\$ 600.00
Ending Balance:	\$ 8,602.23	Checking	<u>\$ 8,602.23</u>
		Total Balance:	\$13,904.11

<u>Expenses:</u>	Electric	\$ 78.02	<u>Income:</u>	Cust. Car	\$ 1,795.38
	Car Postage	\$ 65.80		Donations	\$ 605.50
	CC Fee	\$ 10.81		Dues	\$ 415.00
	Postage	\$ 0			
	Nat. Gas	\$ 15.00			
	Phone	\$ 36.09			
	Copying	\$ 29.80			
	Loan	\$ 478.69			
	Cokes	\$ 0			
	Supplies	\$ 0			
	Purchases	\$ 0			
	Water	\$ 74.12			
	Bldg/Lumber	\$ 126.45			
	Equip.Repair	\$ 0.00			
	Layout Sup.	\$ 0.00			
	Car Svgs	\$ 179.54			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 151.60			
	Library Purch.	\$ 96.00			
	Show Expense	\$ 24.92			

Car Sales Report/Update:

InterMountain C&NW grain hoppers: Low.

InterMountain PFE R40-25 1949 scheme: No fresh news.

InterMountain ART ice reefer (ARM/MPHS joint project) Promised in August.

Kadee PS-2 covered hopper: No update.

Red Caboose PRR X-29 Express Cars: Expected in October/November.

General notes: We sold almost \$900.00 worth of merchandise at the SFRH&MS convention. We did well on Friday and then it tapered-off. There were several folks who expressed interest in the ATSF hoppers but after looking closely at the hoppers noted they were too new for their era. PFE's sold almost double everything else.

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To date we've sold over 8,000 PFE reefers.

New Project(s): Robert Koch suggested RPO and/or Baggage Cars as a potential project.

Layout Design – Status: Received revised plan for lower level in time to display at the convention. It was recommended that if anyone had not looked at the plan they should take a look at it; we believe it is very close to a final version.

SFRH&MS Convention Update: The Convention was a success and the ARM received good publicity

We received several donations. President Bob Roth thanked everyone who volunteered their time to help at the convention, especially:

Virgil & Paula Young and Joe & Ella Sweeney for staffing the Registration Desk

Paul Sowle & Ken Fritsch for staffing the Contest Room

Jerry Michels, Earl Carrell & Virgil Doyle for setting-up and running our vendor tables

Beverly & Andy Lyle and Dan Juliano for coming out and helping.

Building: Update on Projects:

Need to work on the walls in the Layout Room; work on the back dock.

TPRHS Engine: President Bob Roth had sent a letter out to Messer previously, but after a phone conversation with Jackie Messer found out that Messer was not interested in moving it. A question was asked if Hulcher had been contacted – not yet. Tracy Ball noted there are 9 helium cars left up there; 2 have the same type trucks as our car and we need to get some brake parts for restoration of our car before the cars are scrapped. Can we get the trucks off a car? We will ask.

Railroad Rolling Stock:

There was no word concerning when the National Atomic Museum may be coming to get their cars. The question was asked if we could contact Progress to get our Rock Island boxcar ready out of the possibility to get it moved to the ARM if/when the NAM's cars are removed. We lack information to make this request.

Caboose BN 10061: President Bob Roth had made a request to various folks with the BNSF concerning the possibility of delivering the caboose to the ARM while our track was connected. Contact with a few folks had indicated our caboose was missing; it wasn't in the computer. President Bob Roth has been asking questions concerning the fate of the caboose.

Housekeeping Schedule: Month of August – Tom Jones

Trains Grant Request: Jerry Michels needed information on the train to use in the grant request.

President Bob Roth will supply that information along with requested costs for repainting of the DOE cars.

Publication of Minutes from Executive Board Meetings: Notes will be discussed under New Business.

New Business:

Executive Board Items: The Board met last Thursday and discussed the following items:

Liability Concerns: 3 people had been hurt during our open house. The three injuries were discussed.

President Bob Roth is looking into our liability insurance coverage and Treasurer Virgil Doyle is looking into liability release forms for folks that come onto our property. This is ongoing.

Security: The police had been contacted; we need to put up No Trespassing signs and our members on the property may need to show their membership cards if challenged by the police.

Locomotive & Motorcar: Fuel for the locomotive; purchase of fuel was deferred.

Davidson Oil will not deliver to us; we need to find another fuel supplier that will deliver and we should be able to purchase fuel without the highway taxes.

Tracy Ball was working on locks for the locomotive and a key switch for the motorcar.

Money: Our Treasurer had informed the Board we have some major expenses coming up including 2 new car runs, payments on our loans, insurance and layout construction.

Harley Raffle: An idea had been brought to the Board concerning possibly of doing a raffle for a 2006 Harley Davidson Screaming Eagle Fatboy. Tracy Ball's partner had won the Catholic Family Services' raffle and had offered it to us for its face value of \$30,000. The idea was that we could sell 2,000 tickets for \$50 apiece and thus raise \$100,000; subtracting the value of the bike, we could make \$70,000 less expenses.

The Board voted not to pursue this opportunity due to our current manpower situation; we lack the folks to go out and sell the tickets.

Highway Signs: David Jusiak was investigating the possibility with TXDOT for signs on local highways. David is still working on how to do it and the potential cost.

Open House: We need to set a regular schedule to have open house for the public.

We will need everyone's support for the open house events.

Web Site: Web Site needs to be updated. Tom Jones had set it up; Jerry Michels had not been able to update it. We need to post new pictures on our web site. Tracy Ball recommended the need to link with other museums with operating locomotives and motorcars.

Guest Register: Question asked if anyone knew where our Guest Register went.

We have not been able to find the register we had. If it does not turn up we will need to buy a new guest register.

Coffee Pot: Our coffee pot appears to be missing. Question asked if anyone had borrowed it.

2-Wheeler hand Truck: A 2-wheel hand truck is missing.

Membership: We seem to be equipment rich and money poor. We need to work on getting some new members into the group and new members should be informed of Club Organization. Our feeling was that construction of the layout will be a help in recruiting new members. The Young's will sponsor a new student member.

Clinic on DOE "White Train:" The question was asked if the clinic given at the SFRH&MS convention could be given for the club. President Bob Roth has plans to update the clinic information first; some new information has come up and the desire is to expand on the clinic.

ID Plaques: A question was asked about putting plaques on the walls around the Museum underneath each of the pictures to help identify each of the pictures. This was ac-

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cepted as a good idea to be implemented.

Station Sign: Jerry Michels presented 2 station signs for the ends of the building.

ARM Shirts: Paula Young was soliciting interest in shirts with the ARM logo.

Next Business Meeting: September 7, 2006.

### More News

Director David Jusiak underwent surgery for a complete knee replacement a little over a week ago. He is at home now and has to be on a knee-bending machine for eight hours each day. The knee-bending machine keeps the new joint from stiffening, and he is recovering well. He says that he can have company and phone calls, but he won't be out and about for a while.

### New ARM Sign Board



The original idea for the sign board came from Tracy Ball. He was assisted in fabricating and installing the sign board by Earl Carrell. Virgil Doyle, Paula Young and Virgil Young dug part of the holes. Watch for changes in the lettering style in the weeks to come!

### Editorials

In our first issue of RUN 8, for November, 1995, Carter Osborne was President of our predecessor organization, Amarillo Model Railroad Association. Carter wanted to start a newsletter and

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since Virgil Young had time and also possessed a copy of Adobe *Pagemaker*, he became ipso facto Editor of RUN 8. As Editor, he wrote editorials expressing his personal opinions and those of others. Eventually, publishing RUN 8 consumed too much time and the editorials stopped.

Once again, Virgil Young has found himself to be ipso facto Editor of RUN 8 and feels the urge to write editorials. Signed Letters to the Editor will be published in an Internet message to members, followed by copies of the Letters in the next printed edition of RUN 8. See below.

## Get Your Priorities Right

In an interview appearing in the July 8, 2006 issue of Wall Street Journal, Kimberly A. Strassel highlighted the views of Danish political scientist, Bjorn Lomborg. Mr. Lomborg said that when the leading politicians are presented with a situation where several billion dollars suddenly become available, no strings attached, and are asked to prioritize the most pressing world problems; they tend to assign equal importance to all of them, and divide the available money equally among all of them.

Mr. Lomborg is trying to change such logic. He believes that the money should go to solve the problems that will bring the most improvement per dollar spent. For instance, in his list of world problems, \$1 spent towards the HIV/AIDS problem brings about \$40 worth of good, while \$1 spent towards global warming will bring about \$0.02 to \$0.25 worth of good.

Now apply those principles to the problems facing the Amarillo Railroad Museum. Although many of the members, including the Editor, receive enjoyment from the activities examined here, this enjoyment has not been taken into account in the Editor's evaluation. Also, the evaluations are not intended to minimize the large amount of caring work that has been done, but to influence a change in its emphasis..

Suppose the Amarillo Railroad Museum receives a grant of \$25,000 with **no strings attached**. The idea of a fictitious grant is to separate this new idea about prioritizing from the harsh realities of our actual budget. Using the new prioritization idea, how should we spend the grant money? This problem list is the Editor's; your list will be different:

- The Amarillo Railroad Museum needs a turnout installed from the switching lead off of BNSF track to ARM's track. Approximate cost is \$17,000. Benefits include switching access to the main railroads of the nation and may provide an incentive for more equipment donations. It certainly would make it more convenient for movement of cars in and out. Monetary return? The savings of not having to hire a heavy lifter or pay for a temporary connection.
- The Amarillo Railroad Museum needs to provide concrete steps, walkways, interpretive signs and a cyclone fence around the White Train. Approximate cost is \$55,000. Benefits are that the exhibit will be more accessible and informative to visitors. Monetary return? Will reduce our liability insurance expenses only if the fence is built.
- The Amarillo Railroad Museum needs to repaint the White Train. Approximate cost is \$37,000. Benefits are that we will receive media attention, have a more attractive exhibit and will draw in more visitors. The appearance won't look so shabby. Monetary return? No money unless the display is fenced and members organize themselves to man the exhibit at scheduled times to collect entry fees. Otherwise, we get 10 Attaboys.
- The Amarillo Railroad Museum needs to purchase the old warehouse land west of our present holdings. Approximate cost is unknown, assume \$20,000. Benefits are that we will have more room to expand our rail collection, and we obtain title to it before some-



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one else does. Monetary return? None, unless we can lease the added tracks to industry for storage. Otherwise, it is more land to mow and fence.

- The Amarillo Railroad Museum needs to complete accessioning, adding labels and cards and shelving the library collection. Approximate cost is \$500. Benefits include making the library collection more attractive and accessible. Monetary return? None; just improved benefits for members.
- The Amarillo Railroad Museum needs to repair and modify the sprinkler system. Approximate cost is \$2,000. Benefits are that it will be possible to plant grass all around the building, and relieve the uncertainty of proper watering. Monetary return? None, though we'll have a more attractive property without the hassle of dragging hose around to keep it watered.
- The Amarillo Railroad Museum needs to start building the club layout; providing room for trains to run as soon as possible. Approximate cost is \$10,000 to begin. Benefits are that this is the main attraction for new members, including their continuing dues and expertise. Monetary return? \$300 per year in dues plus the expertise and labor that a new member may contribute. This is more return than from all of the other needs put together.

**This is the major need for this club.** Not one of us is getting any younger. Few of us can do as much now as we did five or ten years ago. The major attractions for new members are not scraping paint, digging holes or spraying bindweed; they can do those things at home. It is the possibility of operating model trains on a large, well-designed, well-constructed and well-sceniced layout that will attract new members. The layout doesn't have to be completely built to attract them; it just needs to have some bench work with trains that run and minimal scenery so they can visualize the possibilities. In other words, it needs a start.

Part of starting the layout involves preparation. The walls and ceiling need to be taped and the metal strips painted before bench work is started. Some members are working on that. The layout room still has too much excess material that needs to be stored in the buffer cars or discarded. Many other members have been moving the excess material to the buffer cars. We are getting close to completing the preparation. After that, we start the bench work.

The cost figures are from memory. The return is the Editor's viewpoint. Remember that the enjoyment many of the members receive from the activities examined here has not been taken into account in the Editor's evaluation. At the present, there is no grant of \$25,000 without strings attached. Examining all the situations, the most return per dollar spent from available funds would come from starting the club layout. It would attract new members as well as increase the enjoyment of the present members.

If we don't start building the new layout, most of the return we'll receive resembles a membership in a country club that has unusual scenery and a huge dance floor, but no swimming pool, tennis court or golf course, though it has plenty of hazards.

# ***RUN* 8**

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## **President's Message**

*by Bob Roth*

It has begun! Construction associated with the layout was started on Saturday, 9/16, with the erection of the stud wall that will separate the staging yard from the Amarillo Junior yard. This is a major step for the ARM in our goal to model the old Santa Fe main line from Canadian to Clovis.

At this point in time we still do not have the final plan for the layout, but we do feel that we have enough of the plan to start building the bench work for the staging yard that will feed trains to/receive trains from Canadian. I will continue to push our layout designer to finish the layout plan so that we will have the detailed track plan before we start laying track. I want to set an intermediate goal to try to have some track laid and operational by Christmas, even if it is just a straight stretch of track in the staging yard and we are only able to shuttle a train back and forth; it will be a starting point.

Where do we go from here? We have a lot of work to do and we need everyone to pitch-in and help. Above and beyond the physical construction of the layout, we have switches needing to be built. We don't plan to lay all the tracks in the staging yard at the beginning because that will be costly; instead we want to lay as much of the main line trackage thru the staging yard as we can but we will need the switches ready to install in the main line as the track work progresses.

Advertisement: This is the time to start advertising for new members. We need some posters made to put up in the hobby shops to advertise that work on the layout has started and this will be the best time for people to join the ARM. Surely someone that has not been actively working out at the Museum can take some time to prepare some posters for this purpose; someone please visit with me about this. Experience in layout construction is not required as we will teach pertinent skills as we build the layout.

New Member: I would like to welcome new member Linda Silva to the ARM. Linda has 2 grandsons, Pedro and Angel that are very interested in trains. Please welcome them!

GE Locomotive: No progress has been made on the relocation of the GE locomotive from the Exell Helium Plant. I have been trying to research the rarity of this type of locomotive in my spare time with minimal success to-date. I've found where GE built 348 of the 44-ton locomotives from 1940 thru 1956 as this allowed the railroads to skirt a union rule during the steam to diesel transition era requiring firemen on locomotives weighing 45 tons and more. The problem I've run into is that I have not found any statistical information on 65-ton GE locomotives.

Survey: We have only seen 3 surveys returned to-date. This does not give us a broad consensus on the wishes and desires of the ARM membership thus I want to encourage each of you to take some time and fill-out the survey as this may help to guide us thru the coming months particularly in some much needed longer range planning.

**ARM Business Meeting**

September 7, 2006

Old Business:

Meeting Minutes: As published in Run 8. Approved.

President Bob Roth apologized for the lateness of the publication of Run 8.

Treasurer's Report:

Checking Beginning Balance:	\$ 8,561.13	ARM Savings	\$ 2,232.29
Expenses:	\$ 1,695.43	Car Savings	\$ 2,504.62
Income:	\$ 406.65	Insurance Svgs.	\$ 700.00
Ending Balance:	\$ 7,272.35	Checking	\$ 7,272.35
		Total Balance:	\$12,709.26

<u>Expenses:</u>	Electric	\$ 86.91	<u>Income:</u>	Cust. Car	\$ 296.65
	Car Postage	\$ 0.00		Donations	\$ 0.00
	CC Fee	\$ 122.41		Dues	\$ 110.00
	Postage	\$ 0		Svgs. Interest	\$ 3.29
	Nat. Gas	\$ 15.00			
	Phone	\$ 36.58			
	Copying	\$ 29.80			
	Loan	\$ 478.69			
	Cokes	\$ 0			
	Supplies	\$ 0			
	Purchases	\$ 0			
	Water	\$ 71.86			
	Bldg/Lumber	\$ 250.00			
	Equip.Repair	\$ 0.00			
	Layout Sup.	\$ 0.00			
	Car Svgs	\$ 31.74			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Subscription	\$ 24.00			
	Capital One	\$ 448.44			

Notes:

“Bldg. Supplies/Lumber” was the cost for the 2 station signs for the building.  
 “Subscription” was renewal of the ARM’s subscription to the Colorado Timetable.  
 The Capital One bill was a compilation of several smaller charges including the purchase of the 2 books back in July, postage for car shipments, etc.

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Treasurer Virgil Doyle reported on the ARM's outstanding liabilities.

Outstanding Loans and 2 pending custom car Shipments:	<u>\$28,926.77</u>
Total Outstanding Liabilities (Excluding Building Loan)	\$28,926.77

Net worth reported:	-\$16,217.51
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There was extensive discussion concerning the "net worth" of the ARM given this was just the cash liability of the organization and it did not include the outstanding balance of the building loan or reflect the value of the building and/or the cash value of the custom car inventory that is in stock and is yet to be received. The main point for showing the sum of the liabilities was to draw the picture to the membership of the ARM that although our bank balance appears to be healthy, we do have extensive outstanding liabilities and we cannot afford to go on a spending spree because of our positive bank balance.

Virgil noted someone had requested an idea of the ARM's monthly cost of operation:

Cost for month of August:	\$689.04
Average cost over past 10-months:	\$722.00

This is the approximate "keep the doors open" cost for operation of the ARM. This cost includes the monthly loan payment, electricity, water/sewer/trash, natural gas and telephone service.

Specific Point: The monthly dues income does not cover the full cost for keeping the doors of the ARM open; the custom car income makes up the difference and is what has gotten us this far.

The Treasurer's Report was Approved as Read.

Car Sales Report/Update:

InterMountain C&NW grain hoppers: Low; less than 30 left.

InterMountain PFE R40-25 1949 scheme: No news.

InterMountain ART ice reefer (ARM/MPHS joint project) Hopefully will be "on the water" starting tomorrow (shipping finished cars from China).

Kadee PS-2 covered hopper: No update. We have the most of these cars in inventory.

Red Caboose PRR X-29 Express Cars: No news; expect to receive a sample copy soon.

The meeting was stopped for a couple minutes to introduce new member: Linda Silva and her grandson Angel.

Layout Design – Status: The Layout Committee met this past week.

The committee felt that only minor revisions were required primarily to widen the (chase) space between Miami & Panhandle to improve access to the area where the CO&W and the Panhandle branch lines are hidden from view.

SFRH&MS Convention Update: One more update – There was an article concerning the convention

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published in the 3<sup>rd</sup> Quarter issue of the Warbonnet that was very positive and complementary although they still did not properly identify the ARM.

**Building:** Update on Projects: President Bob Roth did not have a current list of projects; Everyone had noticed the new sign at the road entrance?  
Tracy had installed the lock on the door to the locomotive so it can be kept locked.  
Tracy had some difficulty installing the key switch on the motorcar and it wasn't complete yet.  
Some "No Trespassing" signs had been installed.  
Layout Room still needs some work on the walls and ceiling.

**TPRHS Engine:**

President Bob Roth reported this is not really the TPRHS' any more; we have the donation papers in our possession now. The contractor performing the environmental restoration work was going to leave the site to do some work in the area around Red River, NM "until the snow flies." When they come back, the scrapping of the remaining helium cars will commence. We have not approached Hulcher or anyone else yet while we are doing some research on the locomotive to try to determine how rare it is. This information may help us to sell the need for assistance to rescue it. Per the paperwork, it is a 1943 vintage General Electric 65-ton locomotive. A question that we need to answer is how many such locomotives were built, and how many may still be in service? A suggestion was made to try writing a letter to General Electric to see if they might be able to answer this question.

**Trains Grant Request:** It was noted the membership was interested in actions of the Executive Board.

The Executive Board spent time this past month discussing specifically what to request for the Trains grant. While it would be nice to ask for assistance with the relocation of the locomotive to the ARM, we lacked enough information to make a viable request. Instead the Board focused on other needs including repair of the radiator and oil cooler on the ALCO locomotive, purchase paint supplies required to repaint the locomotive, repair the roofs over the DOE cars where we've found them to be leaking, and to purchase interpretive signage for the DOE cars.

**Railroad Rolling Stock:**

President Bob Roth reported receipt of a letter noting a donation of the railroad equipment and track materials from the DOE. The letter was read to the membership. Key points were that the railroad equipment must be used for the stated purpose (educational display to the public) within one year or they will need to be transferred back to the DOE; the ARM will obtain permission from the Government before "selling, trading, leasing, loaning, bailing, cannibalizing, encumbering or otherwise disposing of the property;" and the DOE reserves the right to inspect the public display for accuracy and appropriateness. No concerns were perceived with these conditions.

President Bob Roth noted the clinic he had prepared will be a part of the overall display. The clinic had not yet been updated given the need to add more material to it. Just received was a copy of an article from Mainline Modeler that showed the interior of some of the railcars as they were being dismantled.

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Paul Sowle suggested asking Pantex about possible donation of the steps formerly used with the railcars at the Pantex Plant; the steps were steel and they were just lying on their side. President Bob Roth will investigate this matter.

Housekeeping Schedule: Month of September – David Jusiak & Joe Sweeney.

It was suggested to Joe that he might enlist some help from someone else this month since David had surgery and will not be able to assist this month.

New Business:

Congratulations to Tom & Melodi Jones. Reception will be Saturday.

Membership Survey: The survey may help to guide the Executive Board.

Members were requested to fill-out the survey that had been prepared by Earl Carrell. If members wish their comments to be anonymous, it was suggested they leave their survey form in the donation box.

Members discussed the need for participation of our members in the construction of the layout.

Social Event: Member Dan Juliano asked if we might have a social event sometime soon.

Next Business Meeting: October 5, 2006.

News Photos



Treasurer Doyle drags out the first plates to build the new wall



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Looking East to the area where the wall will be built September 16, 2006



Looking East at end of work on September 16, 2006

## Editorial

*By Virgil Young*

It was an encouraging sign when construction of the south wall of the layout began Saturday, September 16, 2006. In the following week, questions arose about decisions of the Layout Committee and the actual construction of the wall. The Layout Committee had designed the actual construction of the wall and the bench work to be attached to it. However, decisions about the 120V wiring, wiring for computer operation and wiring for signaling were not planned since a computer operating system had not been decided upon and the Layout Committee was uncertain about the Wiring Code that would be enforced for the bench work structure. There was much disagreement and materials and effort were expended in counter-productive ways.

The Club needs Long-range Plans yesterday. To guide us in accomplishing these plans, Construction Standards are needed. To interpret, prioritize, and direct the implementation of the plans and adherence to the construction standards, a Construction Foreman needs to be officially designated by the BOD. Only one foreman should be designated. The foreman shall choose at least two assistants.

The production foreman should be designated immediately, and notice of this action made available immediately to all members via the internet, by announcement at the next business meeting, by publication in RUN 8, and by special announcement on the web site.

**Once a construction foreman has been designated by the BOD, all design and construction work done by an individual member following only his own inner-directed motives must stop.**

Individual ideas and initiative should be shared with the foreman or his assistants, and the foreman will decide whether or when to use the idea. Needless to say, the foreman should be a person who works well with others and is knowledgeable of construction methods and materials. Such a person will automatically absorb some of the leadership burden of the President.

Once a construction foreman is designated, how can the adoption of a long-range plan and construction standards be expedited? The efforts of the BOD to work through these long-range plans beginning with the Member Questionnaire are to be commended. But at last count, only five of the questionnaires had been returned

1. Those members who have failed to complete the questionnaire should be contacted by Earl, encouraged to ask for help if needed, urged to finish the questionnaire and return it to Earl immediately.

2. Analyzing and compiling the questionnaires will be a very complex and time-consuming undertaking. Earl may need help organizing all that raw data into usable information. Earl should be free to ask anyone he can work with for help.

Earl has said that after he has organized and compiled all this data into information, he will present it to the members for their reactions and record these reactions for presentation to the BOD. This exchange between the Members and Earl and the subsequent exchange between Earl and the BOD will be critical to the final adoption of the plan by the BOD, and should be concluded in the very near future.

3. Much thought will have preceded the adoption of the plan. However, provisions for reviewing and

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amending the plans on a periodic basis should be included in the adoption of the plan. The BOD may appoint interested members to serve on a Review and Amendment Committee. The plan does not have to be perfect when first adopted; it needs to be adopted first. .

4. The Layout Committee is the interface between Byron Henderson, the designer, and the Club. The Committee should speak as one voice, not as individuals. Individual Committee members may participate in discussions about aspects of the layout design, but the Committee as a whole makes the decisions about changes to be discussed with Byron.

The Layout Committee compiled some tentative guidelines for construction standards and some operating rules. These guidelines should go to Earl to be considered in the Long-range plan. They apply mostly to free-standing bench work, but some aspects also apply to the wall-supported bench work. Other features are included in the design process such as choice of the operating system (the club decided on Digitrax a long time ago), the guidelines for the placement of receptacles for the throttles, and the selection and installation of boosters. Layout lighting will come soon after.

5. With all the recent events concerning layout construction, it is easy to overlook the acquisition of the Pantex “White Train” and the need for further development of our exhibits. Foremost among these needs is planning for explanatory signs to be posted on the equipment. This is not a minor task, but will require much thought in the wording, procurement and placement of the signs.

The events of the last week or so resemble nothing so much as a lightning-storm-inspired stampede in one of John Wayne’s movies. The main remedy then and now is to try to turn the herd into a tight circle so that the stampede is slowed down, the herd mills about, calms down, and then proceeds in their original direction. A little singing from the cowboys helps. Don’t we need a Saturday morning breakfast about now?

## Member Information

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# RUN 8

November 2006



## President's Message

*by Bob Roth*

It's time for a social event! We will host a hobo breakfast at the ARM on Saturday, October 28 starting around 9:00 AM and will have an open house for the public at the ARM between 11:00 AM – 3:00 PM. Please be there to pitch-in and assist on that date as we will have several guests visiting the Museum. This will be our first opportunity to show-off the DOE "White Train" since the SFRH&MS convention back in July and to show-off the beginning of our layout and at the same time solicit for new members and hopefully raise some funds.

Concerning the layout, as I write this message I have made a number of attempts to contract our layout designer to get the last corner of the upper level plan so the Layout Committee can commence with review of the upper level plan. The plan for the upper level provided to date is just a preliminary plan that has not been reviewed by the Layout Committee and is subject to change.

Work has progressed on the construction of the lower level of the layout with particular effort being expended to locate the turnouts so the joists can be installed where they will not interfere with any switch machines. Once we have the staging yard completed we are in good position to turn the corner at the east end of the Layout Room and build toward the helix. The west end of the Layout Room will pose a particular challenge to us because we have no other location to store the John Deere mower other than inside the building, so we will hold off on constructing the bench work around the west end of the layout for now.

Member Survey: I hope the majority of our members completed their surveys as this will help us to determine the direction for the ARM for the future. Along the same vein, I have not received any feedback on the draft policy document from anyone thus I have to assume the draft policy is acceptable to the membership. The issue is that your opinion counts, please let us know.

## News from the Hobo Breakfast

The latest word about the Hobo Breakfast estimated there were over 100 attendees at the breakfast although only about 50 signed the guest register. Over \$100 was donated to the club and two applications for membership were distributed. The breakfast was deemed to be a success and the club looks forward to hosting another breakfast soon.



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Photos from the Layout



Earl Carrell, Virgil Doyle and Tracy Ball studying the drawing for trunout locations



Virgil Doyle, Tracy Ball and Earl Carrell laying out trunout locations in lower staging yard





Tom Jones and Adam Jones prepare to thread electrical wire through floor conduit



Adam Jones pulling electrical wire through floor conduit

Tracy Ball, Earl Carrel and Virgil Doyle ripping panels for staging yard tracks



### **No Excuse, but Many Reasons**

In a recent conversation with another member, he stated that a lot of former members had quit the club because we no longer had a layout to run trains. This set this author to thinking. Why did we choose to dismantle the old modular layout instead of assembling it in our train room so that we could have a place to run trains?

There were many reasons for choosing the path we followed. Some of those reasons follow. No doubt the reader can think of other reasons, and some may regret the path we chose. The main reason we chose to dismantle the old layout was that the old layout was not in good condition overall. Some of the bench work was in excellent repair but other parts were ramshackle to say the least.

The main track was in fair to good condition, but the industrial switching track often appeared to be an afterthought. In many cases, it was poorly planned with no prior study made of the necessary wiring, gaps, controls, etc., necessary for the switching track to become part of the overall operation of the layout. Consider this author's corner modules with the large elevator, chemical plant, packing

house and small elevator town. Remember the trouble with the track and wiring on these modules and the attempts to repair them? On some modules, the turnouts leading to the industrial switching yards were spiked closed to prevent the yards from being used.

Some parts of the old modular layout had been in use for many years. The turnouts in the main yard were wearing out and the switch machines were failing. The control panel was well built when the layout was new. However, the contact points on the wafer-type track-selection switches were corroding and causing trouble, especially at the low starting-voltage of DC operation. There was little documentation of the wiring in the control panel. The necessity of keeping the joints to the bridge-track sections unsoldered for portability often led to open circuits between modules.

There were no transition curves on the corner modules. This led to the toy-train appearance of trains as they entered the curves at the corners and suddenly changed direction from straight to fixed-radius curved track. It would have been almost impossible to change this feature without major and expensive alterations.

There was no unifying theme for the scenery used on the old layout. At first, this was advantageous, because it allowed each module builder to choose his own theme. As time went on, and original builders came and went, and their modules were rebuilt by others, and we found ourselves with a layout resembling very little in real life. Some modules had little or no scenery, while others had buildings and equipment piled indiscriminately on the module.

Then DCC came along. We used it in conjunction with DC operation, but the two systems don't work well together. We couldn't fully utilize one of the advantages DCC has to offer—the ability of the engineer to accompany his train all the way around the layout, including switching at industrial sidings. The way things had evolved on the old modular layout, about the only convenient activity was running trains around and around and around. This is a useful train show activity that delights the public, but one that quickly becomes boring to a model railroader who likes to have switching tasks interspersed within mainline running.

Perhaps the main reason we dismantled the old modular layout was that we knew the difficulties of remodeling a house with all the old furniture still present. It can be done, but think of the difficulties we've had with all the junk stored in the train room, how hard it is to get rid of it and the work involved in shifting it around to make room to work. We still have many leftovers, building materials, workbenches, tools and sawdust to work around, but we are surmounting these problems.

We have attempted to remedy many of the shortcomings of the old modular layout. We have engaged the services of a professional layout planner who has transferred many of our ideas to paper. For instance, we will use DCC as an operating system and no DC. We have made every effort to lay out the track and turnouts for smooth, trouble-free operation. The turnouts are being built with gaps for DCC operation. The industrial switching yards will be planned, with all wiring, gaps and controls as part of the plan. New wiring will be documented and labeled as it is installed.

There won't be a main control panel with electrical switches to control track selection. Selection of main-line track and turnout positions will be switched electronically. There will be simple control panels for each town. Eventually, the dispatcher will use the display panels from the Santa Fe Building to indicate the position of trains all over the layout. He will control turnouts on the main



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line, and when we get them, the dispatcher will control signals through his computer.

We have designed the new layout around essential elements, or, in other words, easily-recognized buildings or scenes that identify actual towns along the Santa Fe, Rock Island and Fort Worth and Denver railways. The railroad depot will be one of the essential elements for most towns along the railway. Specific elevators, businesses and scenery will form the other essential elements.

We are aiming at Christmas to have a temporary loop-to-loop layout in operation. Plans are already being made for enhancement of this loop plan. It may be possible to utilize three yards in the loop plan without having to purchase additional DCC equipment. At the same time, we are boring holes in the bench work joists and planning future wiring requirements to make the staging yards as well as other parts of the layout fully active.

Work for it!

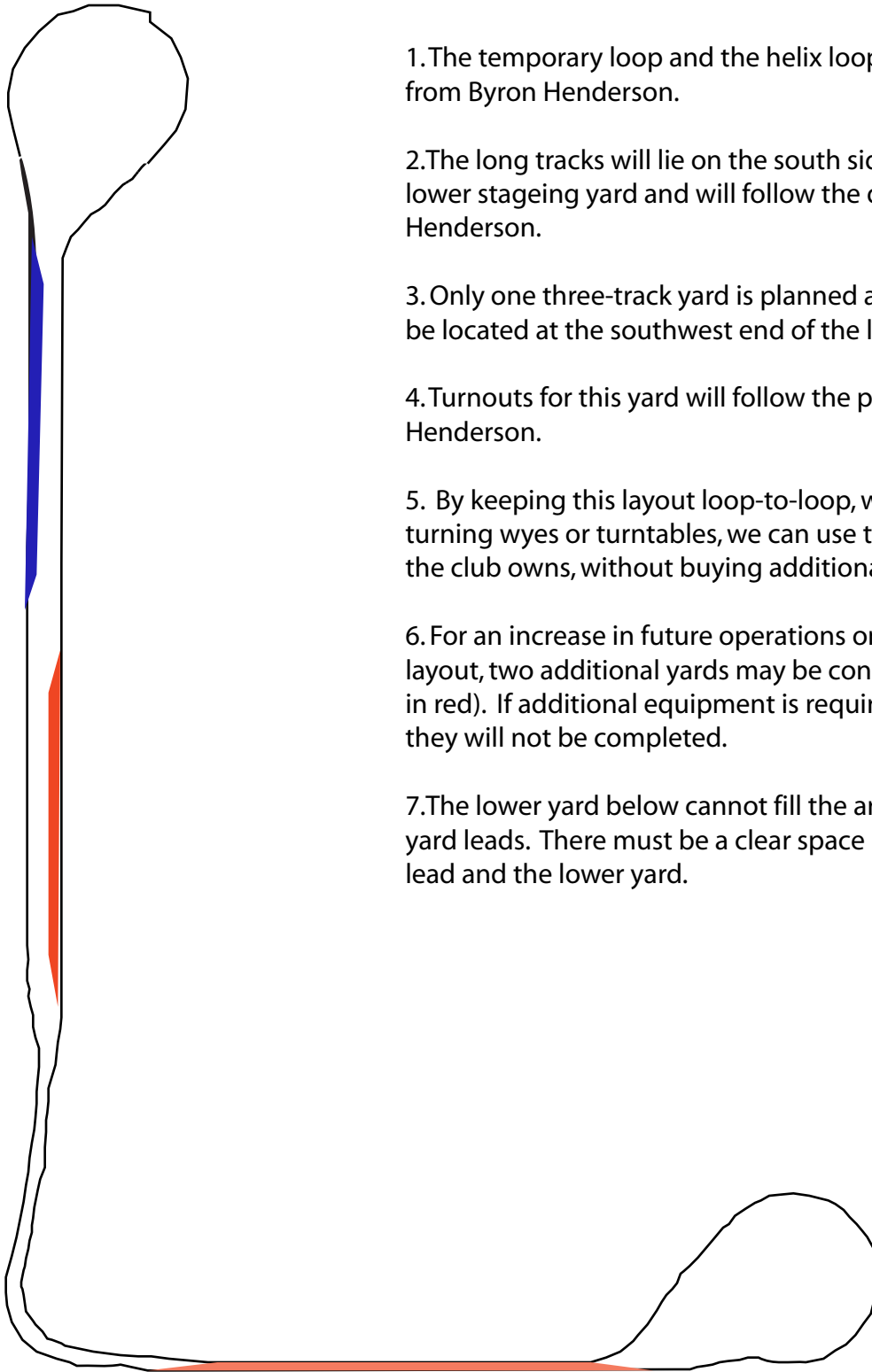
*See the temporary loop drawing on page 7.*



Remember the Amarillo Rock Island Depot? Who wants to build a model of it?

Date of Photo: 6-13-76

## Proposed temporary layout



1. The temporary loop and the helix loop follow the drawings from Byron Henderson.

2. The long tracks will lie on the south side of the wall on the lower staging yard and will follow the drawings of Byron Henderson.

3. Only one three-track yard is planned at this time and will be located at the southwest end of the long tracks (in blue).

4. Turnouts for this yard will follow the plans of Byron Henderson.

5. By keeping this layout loop-to-loop, with no reverse loops, turning wyes or turntables, we can use the DCC equipment the club owns, without buying additional DCC equipment.

6. For an increase in future operations on this temporary layout, two additional yards may be constructed (indicated in red). If additional equipment is required for these yards, they will not be completed.

7. The lower yard below cannot fill the area between the yard leads. There must be a clear space between the upper lead and the lower yard.

**ARM Business Meeting**

October 5, 2006

Old Business:

Meeting Minutes: As published in Run 8. – Approved.

Treasurer's Report:

Checking Beginning Balance:	\$ 7,248.95	ARM Savings	\$ 2,238.68
Expenses:	\$ 824.39	Car Savings	\$ 2,571.64
Income:	<u>\$ 1,141.41</u>	Insurance Svgs.	\$ 800.00
Ending Balance:	\$ 7,565.97	Checking	<u>\$ 7,565.97</u>
		Total Balance:	\$13,176.29

<u>Expenses:</u>	Electric	\$ 0.00	<u>Income:</u>	Cust. Car	\$ 670.16
	Nat. Gas	\$ 15.00		Donations	\$ 0.00
	Water	\$ 68.59		Dues	\$ 245.00
	Phone	\$ 37.43		Svgs. Interest	\$ 6.39
	Bldg/Lumber	\$ 0.00		Shirt Sales	\$ 226.25
	CC Fee	\$ 12.54			
	Car Postage	\$ 0.00			
	Loan	\$ 478.69			
	Cokes	\$ 0			
	Supplies	\$ 0			
	Purchases	\$ 0			
	Equip.Repair	\$ 0.00			
	Layout Sup.	\$ 0.00			
	Car Svgs	\$ 67.02			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Capital One	<u>\$ 45.12</u>			
		\$ 824.39			

Month of October Accrued Liabilities:

Layout Const.	\$ 176.03
Bldg/Lumber	\$ 51.86
Office Supp.	\$ 21.63
E-Bay	\$ 27.19
Postage	<u>\$ 59.60</u>
	\$ 336.31

Car Sales Report/Update: Jerry Michels was absent; report given by Virgil Doyle.

InterMountain C&NW grain hopper – No News.

InterMountain PFE R40-25 1949 scheme – No News.

InterMountain ART ice reefer (ARM/MPHS joint project): ART cars will be here Tuesday.

Some of the cars will be shipped to the MPHS Convention directly.

Kadee PS-2 covered hopper – No News.

Red Caboose PRR X-29 Express Cars: Information was lost and these cars were delayed.

These cars are not expected to arrive until around mid-December.

Layout Design Status: Pushing Layout Designer to get the upper level plan.

Design Standards are being developed.

Goal: To build the layout according to the plan. Don't want to overbuild the plan.



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Layout Construction: Construction started on the staging yard.  
Tracy Ball was designated as our "Foreman"

Building: Update on Projects: The Executive Board had discussed the list of outstanding projects and the plan is to post the list of projects so that folks might be able to work on some of those projects if they have time available.

GE Center-Cab 65-Ton Locomotive Update: Letter was sent to GE asking for information.

Railroad Track: We will need to start planning to pick-up track materials from Pantex.  
Rail removal started Tuesday, Oct. 3.

Housekeeping Schedule: Month of October – Andy & Beverly Lyle

New Business:

Social Event: The Executive Board had discussed that we were past due for having a Pancake Breakfast. We will have a public "Open House" coincide with the Breakfast. The Board had tentatively set the date for this event on Nov. 4. President Bob Roth noted a personal conflict with that date and member Tom Jones had indicated a conflict with that date. It was decided to change the date for the Breakfast to Saturday, October 28 with breakfast starting at 9:00 AM. Member Tom Jones volunteered to produce flyers for the breakfast. Concerning the food, Board Member Tracy Ball will cook for the group. There was a lengthy discussion concerning the list of invitees for the breakfast. The initial idea had been to keep the invitation list rather small, but it was suggested we should invite the Sherriff's folks that patrol by the Museum property, City Police, Campus Police, and others. Earl Carrell will compile a list of invitees. Member Tom Jones volunteered to pay for the food for the expanded crowd. Flyers for the Open House need to be posted in the Hobby Shops.

Stored Items: We need to remove items stored at AutoCraft by March. It was noted that AutoCraft has leased the space thus we have until March 1 to move our stuff. The difficult issue for us will be where to put the stuff from AutoCraft.

Proposed Operating Rules/Policy Document: 3 hard copies of the draft document were available at the Meeting for members to review. President Bob Roth read thru pertinent points of the document. There was some discussion and a few suggestions were offered. It was noted that most of our members have e-mail and only 3 members don't, thus the 3 members lacking e-mail service (all present) could have the hard copies and everyone else could receive the document via e-mail. One suggestion offered on the document was that a statement should be added such that in the case of Family Members, both spouses should not serve on the Board at the same time. It was also suggested we should give the membership 2 weeks to review the document and send comments to the Board, and then after the Board discusses and votes on it, to bring it back to the Membership next month.

Fundraising Ideas: Goal to raise money to pay-off building loan.  
Lease land?  
Rent Meeting Room – this was perceived as being feasible.  
Other Ideas? Suggestions included RV and Boat storage, but there is

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an associated security concern since we lack a fence. Steak dinner by the water towers on the train. Any other ideas – please pass along; it was noted this ties-in with the questionnaire.

Rail Drill Donation: Tracy Ball rolled the 4-wheel cart out thru the door of the Layout Room and showed-off the manual rail drill. President Bob Roth explained the rail drill had been donated by Pantex.

Oklahoma City Train Show: Question: Do we want to have a table at the OKC Train Show? This matter will be discussed with the Board. It was noted that we need to check on space; last year they lost several vendor tables because the Fire Marshall wanted them to widen the aisles.

Run 8 Deadline: The Executive Board had discussed trying to set a firm deadline for the Run 8. Deadline will be 2-weeks after our monthly Business Meeting and this should put the Run 8 in members' hands approximately 2-weeks before the next Business Meeting.

Electrical Design: Virgil Young had been asked to coordinate with Robert Koch to develop a plan for the electrical wiring required for the layout. We will look to someone with electrical engineering background for the lighting of the layout.

Next Meeting: November 2, 2006.

**Project List:**

- Meeting Room: Floor Outlets (finish installation)  
Hang Pictures  
Install Downlights
- Kitchen: Install Baseboard
- Train Room: **Clean face on Insulation vapor barrier and tape seams** (walls & Ceiling).  
Paint structural bracing cables black.  
Install Floor Outlets/Cover holes.  
Remove old junk.  
Install Exhaust Fan in Eaves  
Install jack-shaft fan for air circulation  
Start Construction of Layout
- Upstairs: Fabricate & Install Doors over the Storage Area Openings  
Install Ceiling Fan  
**Repair water leak in heating system.**
- Outside: Complete Sprinkler System Installation.  
Plant Grass around Building.  
Trees???  
Finish Loading Dock behind Building.  
Clean-up Rail Yard  
Install lights under eaves of building  
Move stuff from Autocraft Shop
- Rail Cars: Clean-out Guard Escort Cars  
Steps for Access  
Clean-out Baggage Car  
Fabricate Door for Baggage Car
- Locomotive: Long-Range – Repaint it.
- Motorcar: Install Key Switch

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# ***RUN 8***

**December 2006**



## **President's Message**

*by Bob Roth*

At this time I would like to wish everyone a Happy Thanksgiving. We all have a lot for which to be thankful. We have 12 acres of land with railroad track with some historically significant railroad cars, an operating locomotive, and a nice building in which we've started construction of the permanent layout. This is a huge step for the ARM from just a few years ago!

Concerning the layout, as I write this message I have been in contact with our layout designer and have requested the minor corrections be made to the lower level plan and that additional information be filled-in on the upper level plan. He has indicated a goal to complete the design for our layout by the end of this calendar year.

Work has progressed on the construction of the lower level of the layout with particular effort being expended to locate the switches in the staging yard so the joists can be installed where they will not interfere with any switch machines that may be installed. Once we have the staging yard completed we are in good position to turn the corner at the east end of the Layout Room and build toward the helix. The west end of the Layout Room will pose a particular challenge to us because we have no other location to keep the tractor mower at the moment other than inside the building, so we will hold-off on constructing the bench work around the west end of the Layout Room for now.

On the other side of the spectrum, we missed out on obtaining track materials, wheel sets and/or trucks, and/or the 65-ton GE center cab locomotive from the Excel Helium Plant. The contractor performing the site remediation work scrapped the stranded helium cars, sold the locomotive, removed all the railroad track and was just finishing his work the second week in November. I was hopeful we might get a 90-pound switch from the Excel Plant, but they were all removed while we were working on our open house. The positive side to this is that while we did not get the locomotive for the ARM, at least it was not scrapped; the contractor reported it was sold to a company from Omaha and they brought in 2 side-booms and lifted it onto a truck for transport to its new home.

Have a Happy Thanksgiving.

Bob Roth

[HO Locomotives For Sale:](#)

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Jeff Claytor, the grandson of James McCarty, a former (now deceased) member of the Canadian River Model Railroad Club that formerly operated in Sunset Plaza dropped by and visited with us on Thursday, 11/09. He brought a few brass locomotives that his granddad had owned and asked if any of our members might be interested in those models. He would like to sell these models for a fair market value. The models included a Key Imports 4-6-4 Santa Fe #3459 engine & tender; a Tenshodo 4-6-4 Hudson Santa Fe #3465 engine & tender; United Scale Models 4-8-4 Santa Fe #2903 engine & tender; and a United Scale Models 2-10-4 Santa Fe #5030 engine & tender all in original boxes. He also had one plastic GP-35 and a matching dummy of unknown origin. Sheets with information were left at the ARM if anyone is interested in these models.

### Library Additions:

Last month we received a donation of several boxes with prototype railroad magazines. Some of the publications added to our library include the following:

“SP Trainline” - The Official Publication of the Southern Pacific Historical & Technical Society dating from Fall 1996 – Summer 2004.

“The Northwest’s Own Railway” - Spokane, Portland & Seattle Railway Historical Society publication dating from 1991 – 2004.

“MILWEST Dispatch” – Issues dating from 1991 – 2003.

“The Milwaukee Railroader” published by the Milwaukee Road Historical Association; Issues dating from 1976 – 2005.

“Newsletter of the Milwaukee Road Historical Association” and “The MRRRA Newsletter” – un-inventoried.

“The Great Northern Goat” – Issues dating from 1994 – 2005.

“Great Northern Railway Historical Society Reference Sheet” – numerous sheets – un-inventoried.

## AGENDA

### ARM Business Meeting

*by Bob Roth*

November 2, 2006

#### Old Business:

Meeting Minutes: Published in Run 8; it was noted that problems had been encountered in publishing Run 8 this past month, but it had been released and a copy was available to read.

Minutes were approved as published.

Treasurer’s Report: Approved as Read.



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Checking Beginning Balance:	\$ 7,565.97	ARM Savings	\$ 2,242.09
Expenses:	\$ 1,863.81	Car Savings	\$ 2,827.64
Income:	<u>\$ 3,103.63</u>	Insurance Svgs.	\$ 900.00
Ending Balance:	\$ 8,805.79	Checking	<u>\$ 8,805.79</u>
		Total Balance:	\$14,775.52

<u>Expenses:</u>	Electric	\$ 157.37	<u>Income:</u>	Cust. Car	\$ 2,373.21
	Nat. Gas	\$ 15.00		Donations	\$ 170.00
	Water	\$ 71.60		Dues	\$ 560.42
Phone	\$ 37.00		Svgs. Interest	\$ 3.41	
	Bldg/Lumber	\$ 0.00		Shirt Sales	\$ 0.0
	CC Fee	\$ 20.14			
	Car Postage	\$ 9.60			
	Loan	\$ 478.69			
	Cokes	\$ 0			
	Supplies	\$ 0			
	Purchases	\$ 0			
	Equip.Repair	\$ 0.00			
	Layout Sup.	\$ 0.00			
	Car Svgs	\$ 256.00			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Ins. – Liability	\$ 350.00			
	Capital One	<u>\$ 368.41</u>			
		\$ 1,863.81			

Month of October Accrued Liabilities:

Layout Const.	\$ 147.89
Bldg/Lumber	\$ 0
Office Supp.	\$ 30.89
E-Bay	\$ 39.51
Postage	<u>\$ 121.25</u>
	\$ 336.31

It was noted that our monthly costs will significantly increase since we will be firing our water heater to heat the building starting very soon.

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)

Jerry Michels reported 102 kits had been sold to-date; we had good orders for these cars but it was unfortunate that Intermountain had so many problems producing this model. No news was available on the assembled cars since the cars had to be shipped back to Intermountain. Jerry suggested that we probably don't want to advertise a new car such as the ART car until we know they are at least on a boat coming from China; several of the orders are old and Jerry will need to contact several of the folks that placed advance orders to update their credit card information.

Kadee PS-2 covered hopper – No Update.

Red Caboose PRR X-29 Express Cars

Jerry reported the information from the Minutes from last month were incorrect because the cars were not lost. They are to be here in approximately 3 weeks. Jerry and Virgil Doyle were not sure where the confusion had arisen.

Jerry Michels reported we have approximately \$9,000 in inventory on-hand.

Report on Open House:

It was reported we had 49 people signed-in on our register during the open house. We know we had several more and estimated we had at least 100 people out at the ARM during the open house but apparently a lot of folks did not sign-in. It was good PR for us and we made a few good contacts.

Layout Design Status: We received a draft of upper level; the Layout Committee has not yet reviewed this plan. Director Tracy Ball requested a joint meeting of the Layout Committee with the Executive Board to go over a few particular issues.

Layout Construction: The base for the Staging Yard is well underway.

Building: Update on Projects: The ceiling fan had been installed upstairs and the leak on the hot water pump had been repaired. The project "Task List" was posted on the bulletin board.

GE Center-Cab 65-Ton Locomotive Update: No Update.

Railroad Track: President Bob Roth stated we need to plan to pick-up the track materials from Pantex. Rail removal started Tuesday, Oct. 3. Director Tracy Ball reported he had talked with the BLM and they related we could have track material if Casey (the contractor) will allow us to have it. We had previously talked with Casey about obtaining trucks and wheel sets. Tracy had a friend that worked up at the Fain Gas Plant nearby and they were willing to help us to load material. We hoped to pick-up a switch at the Excel Plant that we could have setting down at the end of the track for installation.

Need to remove items stored at AutoCraft by March. Tracy Ball will try to obtain quotes for containers for storage.

Proposed Operating Rules/Policy Document:

Jerry Michels had sent some feedback to President Bob Roth on the document via e-mail and expressed his strong concerns over the document being a revised version of the constitution. The Board had not met thus his comments had not been shared with the members of the Board. It was explained the intent behind the document was not to re-write the constitution but to serve as an operating policy document. The Executive Board will re-visit this document. VP/Secretary Earl Carrell suggested a "Supporting Membership" category for folks willing to pay \$150 per year for which they could receive Run 8 and invitations to all events, but they would have no voting rights or access to the club to run trains. The Board can take this up when other revisions are discussed.

Housekeeping Schedule: Month of November – Jerry Michels

New Business:

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Shirts are in. See Paula Young. This has pretty-much been done.

OKC Train Show: Sat. Dec. 2, 9 AM – 5 PM; Sun. Dec. 3 11 AM – 5 PM

No tables are available. President Bob Roth had contacted the folks running the show and they had reported the loss of more vendor tables this year as the Fire Marshall had mandated the aisles be widened to 15-feet due to the attendance figures. They lost several vendor tables the previous year as the Fire Marshall had required them to widen the aisles to 12-feet in width. It was suggested we take Flyers listing our offerings to distribute at the show. Anyone wanting to car pool to OKC should contact Bob Roth.

Fundraising Ideas: Other Ideas?

DOE Rail Cars: President Bob Roth reported receipt of an e-mail message indicating the 2 rail cars designated to go to the National Atomic Museum in Albuquerque will be leaving us sometime; the NAM has an agreement with the Public Service Company of New Mexico to use space on one of their sidings to store their rail cars and an agreement with the BNSF to move the cars. Bob Roth's gut feeling is it will not happen until after the first of the year because this is typically the busiest season with goods being shipped across the country for the Christmas shopping season and those DOE railcars had operated with a 35 mph maximum speed. The one issue with the railroad cars is that the one escort coach belonging to the Atomic Museum is the most complete car of the set we received while our 2 cars are obviously missing items; it was suggested that we need to take photos of the various panels and use the photos to document and try to replicate the missing items in our cars.

Virgil Young commended Tracy Ball for his push to get the Layout Committee, the Electrical Committee and the Executive Board together and also noted the need to appoint a Standards Committee.

Special Donation: Following the Treasurer's Report we received a special donation of \$40.00 from Junior & Angel, our two newest student members. They had sold candy and lemonade at a Yard Sale and donated their proceeds to the ARM. Thank you to Junior and Angel for this special donation

Next Meeting: December 7, 2006.

## **Getting it Done!**

*by Virgil Young*

The accomplishments of the November 6 meeting between the BOD, the Layout Committee and the DCC Committee are still fresh in mind. The meeting clarified several conflicting ideas and gave us more concrete immediate goals. One immediate result was that we knew what needed to be done this past weekend and continued for the next work weekend.

Tracy, Virgil TY and Jerry cut plywood underlayment for the lower staging yard and then cut and laid the foam board topping for the yard. Jerry began plotting the location of the turnouts in the middle of

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the staging yard and located where the joists should be placed to avoid interference with the tortoise switch machines to be mounted underneath. Jerry was assisted by Virgil TE in the latter stages of this task.

Tracy brought his bandsaw and he and Virgil TY began cutting out the plywood segments to be used in constructing the helix. These segments were plotted on the scrap plywood at Thursday's meeting. Each layer of the helix will require about 25.5 segments, a total of 115 segments.

The helix has a 106-inch outside diameter and will require fifty-one threaded rods to space the layers and hold them steady. The layers will be about five inches apart from surface-to-surface, will make about four and one-half turns and will raise the trains about two feet between the Rail Welding Yard and Buffalo Stadium.

Supporting the layers on the threaded rods will require 510 nuts and 510 washers between the layers. All of those nuts and washers will have to be screwed on and adjusted one layer at a time. It's a boring job, but somebody has to do it! When the helix is completed, trains will travel about 125 linear feet going up or down the helix.

These are two big jobs that will require several Thursday nights and work Saturdays. Jerry will continue to work on the track work for the staging yard, Tracy, Virgil TY and Earl will continue on the helix and its base table. Paul Sowle is building #6 turnouts and Virgil TE is making some final adjustments and gluing turnouts to the tie plates. We are going to need between forty and fifty #6 turnouts just for the temporary loop-to-loop layout.

What's left for you to do? Dan Juliano is always finding grass and weeds that need to be mowed. Andy Lyle will be working on the layout lighting. Bob Roth does many administrative tasks. There is a task list posted on the Bulletin Board showing things that need to be done. Find a task you will do. Tracy or someone will show you how to do it.



Junior shows a rough-cut panel and Angel shows a finished panel.



Angel rough-cuts a panel while Junior holds the workpiece



Tracy holds the glue while Earl brushes in onto panel. Austin spreads glue on bottom layer.



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Paul Sowle displays some of the turnouts he has assembled.





Virgil Doyle is assembling an L-girder.