



Run 8

Spring, 2015

President's Message

By Bob Roth

Before I get too far into this message I want to note this May represents the 25th Anniversary of the Amarillo Railroad Museum and with that wish all our members a Happy 25th Anniversary. From our humble beginnings down in the basement at AutoCraft, to the second floor storage area over the Body Shop at AutoCraft, to the Western Plaza Mall, and finally to our home in Northeast Amarillo, we've come a long way. We still have a long road ahead of us, but each week we make a little more progress in our 'journey' to make the ARM an exceptional place for our members and for the general public to come.

As I look ahead, beyond the completion of the HO scale layout and the Phillip Pratt Memorial Garden Railroad, there are a lot of projects that I would like to see happen sooner rather than later if we had the funding and membership available to accomplish these projects. These particular projects include building a structure over near the garden with a storage room for the G-scale train equipment with a second story room for watching trains going by on the Transcon across US Highway 60, and with an attached covered picnic shelter; restoration of the "White Train" equipment to its original appearance; restoration of the ALCO locomotive; obtaining a few additional pieces of prototype rolling stock for display including at least one passenger car in which special events could be conducted; and ultimately expansion of the ARM building to provide display space for railroad artifacts; and an expansion of our hours when the ARM is open to the public. These are my ideas for the future with no specific order of priority and I am sure that other folks may have other ideas too. Let's all dream of what the ARM can be and while we dream of the future, we need to keep our eyes open to the present for opportunities to grow our membership and bring in funds that we need to keep moving forward.

Relative to an anniversary celebration, I will defer planning for a celebration to discussion by the membership during our next Business Meeting. Given that Saturday, May 9, is planned for National Train Day and the current state of the ARM building and grounds, we need to dedicate our first Thursday of the month, May 7, when we would normally schedule our Business Meeting to clean-up around the building and grounds and I will plan to conduct a Business Meeting on Thursday, May 14.

This has started-out as an extremely busy year for us at the ARM. In the last few months we have seen quite a few visitors at the Museum, we've experienced a few changes in our membership, progress continued on the construction of the layout, I gave a program to the 4th grade class at the school in

Happy under the *Window on a Wider World* (WOWW) Program, and we have a couple of new opportunities in front of us to explore.

I felt the program I gave to the 4th grade class at Happy back in February went very well. I want to find a few more photos to substitute into the presentation slides, but the “meat” of the program material is there. I recently received a request from the WOWW director asking if we are adding any new programs to update our information by June 1. (One more task on my plate!)

The most recent opportunity for promotion for the ARM is to contribute some artifacts for a temporary display at the Armstrong County Museum located in Claude while they host a traveling exhibit *Journey Stories* from the Smithsonian Institution. The exhibit is scheduled to be open from May 25 thru July 5. To help build-up to this exhibit they want to put some items related to the railroads on display in one of their windows starting around May 15.

Membership: We have experienced a few changes recently. Air Saycocie has re-joined the ARM after a number of years. Two new members joined in April, Jared Wyrick and Travis Fish; welcome to the ARM! Director Guy Pigg passed away as result of an accident that occurred on April 5th; Guy will be missed.

HO Scale Layout: Work continued around the layout in several efforts as the ladder track was completed for the North (or railroad East) end of the Amarillo Junior Yard and Virgil Doyle has commenced with work on the switch control panel for this part of the yard. The support brackets for the upper level thru Umbarger and Herford were installed and Tracy has started working to extend the spline roadbed around the corner into Umbarger. Bruce has worked on plans for the roundhouse with the information we have available. David started laying track up the ramp from the lower Staging Yard to connect the Fort Worth & Denver and the Rock Island tracks that feed thru the cross-overs in the East Tower area.

Phillip Pratt Memorial Garden Railroad: The weather finally cleared-up late in March and I started to address a problem where dirt has been washing-out between the joints in the retaining wall by installing a layer of the weed block fabric along the back side of the retaining wall. This appears to be solving the problem, but progress has been slow and I have too many other tasks requiring attention. I am hopeful I can get the track for the second loop started before our National Train Day Open House.

Nest Meeting: Thursday, May 14. This will be our “Annual Meeting” and we will elect three to serve on our Board of Directors.



MEETING MINUTES

ARM Business Meeting

Feb. 5, 2015

Old Business:

Meeting Minutes from Oct. 2: Published and distributed via Run 8.
(Distributed around Christmas.) Approved as Published.

Treasurer's Report:

It was noted that each of these last three months Treasurer Virgil Doyle had made payments of \$1,000 against the outstanding balance on the line of credit that had been used to pay for the last run of custom cars but he did not know if he could continue to make those payments this coming month. President Roth stated a concern carrying this large of a load as it has been accruing interest in the amount of approximately \$78 per month and the interest will start eating our lunch in a short amount of time.

Another liability that was paid during December was out insurance for the year was paid in the amount of \$2,752.

The Treasurer's Report was Approved as Read.

President Roth noted that given the limited amount in our bank account, we will have to keep our eye on it and do what we can going forward. President Roth raised a question if the fees paid for shipping cover anything more than just the cost to ship the packages; Jerry Michels stated we only charged the postage. Discussion followed about possibly raising the shipping & handling fee by a small amount to help cover cost of the interest on our loan; this is a double-edged sword in that we have costs to cover but we don't want to raise our fee too much where it might deter people from buying our custom cars. Jerry indicated he can look at the fee.

Car Sales Report/Update:

Jerry noted we had sold a few more cars recently but not huge amounts. We have an ad in Model Railroad News for 2 more months; they've given us a good rate of around \$34 per month for a 1½ x 1½ advertisement.

Layout Construction:

Progress: Tracy stated that David had been working on the West end of the Yard and they had started installing the upper level supports earlier this evening. The switches for the lead had been installed thus they can start installing the switch motors. Tracy noted that the frogs had not been wired yet and that can be done when the switch motors were installed. Tracy noted he had also repaired some switches at Miami and at Zita that had gauge problems. Tracy stated that if anyone had any problems with these areas to put a note there. Virgil Doyle noted he had ordered a number of #6 turn-outs but they are not showing to be delivered until October. President Roth asked if there were any other areas we need to focus on; Jerry noted we have a short on the Lubbock Junction track but it is not involved with the wye. He noted you can run a locomotive thru there and back it out, but if it shorts, it will stay shorted until you throw the

switch. Tracy asked if we needed to change the radius of the curve; discussion was that we don't need to change the curve, but it was suggested we should replace that curved switch with a wye switch. There was a brief discussion about grain elevator structures.

Phillip Pratt Memorial Garden Railroad:

President Roth stated he had not been able to touch it with the weather we've had. Tracy joked he wanted to take the trains out there to plow thru the snow the other day...

Building & Grounds Update:

Heating System: No issues since repairs were completed.

Grounds: Tracy stated as soon as the weather warms-up he would like to get the hole in the front filled-in. Let's get our wiring going across the street done and then close-up the hole. A question was asked about the water issue across the street; Tracy noted we need to dig it up to find a water leak. A question was asked about the problem with the gutters; President Roth noted the only way to stop the gutters from being torn-up is to install some snow guards on the roof to prevent the snow from sliding-off the roof in big sheets which tears-up the gutters. The snow guards will hold the snow on the roof until it melts off.

TV Antenna: President Roth noted we need to set a date to fetch the pole and track materials from Tracy's property but this is lower priority. Tracy concurred we need to get all the ties and rail in addition to the pole from his property

Wall Protection: We still need to get something on the walls to protect them.

New Business:

Memorials: We had a proposed idea a long time ago but had not done anything.

Window on a Wider World: President Roth noted he has an appointment scheduled for February 20 which is fast approaching so he needs to finish the presentation.

Andy Lyle: President Roth stated he had seen Andy up at BSA Hospital and he has since been transferred to one of the little hospitals on 9th Street for recovery..

Jumpstarter: Tracy had brought this up to members of the Board as a means to raise money. Tracy had noticed the Pullman car was still down there in Lubbock and suggested we should try to see if we might be able to get it. He has a friend that would be willing to help by preparing a video about the project to move that car up here to the ARM. Tracy explained the concept is that you have 30 days to raise the funds and if we get the amount we need, Jumpstarter would get 5% and we would get all the rest. If we were unsuccessful, no one is out anything and we might be able to try again. Tracy indicated another option to boost this might be to say if people give more than \$50 they could get their name on a plaque. There was some discussion about raising funds above the cost to move it for restoration of the car if we can get it. There is a lot of potential in this project...

Planned Work Dates:

February 14

February 28
March 14
March 28

Meeting Adjourned.

Phillip Pratt Memorial Garden



March 14: This was the start of an effort to protect the track from the fill washing-out thru the brick wall by placing a layer of the weed-block fabric behind the wall.

HO Scale Layout





Mar. 28: Virgil Doyle working on switch control panel for the East end of Amarillo Junior Yard.



April 11: Work in-progress to install switch motors to control the switches serving the yard tracks. From the left: David Jusik, Virgil Doyle, Travis Fish (head only) and Jared Wyrick.



The Daylight.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of April, May, June, and July included the following:

April 13, 1846	The Pennsylvania Railroad was chartered.
April 18, 1934	The Burlington Zephyr was dedicated.
April 29, 1873	Eli Janney patented the knuckle coupler.
April 30, 1900	Casey Jones rode into eternity.
May 1, 1971	AMTRAK started operation and assumed operation of most rail passenger service in the US.
May 17, 1958	Baltimore & Ohio Steam Finale.
May 26, 1934	Chicago, Burlington & Quincy Railroad's Pioneer Zephyr runs non-stop from Denver to Chicago.
June 19, 1964	San Francisco's Bay Area Rapid Transit began construction.
June 30, 1977	Last regular Railway Post Office (RPO) service in the US ended.
July 4, 1828	Baltimore & Ohio Railroad laid first stone.
July 7, 1862	US Congress passed Pacific Railway Construction Act.



April 9: David Jusiak, Bruce Carter and Jerry Michels looking at the dispatcher's panel.



April 11: David Jusiak, his mother-in-law, and his granddaughters following the train around the garden.

Future Events:

- May 9, 2015 National Train Day Open House. Hours 10:00 AM – 4:00 PM.
- May 23, 2015 Saturday Work Day/Museum Open.
- May 23, 2015 20th Annual Albuquerque Railroad Fair (Railroad Collectibles & Model Train Show & Sale; NM State Fairgrounds, Albuquerque 9:00 AM – 4:00 PM.
- May 25 – July 5, 2015 “Journey Stories” exhibit on display at the Armstrong County Museum.
- June 13, 2015 Saturday Work Day/Museum Open.
- June 22 – 28, 2015 Santa Fe Railway Historical & Modeling Society Annual Convention; Addison, Texas.
- June 27, 2015 Saturday Work Day/Museum Open.
- July 11, 2015 Saturday Work Day/Museum Open.
- July 22 – 25, 2015 National Model Railroad Association (NMRA) Lone Star Region Convention; Beaumont, Texas.
- Nov. 21, 2015 National Model Railroad Month House. Hours 10:00 AM – 4:00 PM.

Special Notices:

Collection of Date Nails For Sale: (806) 236-0837

Movie Script: We received a voice message from a gentleman that is interested in producing a movie about railroading in the Texas Panhandle if we have any interesting dramatic stories or scripts.

“The Texas Story Project:” We received an e-mail message on 12/04 –The message was from the Bullock State Historical Museum in Austin – working on a project to collect a digital archive of short stories from people within all 254 counties within the State of Texas.

Recent Photographs:



March 28: A former C&NW hopper car with AOK reporting marks on an Eastbound train across the highway.

Obituaries

Guy Wayne Pigg Sr.

BORGER — Guy Wayne Pigg Sr., 61, died Sunday, April 5, 2015.

Services will be at 3 p.m. today in Brown's Funeral Home in Borger. Graveside services immediately following in Sanford Cemetery. Arrangements are by Winegart & Eldringhoff Funeral Home of Pampa.

Guy was born April 30, 1953, to Lorin Evan Pigg and Rosa Faye Howell. He graduated from Tascosa High School in 1972. After graduating, Guy joined the Army in July of 1972 and served six years as an air traffic controller. He worked for newsrooms and in radio broadcasting before beginning his career at AT&T.

Guy enjoyed camping, hiking, riding his motorcycle, ham radios, photography and model trains. He was a director for the Amarillo Railroad Museum. His favorite model was the HO scale trains. Guy was a dedicated member of Christian Motorcyclists Association for many years. He was a member of the Grace Church of Amarillo.

Survivors include a son,



Guy Wayne Pigg Sr.: 1953-2015

Guy "Deuce" Pigg Jr. of Dumas; his siblings, Faye "Sissy" Palmeto of Sanford, Rhenea Dawkins of Amarillo, Deanna Marchman and husband Randy of Borger, Woody Howell of Amarillo, Rachel Howell of Amarillo; the love of his life, Sharon Castleberry of Borger; 11 nieces and nephews; and 12 great-nieces and great-nephews.

In lieu of flowers, the family suggests memorials be to Grace Church of Amarillo or American Cancer Society, 3915 S. Bell St., Amarillo, TX 79109.

Amarillo Globe-News, April 9, 2015



We were blessed by his presence and miss him now... Long live the Rock!!!



Run 8

Summer, 2015

President's Message

By Bob Roth

Summer is here and finally with the arrival of the month of July the heat of summer is finally here although I was enjoying the cooler temperatures we experienced thru the month of June. It was interesting hearing the weather forecaster on one of our local TV stations stating that thru the month of June we had only 5-days in which the temperature exceed 90-degrees and the next lowest was 22-days.

The last few months have been very busy around the ARM. On May 9th we had our Open House at the ARM in conjunction with AMTRAK's National Train Day and had a good number of folks come out and visit the ARM. This was followed-up with our Annual Business Meeting on May 14 at which member Bruce Carter was elected to serve on the Board of Directors. On Thursday, May 28th, on special invitation, instead of working on the layout at the ARM, we took the evening off and operated trains on John Emerson's G-scale layout at his home. On Saturday, June 19, not one of our scheduled work days at the ARM, we met at Tracy's shop and fabricated the majority of the brackets required to complete the installation of the upper level around the HO scale layout. And, at the end of the quarter, the Executive Board met on July 2nd and discussed a number of issues.

On top of all the activity at the ARM, on Saturday, May 30, my wife and I visited the Armstrong County Museum in Claude to see their special exhibit, *Journey Stories*, which is a traveling exhibit from the Smithsonian Institute which was there on display only until July 5. I capped-off the month of June by attending the Santa Fe Railway Historical & Modeling Society's annual convention held in Addison, Texas. I've been a little busy...

HO Scale Layout: Not mentioned elsewhere, following the close of the Business Meeting we had a discussion concerning the need for additional brackets to complete the upper level and we decided to take Saturday, June 19 to fabricate the brackets required to support the upper level around the remainder of the layout. Tracy provided breakfast for the group and we worked until we ran out of material. I don't remember the numbers as I am sitting down writing this message but we completed at least 68 additional brackets and were short less than a dozen. As David had started laying track coming up the ramp from the lower staging yard, I made an effort to start laying-out the Fort Worth & Denver and Rock Island tracks in the East Tower area. Tracy extended a new track from the Staging Yard into the chase that



extends behind the East Tower area and then added the “shelf” extension required to connect the Fort Worth & Denver and Rock Island tracks from the East Tower area to the tracks coming up the ramp. Virgil Doyle continued working on the control panel for the switches at the East end of Amarillo Junior Yard and Jerry Michels continued working on some of the electrical issues.

Phillip Pratt Memorial Garden Railroad: I had been hoping to have a start on the second loop in the garden before our National Train Day Open House and I had prepared some of the area at the front edge of the garden but unfortunately the weather did not cooperate with me and I was not able to start laying my roadbed as we started experiencing rain storms on the days when I had time available to work out in the garden. The rains kept coming at strategic intervals throughout the month of June that prevented me from being able to work out in the garden and unfortunately the weeds exploded. The situation is so bad we cannot currently run trains around the one loop of track around the perimeter of the garden, but I have started working on this situation. I need to get with someone who can consult on ways to control this while I work on building the track bed and more tracks.

As I wrap-up this message I can state that this has been one of the hardest messages I have written since I took the job as President. I am excited looking ahead at the future as progress continues on the HO scale layout and as I have started making progress out in the garden, but I have been highly distracted at the current time with all the politics in the City of Amarillo concerning downtown development. The outcome of all the downtown politics could have an impact on the ARM in the future which we will have to wait to see...

Next Meeting: I will plan a Business Meeting in September or October (following publication of the next issue of Run 8) to update our members on upcoming events. As I write this we have discussed the possibility of doing a table at the Texas Western Train Show in October to try to sell some of our current inventory of models.



MEETING MINUTES

ARM Business Meeting

May 14, 2015

Membership: President Roth recognized 3 new members that joined earlier in the Spring – Air Saycoccie, Travis Fish, and Jared Wyrick. This past Saturday he had received the family membership for Taylor Norman for this year.

Old Business:

Meeting Minutes from Feb. 5: Published and distributed via Run 8.
Approved as Published.

Treasurer's Report:

The report was read by President Roth. It was noted that \$206 had been generated in the donation box this past Saturday during our National Train Day Open House.

A question was asked about balance in the Garden account and after the current balance of \$1,699.40 was stated, further questions were raised about expenses from the Garden account. It was noted the annual membership fee for the Chamber of Commerce had come out of the Garden account most recently. Previous expenses that had come out of this account had been for the radio control and battery system (\$1,711.56) last year; President Roth had covered the cost of the postage to send the train equipment to have the battery-operated radio-control equipment installed. Prior to that, expenses from the Garden account had included a box of 12-5-foot long straight track pieces (\$460.80), and a set of 4 switches (\$300).

The Treasurer's Report was Approved as Read.

Car Sales Report/Update:

April was pretty cool with no sales, but we've had over \$600 in sales in May.

Layout Construction:

Tracy Ball noted we have 2 tracks going thru Umbarger and are fixing to have a 3rd siding and then he will go around the corner to Hereford. We need to cut some spline and some little blocks to keep this work going. Tracy noted he is also ready to work on the little extension for the Rock Island and the Fort Worth & Denver tracks going to the Staging Yard and then David can connect the tracks onto the ramp, and he is also working on the brackets and mounting hardware for the drawer for the control panel that Virgil Doyle is working on the (North) end of the Yard. Tracy noted we had to get the one track installed running from the Staging Yard into the wall and that is now installed. Next will be the bench work going over top of that. Tracy noted he is thinking of running spline only on the mainline and the main siding in Hereford and then to table-top the rest of the area since there are so many tracks there.

Tracy stated that before too long we need to set a date to fabricate more brackets to support the upper level. We have a month or so until we may need these brackets...

Phillip Pratt Memorial Garden Railroad:

President Roth noted that he been trying to get the start of the 2nd loop of track installed and he had been half-way prepared for it when the weather started biting with all the rainstorms. All the rain is leading to weed growth which will require mowing and weed-eating...

Building & Grounds Update:

Mowing Season is here. We need to consider our priorities for the outdoor work including finishing conduit to the garden, backfilling the trench, repairing the water leak out by the garden, fetching the pole and railroad track materials from Tracy's lot, and setting-up our TV antenna on the pole and getting the ATCS antenna installed. Jerry stated that if we are going to do this type of work we need to schedule it; it isn't [practical to do this on our scheduled work days.

Discussion: A calendar was consulted; Saturday, June 20 was proposed as a date to go out to Tracy's property to fabricate the brackets needed for the layout.

New Business:

Elections for Board of Directors: President Roth noted that Jerry Michels and Tracy Ball had been serving as Directors this past term and the Guy Pigg had been serving in the 3rd Director's slot, but he is no longer with us. President Roth had talked with Bruce and he was willing to fill-in the Director's position. Bruce was not in attendance at the meeting due to problems with his ankle but plans to be here next week. Motion was made to elect the three candidates for the Board by acclamation; the motion was seconded and approved. (Tracy commented he got railroaded!)

Exhibit at Armstrong County Museum: We were contacted as asked if we had some items that could be displayed in a window at the Armstrong County Museum in Claude while they host a special travelling exhibit from the Smithsonian – "The Journey Story." The exhibit will be open from May 25 – July 5. They asked if we could loan them some railroad items since the railroad played a large part in the westward migration of people in this country. I loaned them one G-scale train set plus a caboose, a stock car and a few pieces of track to set-up in the window along with a couple of poster advertisement, a picture similar to the one on the wall, and a cross-buck. Their Museum is open Tuesday thru Saturday from 12 Noon until 4:00 PM.

Window on a Wider World: We had received a message inquiring about presentations for the coming year and President Roth responded we would sign-up for the program we already have done. President Roth had done one presentation this past year in February at the school in Happy.

New Request: President Roth had received a request from Jonathan Moore yesterday evening asking if we had any cars we could donate to be provided as door prizes for the Santa Fe Convention. President Roth had noted we don't have any Santa Fe cars and gave him a rough outline of the cars we currently have in inventory. It was noted this was strange for a non-profit (us) to be asked to provide door prizes for another non-profit organization such as the Santa Fe organization; normally they contact model manufacturers like Kadee to provide door prizes. President Roth explained what he had been told was the person that was supposed to do it for this convention dropped the ball and Jonathan was "picking-up the pieces" to try to come-up with door prizes at this late date. He had offered to buy some cars if we could not make a donation. Following a brief discussion the recommendation was not to donate cars for the convention.

Question was raised about the plans for the "East Tower;" President Roth related he had not worked on this due to other priorities. The idea is ultimately to build a 2-story structure to climb-up and be able to watch the trains go by; the further thought was to make the outside look like the Santa Fe's East Tower.

Invitation to visit John Emerson's G-scale layout: John lives out in the La Paloma subdivision along the golf course. When John had bought his house out there he had put his train equipment in the basement and subsequently suffered a flood which damaged much of his train equipment. While he was working on recovery from the flood, he looked up in his attic and observed all this wasted space due to a lot of diagonal bracing all-over. He got with a structural engineer that works at Pantex and they re-engineered the bracing in a manner which opened-up his attic space and John built a new railroad in that space. John is currently building a new home out in

the Bishop Hills area and plans to tear-out his G-scale layout in the near future and made an offer to us to come out to his home and run trains on his layout before he tears it out (approximately 5-weeks). This is something we can pick an evening to do.

Another New Effort: President Roth stated an effort is being made to invite the head of CNS, the new company that is running Pantex, Jim Haynes, to come out to visit the ARM. He is supposed to be visiting Pantex next week. President Roth's Functional Manager had visited the ARM previously and is promoting this effort. It was suggested to remind him we are partners in the Windows on a Wider World Program; the company had been a big donor to this program. We will definitely show him the educational angles of what we are working on here and where we are going.

New Pantex Issue: President Roth noted another deal had come-up today; he had received a phone call last week from the lady in charge of the "cultural resources" out at Pantex. They are working to hire a new historian out at Pantex and they for some reason came up with the idea they need to clean-out the rail cars sitting out there at Pantex before the new historian comes on-board. One of these cars, an older escort coach, part of this car has a cargo area and it has all kinds of stuff in it. Tracy had observed there is a re-railing frog in this car he would like to have out here. There are buckets of spikes (brand new unopened cans), track nuts & bolts and washers, tools, track jacks, lining bars, rail turners, spike mauls, picks, axes, shovels – rail tools – and this car is just full of it. They were going to throw all this stuff in the trash because they felt it was too hard to donate it. President Roth had contacted Tracy about this as they wanted some help to identify what items they needed to keep. They called a meeting out at the rail cars this morning and Tracy was able come to this meeting and was able to turn the sentiment to make the effort to donate these materials to the ARM rather than scrapping it all. Tracy included the batteries in the locomotive in the discussion and they are willing to donate the batteries too; this will save them the matter of disposing of the batteries as a waste. Tracy wants to see if he can salvage these batteries to make a functional set of batteries for the locomotive... First an inventory needs to be made of the items in the car. It was noted this is all material that we can use.

Other Issues: A question was asked about moving the helium car; President Roth noted that when we first spotted the helium car on our track, after a while it had started to sink where it was sitting. The rail on our property is light weight rail, 75 lb per yard rail that had been fabricated around the turn of the century, 1896-ish into the very early 1900's. Today, the only thing that 75 lb rail is used for is scrap. It is just so lightweight. In the early 1980s, the lightest rail that Santa Fe was using in yards and on side tracks was 90 lb per yard rail. This rail on our property was second or third hand rail when it was laid back in WWII for the air base. Over time railroad equipment had grown bigger and heavier thus the railroads had to increase the weight of the rails they operate on to accommodate the heavier trains. The helium car is one of the heaviest cars out on the railroad; where this car is setting now is pretty high ground and has no standing water and it has not been sinking thus it appears to be fine to leave it where it is setting. For comparison purposes President Roth noted that on the main line across the highway from the ARM, the track has 136 lb per yard welded rail and he had seen 151 lb per yard rail on the wye track at Lubbock Junction in Canyon.

Building Expansion: President Roth had received a phone call from the Treasurer of Walter Wolfram's museum organization and he had related their Board had voted to dissolve their museum organization against Walter's wishes; the question was asked if we would be interested in taking the collection of artifacts from the Santa Fe Museum. We were definitely

interested in some of the artifacts; our one issue is that we don't know what all artifacts they have. A second issue is that we don't have the space. He made a proposal – what if – if we wanted to have the artifacts, they might help to raise the money to add-on to our building. President Roth had barely started drawing-up a wish list of features we need in this addition so that an estimated cost for this addition can be developed. The idea is that whereas we did all the work on the interior of our building, we need the addition to be built turn-key where we help an Architect to design it with the intent to expand out building out to the West. Tracy had recommended we go another 100-feet to the West. Tracy had talked with the father of the contractor that had repaired our building a few years ago and was going to ask him for a quote to expand our building including the concrete slab.

Jerry recommended we need to meet with these folks to discuss this before we go too much further. Following some additional discussion President Roth will get back with this individual about setting-up a meeting.

Birthday Parties: Carol noted she had been to the railroad museum in Baltimore recently and had observed they have a rail car at their museum where they can host birthday parties for kids especially. She asked about possibly opening up one of the rail cars that we have to be able to host kids birthday parties in it. President Roth noted that the DOE escort coaches are not conducive for hosting parties; the space inside these cars is too constrained with the fixed furnishings. All 3 of these cars are identical on the inside. If we had an open car that has nothing in it, that would be ideal. If we build the tower and have the picnic shelter attached, as President Roth has proposed, this would be a good set-up for us. People could host their parties under the shelter and run trains out in the garden. President Roth noted we had been contacted by one family approximately a month ago asking about hosting a birthday party for their child but the problem is that at this time we just don't have the facility. They were also going out to look at Jerry Buttel's museum too; he has the gazebo where they could have their party.

Car in Lubbock/Fundraising: President Roth had made an effort to call the gentleman in Lubbock but had no response and ultimately sent an e-mail message also with no response yet. Tracy stated he had also attempted to call the gentleman. The idea was that if that car was available we could make the effort to raise the funds to move that car up here.

Carol mentioned that we need to contact Bobby Lee; he is anxious to visit with us. President Roth will make the effort to contact and set-up an appointment with Bobby Lee.

June 8 – Virgil Doyle stated that on Monday, June 8 Darrell Cowles and his wife will be here; they want to see our layout and then go to supper with us that are available that evening. Dale is the President of the Texas Western Model Railroad club in Fort Worth.

Meeting Adjourned.

ARM Work Dates: May 23
June 13
June 27
July 11

Meeting Adjourned.

Phillip Pratt Memorial Garden



June 13: The explosion of weed growth is already taking-over the bed for the station and town area at the front of the garden in this photo.

HO Scale Layout



June 13: New track extending from the lower Staging Yard into the chase wall before the “shelf” could be installed for the Fort Worth & Denver and Rock Island tracks.



June 20: Tracy Ball cooking pancakes on a griddle prior to starting work fabricating brackets at his shop. From left - Bruce Carter, David Jusiak, Travis Fish, Virgil Doyle and Tracy.



June 20: Work in-progress – On Left; Jerry Michels cutting piece to length. On Right; Virgil Doyle preparing to drill hole in piece.



June 20: On Left; Tracy welding the prepared pieces together. On Right; David Jusiak hanging completed brackets outside to dry after coating them with primer.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of July, August, and September included the following:

- | | |
|--------------------|---|
| July 4, 1828 | Baltimore & Ohio Railroad laid first stone. |
| July 7, 1862 | US Congress passed Pacific Railway Construction Act. |
| August 25, 1877 | Joshua Lionel Cohen was born. |
| August 28, 1830 | First run of steam train with Tom Thumb on Baltimore & Ohio Railroad. |
| August 28, 1864 | First permanent Railway Post Office (RPO) route established. |
| September 1, 1935 | National Model Railroad Association (NMRA) organized in Milwaukee. |
| September 3, 1930 | Thomas Edison runs first experimental electric passenger train between Hoboken and Montclair, New Jersey. |
| September 11, 1972 | San Francisco's Bay Area Rapid Transit (BART) carries first passengers. |

September 20, 1850 U.S. President Fillmore signs first Railroad Land Grant Act.



May 8: The result from just one of the rain events we've seen this year.



May 28: Jerry Michels operating a passenger train on John Emerson's G-scale layout; Tracy Ball and John Emerson standing-by in the background.

Future Events:

August 8 & 22, 2015 Scheduled Work Day at the ARM.

Sept. 12 & 26, 2015 Scheduled Work Day at the ARM.

Oct. 10-11, 2015 Texas Western Train Show; Forest Hill Civic & Community Center, 6901 Wichita Street, Forrest Hill, Texas.

Nov. 14, 2015 National Model Railroad Month - Open House at the ARM 10:00 AM – 4:00 PM.

Special Notices:

No new notices to report this quarter.

Recent Photographs:



June 13: A baby cottontail bunny Tracy found at the ARM while mowing during the afternoon.



June 22: Some of the collection of railroad equipment belonging to the Museum of the American Railroad now located in Frisco, Texas. Santa Fe “Doodlebug” M160 in the center.



June 22: Frisco engine #4501 on the grounds of the Museum of the American Railroad in Frisco.



June 22: Union Pacific “Big Boy” #4018 the grounds of the Museum of the American Railroad in Frisco. Santa Fe CF7 #2428 is in front of it while Santa Fe F7 #49 is behind it.



June 24: Two of the prototype ART ice bunker reefers for our one model in the shop area of the Texas State Railroad (TSR) in Rusk, Texas. During our excursion on the TSR as one of the SFRH&MS Convention extra fare activities we were given an hour to peruse around their shop and yard area.



June 24: Texas State Railroad – Convention Special Excursion Train back at Palestine, Texas.



Run 8

Fall, 2015

President's Message

By Bob Roth

This being the Fall quarter, let me catch the holidays and wish everyone a Happy Halloween, a Happy Thanksgiving, and a very Merry Christmas. I will attempt to issue the next issue of Run 8 around January 1.

Let me apologize for this issue of Run 8 being late, or at least about a month later than I had intended. The months of September and October were busy for me with our granddaughter playing softball games several evenings and weekends, plus involvement in projects both at work and around home that restricted my time available to work on the newsletter.

For those folks that have not been active around the ARM a lot has been going on these last few months. At this time we are preparing to host an Open House in recognition of National Model Railroad Month. We have a lot of work ahead of us to get ready and all hands are needed to help clean-up around the building and to make sure that trains will run smoothly around the layout during this Open House.

We did not have a Business Meeting during the Summer; I had planned to have a Business Meeting on July 2, but the only folks in attendance that evening were members of the Executive Board, so I called the meeting as a Board Meeting instead thus only excerpts from this meeting are published in this newsletter for informational purposes.

We had a lot of visitors at the ARM during the Summer even into September thus members of the Board requested that we close the ARM for a few months so that we could get some construction work done on the layout. While a message was posted on our website and on our Facebook page stating the Museum was closed, we did not turn-away any visitors that showed-up at the door.

HO Scale Layout: Significant progress was made as the location of the (currently abandoned) Garvey Mill and elevator complex was settled and adjustments were made to the track plan serving this complex. David completed laying track up the ramp from the Staging Yard and connected the tracks on the ramp with the tracks for the Fort Worth & Denver, and the Rock Island tracks that extend to the crossovers. I assisted in spotting the locations for the #8 curved turn-outs and I was struck by an idea to look at the turn-out at the back of the Canyon (Lubbock Junction) wye. I tried a #6 curved turn-out first, but I found that we could make a #8 curved turn-out work in this location and an effort was made

to install the #8 curved turn-out in place of the original turn-out which was tight and caused a lot of operational problems. Virgil Doyle continued working on control panels for turn-outs in Amarillo Junior Yard and Pampa. Jerry Michels worked on organization of the power supply circuit breakers building a panel that will install on the wall above the Staging Yard when it is completed.

Phillip Pratt Memorial Garden Railroad: In one sense, no progress was made in expansion of the railroad, but in another sense a lot of work was done to remove a jungle of weeds that sprouted in the garden with all the rains we've received so far this year. The weeds were so thick around the garden there was no way to run a train around the garden. I have to thank Gayle Jusiak for all her assistance on a couple of Saturdays in the weed removal effort while I kept running-off from the weed removal task to give tours to visitors. We got it done and I can report that I have run one of the trains around the garden.

Other News: For anyone wanting to buy a Santa Fe stock car with sound like the Broadway Limited K-7 stock cars, I heard earlier this Summer that Broadway would be producing a Santa Fe stock car, but it would likely be the same K-7 stock car with Santa Fe logo applied to the "plate" on the side of the car. If this is the case, I would not recommend anyone that cares about the accuracy of their rolling stock run-out and purchase cars that have the plate with the Santa Fe insignia on it; Santa Fe's stock cards did not wear a plate with their logo.

Grasshopper Invasion: One result of the tremendous rain and vegetation growth was a significant invasion of grasshoppers. I had planted a small apple tree on the North side of the garden railroad during the Spring and the grasshoppers ate all the leaves and started eating the bark from the small limbs. I made a number of efforts to spray the tree with insecticide to stop the carnage and with pruning sealer to coat the small limbs where the bark was eaten away but that did not stop the grasshoppers. The only two things that helped the situation came after we removed the tall weeds from the garden in the area closest to the tree, and the grasshopper population thinned-out. Since that time the tree has recovered to a degree although the small limbs that were "girdled" by the hungry grasshoppers died back. I will wait see how it comes-out next Spring.

Next Meeting: I will attempt to hold a Business Meeting sometime this quarter after the November Open House, probably December 3.



Sept. 6: Engine #463 on the Cumbres & Toltec Scenic Railroad at the lunch stop ready to go. Note that #463 is in Denver & Rio Grande scheme while all the other engines were lettered for the Cumbres & Toltec Scenic Railroad.

Santa Fe Museum:

It was recommended that we put our ideas for expansion of our building to house the museum artifact collection on-hold indefinitely. This had been discussed during our Business Meeting back on May 14. President Roth had heard that Walter Wolfram believes he may have new life for the concept to locate this museum in the former Santa Fe Depot as all the downtown development is up-in-the-air given the election of the three new members to the Amarillo City Council and their commitment to change the course of development downtown. President Roth recommended that we think about what features we want to put in the building addition in case this opportunity re-develops in the future so that we will be able to move and get prices for the building expansion.

Window on a Wider World (WOWW):

President Roth had renewed a commitment to offer our educational program. On Friday, August 14, we have an opportunity to give a brief overview of this program at the Region 16 Educational Service Center to several of the schools participating in the program.

Journey Stories Exhibit at the Armstrong County Museum

If folks had not been to see this travelling Smithsonian exhibit, it was open for a few more days until July 5th.

Internet Website:

Last year when our website renewal had come-up we had an extensive discussion and decided to stay with BizHost thru this year and look at it again next year; next year is now here. We have until July 18 to decide what we want to do; this may be the time for us to jump. Chantal indicated she has a back-up copy of our website and believes she can reload it on a new host. We had discussed going to WIX to host our website last year. Jerry noted the services offered by BizHost have been somewhat problematic and it appears they offer less service at a higher cost than other website hosts. Extensive discussion followed leading to a recommendation to go to a new server if it costs less. One of the issues with BizHost is they do not have the capability to put a PayPal button on the website; we need that. Jerry noted that BizHost will not collect the CCD number on the back of the credit cards and there were problems with their customer service where you submitted a request and had to wait a week for an answer and usually the answer that came back did not respond to the question. We will look more closely into WIX for hosting our website.

(Footnote: Decision was made to change the ARM internet website host to WIX on July 9.)

Walthers Dealership:

This was an idea that new member Travis Fish had proposed; Travis was not present thus we will table this matter. Jerry noted his understanding is that we could become a Walthers dealership with a \$1,000 up-front inventory we would have to buy; after that there is no minimum. A small part of the issue would be coming up with that initial order, but the bigger issue is that it would require a commitment by someone to keep it up. Someone has to manage it. Jerry's understanding is that Travis had done a dealership previously in Colorado, but the question is if Travis would be willing to do this for the ARM. Unfortunately Travis was absent.

ART Reefers:

E-mail messages had been sent to members of the Board on this subject. We have the opportunity to run 2 different schemes of ART reefers that have sold very well previously. These would all be assembled. We would get 300 of each scheme; 600 cars total. The total capital outlay would be around \$14,000 which we will split 50-50 with the Missouri Pacific Historical Society with the net profit per organization being around \$4,500. Jerry noted the one scheme with the ART herald ran from 1939 – 1949 but the cars could be found on the rails into the 1950's while the second scheme ran from 1951 – 1960 and could be seen into the mid-1960s. The one scheme was sold-out before received all the cars. We will get these cars in sets of 6 different numbers per scheme and a lot of these cars will likely sell in 6-car sets. The question Jerry needed answered was if we want to go forward with this project as he needs to let Intermountain know tomorrow. A quick vote was to approve this deal.

President Roth brought-up the subject of adding a small fee such as \$0.50 per car to help cover the cost of interest we will be paying on the deposit. Concerning other inventory it was noted we had only 3 full sets of the Rock Island boxcars left.

Mowing:

There was an e-mail message concerning Jerry and Virgil being willing to pay for mowing. Tracy had responded about the prospect to have someone plant and later cut and bale hay. The gentleman Tracy had talked with lives in White Deer and the ARM is a little too far for it to be feasible for him. It was noted the grass was looking pretty good across from the building. Tracy stated he did not think we would not need much more mowing this year; it took-off on us due to all the rain. On the mowing, Jerry had talked with 4 different mowers and they all quoted the same approximate amount of \$300 for mowing the whole acreage; this would not include weed-eating. Tracy noted he had mowed around the tie pile earlier; the problem was the weeds were as tall as the mower thus they weren't cutting that good and it required a second cutting. Jerry stated the reason they offered to pay for the mowing was because they would prefer Tracy spend more of his time working on the layout rather than mowing. Tracy noted his son Trey offered to mow if we had to pay somebody; Trey and a friend of his have a new Kubota mower.

Original Dispatcher's Panel:

President Roth noted he had seen Jay Miller at the Santa Fe convention. Jay has gotten out of the Santa Fe stuff completely, but he has the original green dispatcher panel from the Santa Fe Building for this area and he has it for sale. Although we don't have the money to buy it, would we be interested in it? The answer was Yes. For the panel itself, Jay was looking for \$2,000. He had some control stuff too. Jay had stated to President Roth "you might be interested..." and then he was busy with someone else. Jay was selling a lot of his models and a lot of other stuff since he has moved, and he is now in SN3. The package with the software and everything was listed with a grand total of \$4,000. Question was asked what panel this was; the particular panel was at least Amarillo to Hereford. Jay had modified the face of the panel for his model railroad layout. After some discussion, President Roth stated he would make an effort to get more information on the dispatcher's panel.

Meeting Adjourned.

ARM Work Dates: October 10 & 24
 November 14* & 28
 December 12

*Open House for National Model RR Month

Phillip Pratt Memorial Garden



Sept. 12: The explosion of weed growth took-over whole garden. This is the Northwest corner of the garden after we had worked hard removing weeds to re-expose the track.



Sept. 26: This is what the garden looked-like after all the weeds had been pulled; now it is time to resume construction.

HO Scale Layout



Sept. 12: Efforts to this date to connect the Fort Worth & Denver track on the West side of the crossover to the Staging Yard.



Oct. 10: “Why did you want to install this track before the second level was added?” David Jusiak install track while Bruce Carter (on belly) helps to center and straighten the track.



Oct. 10: David Jusiak spreading glue for one of the tracks that will run between the Garvey mill and the associated grain elevator near East Tower. Drawing of the mill building is posted on the wall.



Sept. 12: Bruce Carter running his Union Pacific passenger car consist behind his UP #844 on the upper level by the Lubbock Junction wye. Bruce is attempting to model the UP train that travelled across the Panhandle in 2012.



Sept. 12: This is the control panel Jerry Michels has been working-on for all the PM-42 circuit breakers for the layout.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of October, November, and December included the following:

Oct. 4, 1922	Canada creates Canadian National Railway and nationalized system.
Oct. 6, 1866	Reno Gang robs first train, Jackson County, Indiana.
Oct. 9, 1863	US Congress sets transcontinental railroad gauge at 4'-8½".
Nov. 1, 1980	CSX Corporation was formed.
Nov. 7, 1885	Completion of Canadian Pacific Railway, Canada's first transcontinental railroad.
Nov. 18, 1883	U.S. and Canadian railroads first use Standard Time.
Dec. 1, 1959	The Norfolk & Western Railway and the Virginian Railway merged.
Dec. 3, 1967	The New York Central's famed luxury train the 20 th Century Limited completed its final run from New York to Chicago.
Dec. 12, 1887	The U.S. Congress passed the Interstate Commerce Act.
Dec. 26, 1917	The U.S. Government temporarily nationalized the railroads for WWI.

Jan. 1, 1986

The Milwaukee Road merged into the SOO Line.

Jan. 6, 1893

The Great Northern Railway drove the last spike at Scenic, Washington.



Sept. 26: Gail Jusiak pulling weeds in the garden while her grandchildren watched.

Future Events:

Nov. 14, 2015

ARM Scheduled Saturday – Open House - Celebration of National Model Railroad Month

Dec. 5-6, 2015

Oklahoma City Train Show, Oklahoma State Fairgrounds, OKC.

May 13, 2016

Windows On a Wider World Program for Travis Elementary School in Pampa.

May 14, 2016

National Model Railroad Month - Open House at the ARM 10:00 AM – 4:00 PM.

Special Notices:

Long-time Member of the ARM, Andrew C. Lyle passed away August 4. Andy will be missed.

Recent Photographs:

Photos are limited this month due to my not having taken very many photos around the ARM these last few months.

uaries

Amarillo Globe-News A5

Andrew Cleveland Lyle

Andrew Cleveland Lyle, 81, of Amarillo died Tuesday, Aug. 4, 2015.

Services will be at 2 p.m. today in Anna Street Church of Christ with Mr. Gene Shelburne and Lyndon Latham officiating. Burial will follow in Dreamland Cemetery. Arrangements are by Schooler Funeral Home, 4100 S. Georgia St.

Andrew was born May 15, 1934, in San Angelo to Grover Cleveland and Mary Bertha Bushong Lyle.

Andrew attended elementary and high school in Rankin. He attended Odessa College for two years studying engineering. Andy rough-necked in the oilfields for a while before deciding it wasn't for him. He graduated from Texas Tech University with a Bachelor of Science in petroleum engineering. He went to work for Phillips Petroleum Company in Phillips in 1957. Andy married Beverly Gwen Douglass on Sunday, Oct. 26, 1958, in Monroe Street Church of Christ in Borger.

Andy enjoyed working for Phillips Petroleum but decided to return to Texas Tech, where he worked for Southwestern Public Service Company in the meter department. He later received his masters degree in



**Andrew Cleveland Lyle:
1934-2015**

mechanical engineering.

Andy worked for Southwestern Public Service in Amarillo before moving to Phoenix, Ariz., where he did graduate work in electrical and civil engineering while working for Arizona Public Service Company for two years.

From 1970 to 1973, he was a computer programmer for Mason and Hanger.

Andy worked for different many engineering firms and had been a registered professional engineer for more than 50 years.

Andy was a lifetime members of Lubbock Model Railroad. He was also a member of Amarillo Railroad Museum, Scot Free Model Railroaders, Panhandle Bluegrass and Old Tyme Music, American

Society of Mechanical Engineers and National Fire Protection Association, the local Scottish and Celtic Group and two other groups. Andy could play guitar, fiddle and many other instruments.

In December 2014, after being off work, he fell near where he lived. The result was a partial hip replacement and many days of trying to recover in hospitals and convalescent places.

He was preceded in death by his parents; his grandparents, Sara McSpadden and Samuel O. Lyle and Zora Cox and Andrew Jackson Bushong; and other relatives including Greg Williams and "Shorty" Williams.

Survivors include his wife ,Beverly Lyle; his cousins, Jack McCormick and his family of Valley Center, Kan., Nancy McCormick Williams and her family of Tahoka and George Bushong family of Odessa; and many other relatives as well as Beverly's brother and her extended family, whom Andy was very fond of.

The family suggests memorials be to your favorite charity or to help someone in need.

Sign the online guest book at www.schoolerfuneralhome.com.

Amarillo Globe-News, Aug. 7, 2015

See **OBITUARIES, A8**



Run 8

Winter, 2016

President's Message

By Bob Roth

As I finally sat down to start writing this message it was already mid-January – so much for my goal to publish this edition of the newsletter by January 1st... Looking back at this past year it was another busy but relatively productive year for the ARM. Despite the fact that 2015 was the 25th anniversary of the ARM organization, we did not stop our work to formally celebrate the occasion. We continued making progress on construction of the HO scale layout although a significant amount of that progress was not readily visible on the public side of the layout as it involved the continued chasing and repairing electrical “gremlins” that caused glitches in the operation of trains on the layout. In the back, Jerry Michels built a panel to hold all of the PM-42 circuit breakers for the layout which will enable better monitoring of segments of the layout where shorts are occurring, and he also installed a computer loaded with JMRI software for programming of locomotives on our programming track. We also fabricated the majority of the brackets that will be required to support the second level of the layout and the spline roadbed on the second level was advanced part-way thru Umbarger aiming toward Hereford.

Outside was a different story as the weather brought a lot of rain during the year causing an explosion of weed growth around the Museum grounds and in the garden requiring an extensive effort to mow and weed-eat around the grounds, and pull weeds in the garden to keep that growth in-check. We also experienced an invasion of hungry grasshoppers that seemed to prefer the bark on the small branches of a tender young apple tree that I had planted earlier in the Spring, but given the weather patterns we were unable to advance the garden railroad during the year.

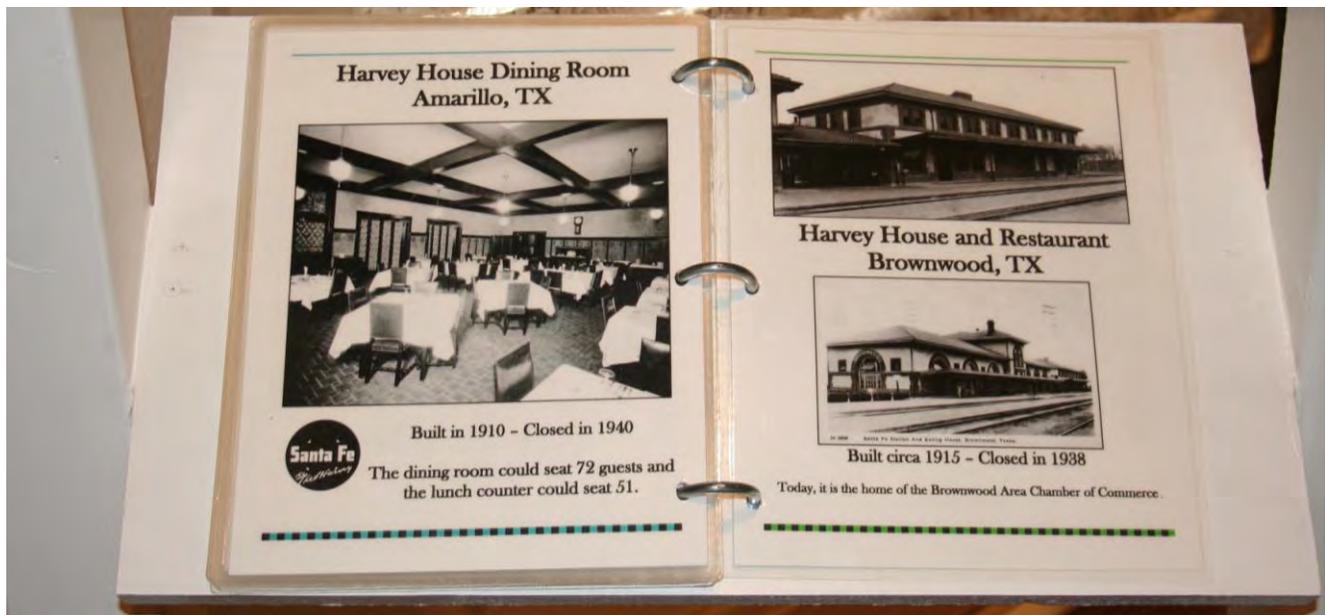
Concerning membership, basically we remained steady as we gained a couple and lost a couple. We welcomed Air Saycocie and Floyd Goudreau as new members to the ARM during the year and unfortunately we lost long-time member and Director Guy Pigg on Easter, and Charter Member Andy Lyle in August. We had a couple additional gentlemen submit applications back in the Spring, and while they were active for a short while, we have not seen them in several months.

As we move forward in 2016, our main objectives are to continue construction of the HO scale layout with the ultimate goal to extend the track the rest of the way around the upper level of the layout, and outside, to expand the track in the garden railroad. At the same time we hope to grow our membership and income. We currently have more ART reefers on order wearing the 1949 and early 1950's schemes which proved to be popular models and hopefully these models will literally fly off our

shelves after they are received. We may additionally look into doing some t-shirts for sale. Ideas for fundraising are always welcome.

Our next planned event at the ARM is an Open House celebration in recognition of **National Train Day**, but we have moved our date from this event from May 14 to **Saturday, May 7** to take advantage of the local promotions associated with Texas Tourism Week. Our objective is to get as much work done on the layout and in the garden as possible prior to this date in May. Given the May 7 date for this Open House, I plan to shift the Annual Business Meeting for the ARM from May 5, the first Thursday of the month when we normally schedule these meetings, to Thursday, May 12. At this Annual Meeting we will conduct the bi-annual election for President, Vice-President/Secretary, and Treasurer.

Of interest outside of activities at the ARM, my wife surprised me back around Thanksgiving when she pointed at an advertisement for a traveling Smithsonian exhibit titled "Mail Call" which was being hosted at the Railroad Heritage Museum located in Temple, Texas. Given the holidays we could not get free until after New Years and we found an opening in our schedule on January 16 which was the last day this exhibit was scheduled to be open. We drove down to Temple on Friday, January 15th and on Saturday the 16th we were able to tour the exhibit. I had both my digital camera and my camcorder with me and unfortunately we were told the exhibit material was copyrighted and we could not take pictures of the exhibit. The exhibit covered how the military mail for our country was handled from around the time of the Revolutionary War up to current day. In the early years of our nation, the military mail was handled by the postal service all the way to its destination, but this process was changed in more recent years to where the military mail is handled by the military now. There was quite a bit of information from the Civil War era including excerpts from letters, and how couriers were hired to carry mail across the lines between the North and the South. One particular note was that home delivery of mail was started during the Civil War as the postal service hired veterans to deliver mail to home-bound widows and families. It was well worth the trip to see this exhibit thus I want to encourage everyone to look-out for these types of exhibits and to go see them whenever you have the opportunity.



Photos in display pertaining to Harvey Houses at the Temple Railroad Heritage Museum.

MEETING MINUTES

ARM Business Meeting

Dec. 3, 2015

Old Business:

Meeting Minutes: There were no Meeting Minutes from a prior meeting to approve at this time since we have not had a meeting since June and the minutes from that meeting were published in the prior edition of Run 8. Given this situation, President Roth dispensed with the reading and approval of the Minutes from the prior Business Meeting.

Treasurer's Report:

President Roth read the Treasurer's Report. Treasurer's Report was Approved as Read.

Specific items noted were that most of our income this past month had been primarily from dues with just a little bit from car sales. It was also noted that donations from our November Open House had been down significantly from previous Open Houses with donations being primarily in the one dollar denomination with just a few five dollar bills sprinkled in with the ones. Additionally we have a large insurance bill coming due in January.

It was also noted we had turned-on the heating system this past month since it had been getting cool inside the building thus our gas bills will be going up.

Car Sales Report/Update:

President Roth noted he had read the report provided by Director Jerry Michels but the one thing he had not been able to verify in the report was how much was sold this past month. In looking thru the inventory President Roth noted we are now totally out of the Rock Island boxcars; in inventory we still have 76 Pennsylvania X-29 boxcars (with big keystone herald); 91 Pennsylvania boxcars (with Merchandise Service logo); 173 of 360 Missouri Pacific airslide hoppers; 312 of 402 Katy mechanical reefers; and 428 of 625 BN/FW&D covered hoppers. President Roth noted he would like to see these covered hoppers start flying off the shelf; we've sold 29% of them to-date. On the 1960-63 ART reefers, we have tons of them and the 1964 ART scheme is even worse. Of the 1964 ART scheme, we have 231 RTR cars and 97 kits. It looks like we're going to take a bath on those to get rid of them. President Roth suggested we may need to apply graffiti to them to make them look like storage units that have been sitting out in a field for a number of years.

Carol mentioned that Guy had been talking with Carolyn ... at the Visitors Center about the possibility for them to display and possibly sell model cars for us. President Roth noted the majority of people that go in there are not into model railroading and it wouldn't provide a significant help to us. She was supposed to get back with us on this matter but had not.

All the exposure we can get can only help us. Relative to car sales it was noted that sales of particular cars in our inventory have been just flat. The reason for this is particularly because the majority of modelers are modeling in the steam-to-diesel transition era set from the late 1940's into the mid-1950's. The cars we are having the difficulty selling are models from the 1960's. As an example, the 1949 ART reefers and early 1950's reefers which had multi-

colored heralds sold very well because they were squarely in use during the steam-to-diesel transition era.

There was some discussion concerning the ARM internet website and car sales. Carol had raised concerns with the website, but President Roth noted after she had sent her one e-mail message he had gone on-line and had looked thru the website and had not experienced any problems with it. To get to much of the content it only required people to click on the individual tabs. We had a lull in sales during the summer while our website was down while we transitioned our website host. After the sales tab was activated sales picked-up.

New run of ART Reefers: President Roth had no information when these cars may arrive.

Layout Construction:

Progress: Director Tracy Ball related all the tracks for the Fort Worth & Denver and Rock Island railroads had been laid from the crossovers to the Staging Yard; the switch machines had been installed but the track and the switch machines needed to be wired. Work is in progress in extending control wiring to the peninsula. Junior Yard is all working now. The new curved switch was installed on the Lubbock Junction wye although it still needed to be wired-in and have the switch motor reconnected. Next-up, the plan is to plane the surface of the spline thru Umbarger and he intends to put solid deck thru Hereford since there is so much track there. President Roth asked where we want to consolidate our forces; we've talked for some time that we need a siding at Canadian. Tracy stated we don't need to worry about sidings at this point in time; we need to focus on the upper level extending the main line as we are running out of track. He stated we have approximately 2½ boxes of track left and this isn't enough to make it around the upper level.

Phillip Pratt Memorial Garden Railroad:

No discussion on the garden during this meeting. No work since the Open House.

Building & Grounds Update:

It was noted that Tracy had finished mowing everything with the tractor, Bruce had finished all the weed-eating across the street, Gail had pulled all the weeds out of the garden... Everything outside is in pretty good condition for winter. We need to put-up all the bolts and spike kegs in the rail cars. The tractor will need to be used to lift the kegs because they are too heavy to physically lift into the railcars. Bruce had helped Tracy to put-up all the tools after they had been delivered but we still need to load-up the batteries so Tracy can take them to his shop to work on them.

Window on a Wider World: President Roth noted he had done a presentation at the Walcott Elementary School on November 6th to their 4th, 5th and 6th grade classes. He noted it was a 78 mile trip out to the school taking I-40 to the west and dropping to the south at Adrian. Coming home he had taken the southern route heading to Hereford and then coming up US Highway 60 which was only 72 miles. A question was asked where Walcott is located; Walcott is located to the Southwest of Amarillo out in the country with nothing around it but open farm and ranch land; no houses. All they have out there is an elementary school. President Roth had asked where all the kids came from and had been told the majority of the kids come from Hereford and most of the teachers drive buses that bring the kids to the school. This school district

covers a lot of territory. They said they have a lot of kids from Hereford because the Walcott school district has a better academic record than Hereford.

Internet Website: Bruce mentioned Chantal had offered to let him help with the website; he is waiting for her to get back with him. President Roth noted that she is probably busy with school with finals approaching for this quarter.

Dispatcher's Panel: Jay Miller is selling panel.

New Business:

Priorities: We had already discussed priorities, planning Umbarger and laying track moving on into Hereford.

T-shirts: President Roth had discussed an idea of doing t-shirts prior to our November Open House and he was glad we didn't spend the money given the small crowd that attended. His idea had been to put a picture of the ALCO on it with some wording such as "I got railroaded at the Amarillo Railroad Museum." We may want to get some t-shirts prior to our May Open House and also put them on our website to gauge the interest. There was also a question loosely discussed concerning what sizes to get.

Date for Open House: Carol asked if we might change the date for the May Open House from Saturday, May 14 to May 7 as this would fit better with the local and State tourism promotion. We had identified the 14th as this date fit our normal 2nd Saturday. After short discussion the consensus was to change the date for the Open House to May 7.

Memorial Garden Railroad: Carol raised the question if we could try to have an Eagle Scout take-on the garden as a project, including raising additional funds and get the garden going; she noted this would be good exposure for us. President Roth hedged on this and stated it wasn't quite right for us to pursue an Eagle Scout to come and do this project; it is more a case of finding someone that is interested in the railroad aspect and looking for ideas for a project. A question was asked concerning how you go about it. President Roth noted he had been actively involved with Scouts for many years, and that basically thru most of the Scout rank advancements they have a requirement for some service time, maybe an hour or two, among other requirements to complete their advancement to their next rank.

When Scouts start working on their Eagle rank advancement things somewhat turn-around as it is not specifically a case of how much time they have to spend on a project, but it is a case where this is a leadership project the Scout has to plan and lead. The requirements vary somewhat by Troop. President Roth noted an example from the Troop he had been involved with where one Scout proposed a project to re-stripe a parking lot for his church. There was very little leadership involvement; yes he had to organize to find the paint and schedule the work day, but there was not that much to it. The Troop modified their guidelines because they wanted the Scout to spend at least 100 hours not doing the physical hands-on work, but doing the planning to execute the project and getting the volunteers to come work. In this sense the garden might work as an Eagle Scout project because on the planning aspect; there needs to be more money raised to purchase more track and other stuff, and there is the need to plan the rest of the railroad and the garden including where the dirt needs to be redistributed, where the

track will be run, etc. After that is worked-out then comes time to set a date and organize volunteers to come and work. The work could take a few weeks to accomplish as the roadbed for the track needs to be graded, weed block fabric laid, and then getting plantings set.

President Roth noted his son had done a project for his Eagle where he did retaining walls at the Botanical Gardens. If folks go to the Botanical Gardens for the “Nights of Lights” they will be walking around some of the retaining walls on the West side of the garden; he did not remember what all the leadership aspects his son had to do for this project. A question was asked what we need to do to see if there would be somebody interested in taking-on this project; President Roth noted his starting point would be to talk with the folks at the Scout Office. After further discussion, President Roth will take the action to contact the Scout Office about the potential project.

Scout Tour: David Jusiak related he had been contacted by a Scout Leader that wanted to bring his group to the ARM for a field trip; they are interested in the history. David related he had told them we are at the Museum every Thursday evening and on the second and fourth Saturdays of each month and that we can work with them on the Railroading Merit Badge. He indicated he would get them in contact with President Roth to set-up something.

Meeting Adjourned.

ARM Work Dates: January 9 & 23
 February 13 & 27
 March 12 & 26

Phillip Pratt Memorial Garden



Nov. 9: Trains on the track at the close of our Open House.

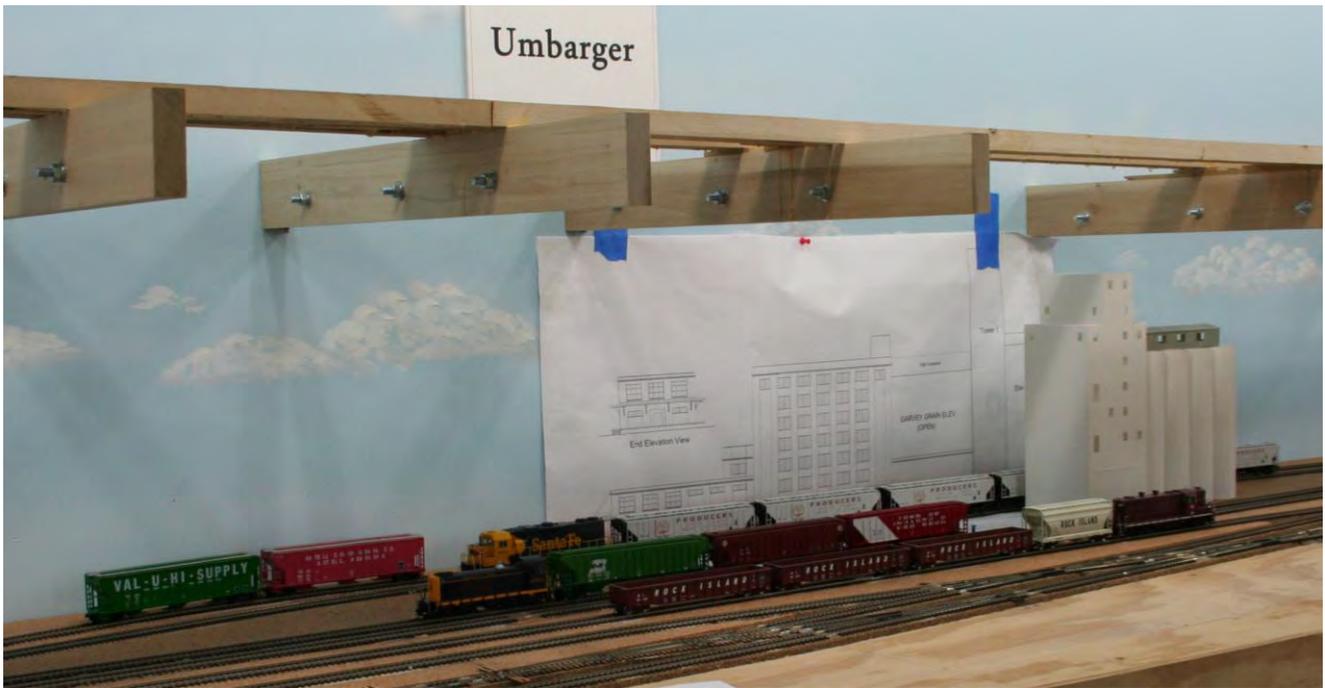
HO Scale Layout



Oct. 24: Virgil Doyle (right) and Bruce Carter (Left) underneath Junior Yard chasing a “gremlin” in the layout wiring.



Oct. 24: Tracks for the Fort Worth & Denver and the Rock Island extending from the crossovers toward the lower Staging Yard.



Nov. 14: Vicinity of East Tower – Site where the old Garvey Mill and Elevator will be located with a few rail cars and locomotives placed on tracks. Drawing of the mill building is posted on the wall.



Nov. 19: Tracy checking for a problem with the track using a 4-8-4 steam engine with heavyweight passenger cars with 3-axle trucks. From left-to-right, Floyd, David and Bruce observing the process.



Dec. 12: Spaghetti!!! – Jerry Michels working-on the low voltage track power wiring for the layout.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of January, February, and March included the following:

- | | |
|---------------|--|
| Jan. 1, 1986 | The Milwaukee Road merged into the SOO Line. |
| Jan. 6, 1893 | Great Northern Railway drove their last spike at Scenic, Washington. |
| Jan. 16, 1868 | William Davis patented the refrigerator car. |
| Jan. 31, 1935 | Union Pacific M-10000 entered service as the City of Salina. |
| Feb. 12, 1934 | Union Pacific M-10000 began a coast-to-coast tour. |
| Feb. 14, 1855 | Chicago, Burlington & Quincy Railroad was formed. |
| Feb. 28, 1827 | The Baltimore & Ohio Railroad was chartered as the first “common carrier*” railroad in the United States.
*This designation means to carry both passengers and freight. |
| March 1, 1918 | U.S. Congress passed Standard Time Act. |
| Mar. 16, 1957 | Milwaukee Road final steam train. |
| Mar. 19, 1920 | The U.S. Government re-privatized the railroads after WWI. |
-



Dec. 12: President Bob Roth soldering wires for track power drops to be installed in the Fort Worth & Denver and Rock Island tracks that lead to the lower Staging Yard.

Future Events:

- | | |
|------------------|--|
| May 7, 2016 | National Train Day - Open House at the ARM 10:00 AM – 4:00 PM. |
| May 13, 2016 | Window On a Wider World Program for Travis Elementary School in Pampa. |
| June 22-25, 2016 | Lone Star Region, National Model Railroad Association (NMRA) Convention in Arlington, Texas – Daylight Express 2016. |
| June 22-26, 2016 | Santa Fe Railway Historical & Modeling Society Convention in Wichita, KS. |
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Special Notices:

ARM Member Leonard Opdenhoff passed away January 8. Although we didn't see him every week, Leonard will be missed.

Obituaries

Leonard Louls Opdenhoff

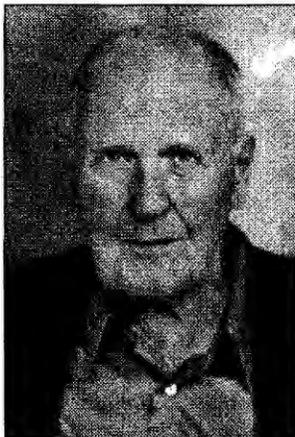
BORGER — Leonard Louis Opdenhoff, Pharm. D., 78, died Friday, Jan. 8, 2016.

Celebration of life services will be at 2 p.m. Monday in Faith Covenant Church with Pastor Les Sharp officiating. Arrangements are by Minton-Chatwell Funeral Directors of Borger.

Leonard was born Feb. 1, 1937, on a farm in Kingfisher, Okla., to Elsie Telgemeier and Edward Opdenhoff. He married Edwanna Alexander on Dec. 21, 1957. She preceded him in death on Sept. 18, 1981. He later married Barbara Bryant Whitson on June 16, 1987.

Leonard was an active member and deacon of Faith Covenant Church. He was an avid model train collector, a member of Texas Western Railroad Club in Arlington and Amarillo Model Train Museum. Leonard volunteered at Hutchinson County Museum.

He was preceded in death by his parents; his first wife; a brother, Harold Opdenhoff; a sister, Pauline Carpenter; and a son-in-law, Wade Schoenhals.



Leonard Louls Opdenhoff:
1937-2016

Survivors include his wife, Barbara, of the home; a son, Gary Opdenhoff and wife Kim; three daughters, Janet Fleming and husband Greg, Vickie Williams and husband Phil and Ronna Hopson and husband Frank, all of Borger; 14 grandchildren; 15 great-grandchildren, with one due to arrive in July; and a sister, Mary Garrett of Kingfisher.

In lieu of flowers, the family suggests memorials be to Faith Covenant Church.

The family will receive friends from 5 to 7 p.m. today at the funeral home.

Amarillo Globe-News, Jan. 9, 2016



Run 8

Spring, 2016

President's Message

By Bob Roth

Spring is here now and with rains received we have seen the grass start growing (and needing to be cut). The month of April has been zooming by me as I have been preoccupied with stuff at work as well as chores around home and at the ARM.

A lot of work is being done around the ARM as we have started preparations for our Open House celebration in recognition of **National Train Day on Saturday, May 7**. As I noted in my message in the last newsletter, we moved-up our date for this Open House by a week so our Open House coincides with the local promotions associated with Texas Tourism Week. Bruce Carter will be staffing a table at the Tourist Information Center out along I-40 on Friday, May 6 to help with this promotion and we will plan to spend our time on Thursday, May 5, cleaning-up around the ARM.

Outside around the grounds of the ARM Tracy and Bruce have been mowing, weed-eating, trimming dead branches from the bottom of trees growing along the highway right-of-way fence and the grounds are looking pretty good with all their effort. Unfortunately we experienced some property damage as result of an accident early in March in which a vehicle plowed thru the barbed-wire fence and wound-up on the ARM track near the East end of our property. After the car landed on the track it caught on fire burning vegetation around the site and burning a number of the ties underneath the rails. The location where the car landed was on the first switch in our track and based upon observation, the outside rail was probably re-tempered by the heat of the fire. David made an effort to obtain a copy of the DPS accident report and Tracy had folks from Trac-Work come out to estimate the cost to repair this damage so that we can file a claim against the driver's insurance. This effort is ongoing...

HO Scale Layout: Significant progress was made on the layout during this first quarter of the year with plywood decking installed at Hereford, spline roadbed extended from Umbarger to Hereford, Track extended to the East end of Umbarger with power drops connected along much of the track extension, more plywood fascia installed heading into Umbarger, more local control panels fabricated and installed in the fascia, and more repairs completed as track problems were identified. Another new feature, a wireless (WIFI) hotspot was installed (not connected to the internet) which allows operation of trains with I-Pads, I-phones, and/or tablets. I believe that Jerry tested it initially with an I-Pad and then Bruce followed-up with a tablet that he has used to run his trains extensively since then.

Phillip Pratt Memorial Garden: Given the weather on most of our scheduled work days I found minimal time when conditions were suitable for working outside thus minimal work was accomplished in the garden during this first quarter of the year. In early January I visited with the Scout Office and discussed the possibility for the garden to be a potential Eagle Scout Project. It was deemed the garden would be a viable candidate for an Eagle Scout Project and I left contact information with the Scout Office if they had any Scouts that might be looking for Eagle Project ideas. During the month of March I had two different Scouts contact me so as I write this I am waiting for the first Scout to get back with me concerning his status. I need to state that an Eagle Scout Project is a leadership project wherein the Scout has the responsibility to plan the execution of the project and their plan must be approved by the Scout's Troop Committee before any physical work is done on the project, thus the reason for waiting on the Scout.

Beyond the work on the layout and out in the garden, I continued my historical research thru the archives of the Panhandle-Plains Museum. I received a request from a local group, the Westerners, for a presentation concerning the history of the railroads in the Texas Panhandle on April 13, and I was asked to change the date of my scheduled presentation for the Windows on a Wider World program at Travis Elementary School in Pampa from Friday, 5/13, to Tuesday, 5/17. I spent a significant amount of time modifying a program I have used in school presentations for the Westerners program which will be viable for other railroad historical programs to other organizations in the future. I am still looking for some Pampa-specific photos to insert in my May 17 program.

Elections: May is the time for the ARM Annual Meeting and elections for President, Vice-President, and Treasurer. I am willing to run for one more term as President, and Virgil Doyle has consented to serve another term as Treasurer, however the Vice-President/Secretary office is a different story. David Jusiak has filled this position these last two years and has indicated he would be willing to serve another term although he is unable to fulfill the Secretarial duties and I have been carrying that responsibility. Annual Meeting is scheduled on Thursday, May 19.

Outside of the ARM, we have received notification from the Railroad & Heritage Museum in Temple, Texas they have a temporary exhibit titled "Step Right Up!: Behind the Scenes of the Circus Big Top, 1890-1965." This exhibit opened on Saturday, April 2nd and runs Wednesday, May 25th.



April 9: Drawing by Bruce Carter showing the track side of the Santa Fe Depot in Amarillo as it will appear when a model is built. Note the depot is scaled down from actual scale size due to the sheer size of the Amarillo Depot which would be too big for the available space.

MEETING MINUTES

ARM Business Meeting

No Minutes Available – No Business Meeting held this Quarter.

ARM Work Dates: April 12 & 26
 May 7 (National Train Day Open House), 14 & 28
 June 11 & 25
 July 9 & 23

Phillip Pratt Memorial Garden



Nov. 9: Trains on the track at the close of our Open House. No new photos this quarter.

HO Scale Layout



Jan. 23: A locomotive is being used to test the Lubbock Junction wye at Canyon (behind the wall) after the wiring connection was debugged.



Feb. 11: Ken working to install a block at the “East” end of Hereford to land the spline roadbed where the track will transition onto plywood decking. David Jusiak is observing the work.



Feb. 11: Ken, Tracy and Bruce work on installation of fascia on the front edge of the upper level of the layout above the location where the Santa Fe’s Amarillo Depot will be located.



Feb. 27: Upper level fascia – Tracy pointing-out where one switch on a newly installed switch panel for the lower level track is wired backwards when initially tested.



March 3: Jerry Michels soldering drops on the track extending to the West from the Canyon wye toward Umberger on the upper level.



March 3: Teamwork as Ken, Tracy and David work to neatly wrap a wiring lead for one of the switch panels being installed in the fascia on the upper level. Bruce Carter in foreground.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of January, February, and March included the following:

- | | |
|----------------|--|
| April 18, 1934 | The Burlington Zephyr was dedicated. |
| April 23, 1866 | Westinghouse patented first air brake. |
| April 29, 1873 | Eli Janney patented the knuckle coupler. |
| April 30, 1900 | Casey Jones rode into eternity. |
| May 1, 1971 | AMTRAK started operation and assumed operation of most rail passenger service in the US. |
| May 7, 1960 | Last steam operation on the Norfolk & Western Railroad. |
| May 26, 1934 | Chicago, Burlington & Quincy Railroad's Pioneer Zephyr runs non-stop from Denver to Chicago. |
| June 1, 1982 | Norfolk & Western and Southern Railroad consolidated into the Norfolk Southern Corporation. |
| June 30, 1977 | Last regular Railway Post Office (RPO) service in the US ended. |
| July 4, 1828 | Baltimore & Ohio Railroad laid first stone. |

July 6, 1862

US Congress passed Pacific Railway Construction Act.



March 12: Damage to the ARM track where a car landed on the track and caught on fire causing a grass fire that spread away from the track and damaged the track. Note the discolored rail and while not readily observable, several of the ties in this area were damaged by the fire.

Future Events:

- | | |
|------------------|--|
| May 7, 2016 | National Train Day - Open House at the ARM 10:00 AM – 4:00 PM. |
| May 17, 2016 | Window On a Wider World Program for Travis Elementary School in Pampa. |
| June 22-25, 2016 | Lone Star Region, National Model Railroad Association (NMRA) Convention in Arlington, Texas – Daylight Express 2016. |
| June 22-26, 2016 | Santa Fe Railway Historical & Modeling Society Convention in Wichita, KS. |
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Special Notices:

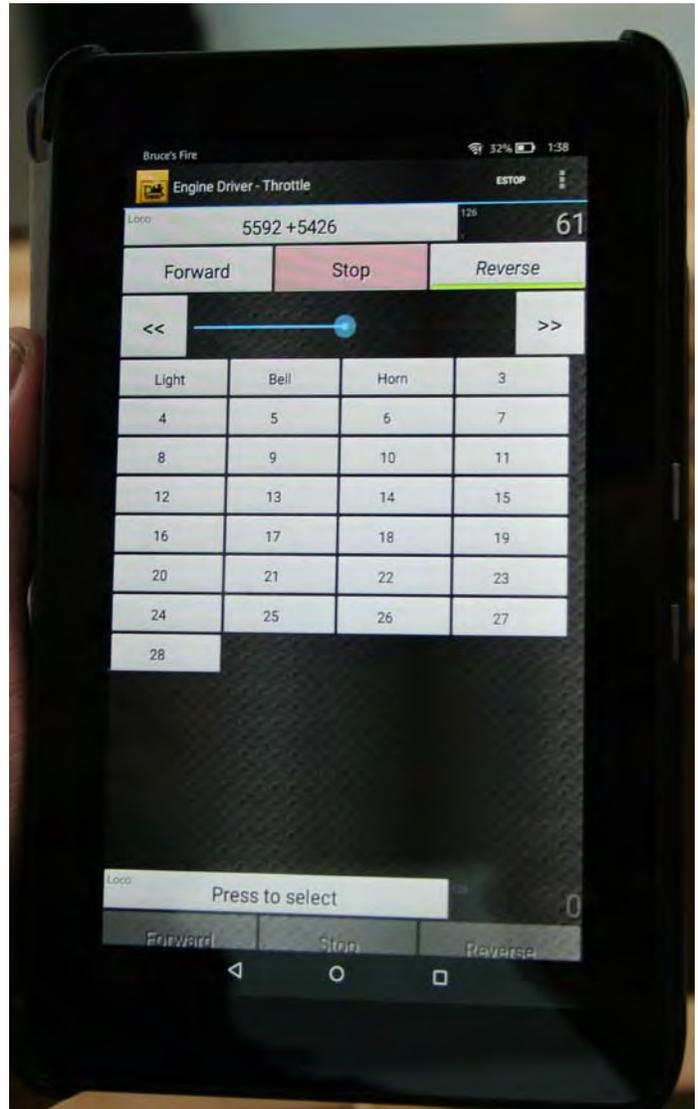
For Sale – 66 year old American Flyer Train: Available for a limited time. Train is set-up in a garage covering four 3'x6' tables; train still runs. Includes steam engine, several cars, and track. Contact President Roth for contact information.



March 13: From the left, Bruce, Tracy and David installing 1x4s on the upper level supports heading from above Cuyler (on the lower level) toward Black (on the upper level).



Left: Carter Osborn running the longest train to-date on the layout stretching all the way thru Canadian. Right: Floyd installing cable clamps to support DCC bus cable inside chase.



Modern Technology meets Model Railroading! On the left is an I-phone display of an APP allowing one to run trains with their I-phone. On the right is a display from a Samsung tablet with JMRI software allowing its owner to run up to 3 different trains at the same time. A WIFI hot spot not connected to the internet has been set-up allowing wireless operation of trains using I-phones, I-pads, and tablets equipped with the right software.



Run 8

(late) Summer, 2016

President's Message

By Bob Roth

A lot has been going on both around and outside of the ARM and I will attempt to provide some news concerning the various activities.

Open House: We had a good Open House at the ARM recognizing **National Train Day** on Saturday, May 14 although the number of visitors to the ARM was down from last year.

Elections: During our Annual Meeting for the ARM conducted on May 12, 2016, the slate of existing officers consisting of myself as President, David Jusiak as Vice-President, and Virgil Doyle as Treasurer were re-elected to another 2-year term.

Madame Queen: So much has occurred relative to the Madam Queen since this first came-up in April that this subject is addressed in a separate article.

Educational Programs: I was invited to, and gave a program on the history of the railroads in the Texas Panhandle to a local group, the Westerners, on April 13. This was a very interesting group that delves into historical matters in the panhandle. I followed this with my scheduled presentation for the Windows on a Wider World program at Travis Elementary School in Pampa on Tuesday, 5/17.

Property and Grounds: With the rains we have been seeing the grass has continued to grow and Bruce and Tracy have worked extensively to keep the grass mowed thus keeping the majority of the grounds at the ARM in good shape. We owe a huge thank you to Tracy and especially to Bruce for their efforts. Relative to the damage to the ARM track that occurred as result of a car accident on Hwy. 60 back in March, after several weeks waiting for a quote from Trac-Work, Inc. for the cost to repair the damage to our property, we received that quote and I filed a claim in the amount of \$28,400. As I write this, we are waiting to receive a check from the driver's insurance; unfortunately it will not be in the full amount of the quote to repair the damage due to the property damage limits on the driver's insurance policy.

HO Scale Layout: Work continued on the layout thru the Spring and on into the summer months as we installed the brackets for the second level from Hereford on thru Black. Tracy started laying the spline sub- roadbed around thru Black and David has been working on laying track in Hereford. Work has also been done to extend track power into Umbarger.

Phillip Pratt Memorial Garden: Although I had been contacted by two different Scout families about the prospect of working on the garden, the first Scout backed-out because of the fear the project was too big; I was not able to contact the second Scout thus temporarily ending this effort, but I will go back to the Scout Office and re-advertise this opportunity. A little later, during the month of May, the Public Affairs Department at Pantex advertised a “Day of Volunteering” for Pantex employees to get out in the community and serve non-profit community organizations on Friday, June 10. They were offering up to \$400 to go toward each registered project. I registered the ARM for assistance with the garden as well as general yard work such as mowing and weed-eating with no clue how many folks we might be able to get to help us. With the monetary assistance we were able to purchase a set of tools to help with the garden effort and a number of plants to get the “garden” portion of the project started. I obtained the plants thru *Canyon’s Edge* down in Canyon; the flowers are all varieties which are used in xeriscaping. Although we only had 2 volunteers that signed-up, we were able to clear the weeds out of the garden and build a section of retaining wall on Friday and then Bruce and Tracy assisted me in finishing the planting of the flowers on Saturday, June 11. The flowers have since taken root and grown significantly and are looking very nice.

Santa Fe Convention: June 22 thru 26 I was in Wichita to attend the annual Santa Fe Railway Historical & Modeling Society convention. The first day of activity included a trip up to Abilene, Kansas which included a ride on the Abilene & Smokey Valley Railroad and a visit to the Dwight D. Eisenhower Presidential Museum and Library. The train ride was only 7 miles long, but it was pulled behind a former Santa Fe “Pacific” 4-6-2 steam engine. At a barbeque later that evening we were able to climb aboard two completely different locomotives, former Santa Fe 4-8-4 No. 3768 and brand new BNSF ET44C No. 3768 allowing somewhat of a comparison between what was state-of-the-art steam technology from 75 years ago with current locomotive technology. What a difference...

More news to follow in the next newsletter.



June 22: Abilene, Kansas – Former ATSF #3415 on the Abilene & Smokey Valley Railway getting ready to pull the Santa Fe Railway Historical & Modeling Society convention excursion.

MEETING MINUTES from ARM Annual Meeting

May 19, 2016

Old Business:

It was noted it had been a long time since we had a regular meeting and we were a little overdue for our Annual Meeting in which we have our elections thus President Roth requested we keep the Old Business short.

Meeting Minutes from December 3 had been published in Run 8 a long time ago.
Approved as Published.

Treasurer's Report:

Treasurer's Report for the Month of April, 2016 was read by President Roth. It was noted the bill natural gas was the largest single bill; Tracy stated the gas had been turned-off.
Report was Approved as Read.

Car Sales Report/Update:

President Roth noted he did not print a copy of the report that Jerry had provided; Jerry had not brought a copy of the report with him thus we did not have any information to discuss.

Layout Construction:

Progress: Tracy reported the spline roadbed between Hereford and Black is complete and he was working on the spline in Black. He was looking at the switches in Hereford and is looking at the layout of the tracks in Black and he did not believe that once the layout is figured-out it would take that long to move thru Black and then we'll be coming around the corner into Friona. Tracy noted there were several little places needing repair and they were all marked so we just need a repair gang to do some repairs.

Phillip Pratt Memorial Garden Railroad:

President Roth reported that back in January he had contacted the Scout Office about the potential opportunity for an Eagle Scout project. In March, we received calls from 2 different Scouts. The first one came out with his folks and looked at it; the boy's Dad stated he felt it was a really big project, more like two Eagle projects and indicated they were going to go back to discuss the project with their Troop Committee, and particularly the person in their Troop that handles Eagle projects. One week after the first Scout had been out to the ARM we received the second call. President Roth stated he met them at the ARM and this Scout seemed to be more interested than the first scout; he was definitely more enthusiastic about the project. A couple of weeks ago President Roth made an effort to call the Scouts. When he attempted to call the first Scout, when he finally got in touch with the mother of this Scout, she stated the garden project was a little too big for them to do. President Roth stated he then attempted to get in touch with the second Scout and has called and left messages but received no response. President Roth stated he may need to go back to the Scout Office and let them know it is still open.

President Roth suggested there was another possibility; he had been visiting with Chantal and she had mentioned this organization of new hire employees at Pantex called POLO. Chantal had suggested the garden as a potential activity and she indicated there seemed to be some interest in having a work day where we might be able to get them to come out and help... That is a maybe, but President Roth stated he didn't know a when.

Building & Grounds Update:

Mowing Season is here. Tracy and Bruce have been out mowing and weed-eating. One of the mowers is working and they have been trying to get the second mower working. Tracy stated Bruce had bought a belt, but it was too long so he got another belt, but Tracy hadn't gotten it on yet. Tracy stated they are trying to get the John Deere mower running again so we can have 2 mowers available. Comment was made that Bruce had done a heck of a job with his weed-eating machine clearing-out the vegetation along the track. Tracy stated we need to follow-up and spray the vegetation to kill further growth.

We still have our other outdoor work that needs to be done including finishing the conduit to the garden, backfilling the trench, repairing the water leak out at the garden, fetching the pole and railroad track materials from Tracy's lot, and setting-up our TV antenna on the pole.

Wall Protection: We still need to get something on the walls to protect them. No moths so far this year. Tracy stated he had seen a few. Jerry stated that with all the moisture we've been seeing, the moths shouldn't be too bad, not like two years ago.

Window on a Wider World:

President Roth related he had been asked back in March if he could change the date for the presentation at Pampa from Friday, May 13 to Tuesday, May 17, so Tuesday he ran up to Pampa and did the presentation. A question was asked how it went and President Roth stated the first one was rough because he didn't have very good instruction on how to get to the school. That was an adventure... He stopped at a convenience store and asked how to get to Travis Elementary School and they gave him some instructions on how to get to the school and when he got to that school it was Austin Elementary School and not Travis Elementary School. He got there at the time he needed to be ready to go and then they had to load the program which contributed to the "rough" comment. They had about 70 kids which were split into 2 groups

T-shirts:

President Roth had not done anything about T-shirts. The thought had been to have some ARM T-shirts for our May Open House but President Roth stated he had not followed thru on it. A comment was made that he has a year to do it... This will give us time to figure out what we want on a T-shirt.

Pullman Car:

Question was asked about the Pullman car. President Roth had to ask for a clarification concerning what car; the one we had seen previously in Lubbock. President Roth stated he needed to get in contact with the gentleman about it. It was privately owned by his family and most recently they had decided to donate the car to the Farm & Ranch Museum there in Lubbock after an attempt to donate it to the area where the family had come from around Athens, Texas, but apparently that had fallen-thru. In his last contact with the gentleman President Roth had informed him that we were still interested in the car if his deal with the Farm & Ranch Museum falls thru. Tracy stated the car is still sitting there. Our issue would be moving the car up to Amarillo.

New Business:

Insurance Claim for Property Damage:

President Roth stated he is planning to write a letter to the insurance company but as of yet he has not received anything from TracWork concerning an estimate for repair of the damage. David Jusiak recommended the insurance company be contacted to give them a notice that we intend to file a claim for the damages before it gets too late; his son made the comment the insurance company has to pay for the death. It was noted that one person was killed in that wreck.

(Wreck Information: The person that caused the wreck was driving at an excessive speed Eastbound on US Hwy. 60 and rear-ended a vehicle which caused it to veer off the road and into the steel pipe fence around the natural gas easement on the edge of our property wherein the fatality occurred. The car was going so fast that after careening off that car, he went across the highway into the median and then came back across the highway in a beeline for our fence and switch. The car landed on top of the switch wherein it burst into flame and burned down to the frame. The fire damaged several switch ties. Tracy added that the rails are rusty, the fire was so hot it crystallized the rail so it needs to be replaced. The barbed wire fence also needs to be replaced where the car went thru it. We cannot run the locomotive over that switch until it is repaired.)

President Roth noted he had taken some pictures and was figuring to send some pictures with it. President Roth had attempted to call the gentleman with TracWork to see about getting the estimate and the one time he made contact, the answer was that he had it done and just needed to transmit it, and he would take care of it when he got back into the office. It was suggested that David ping his e-mail and President Roth will make another attempt to call him; we need the estimate.

Don Dean's Collection:

We weren't aware that Don Dean had passed-away back in December. Don's wife contacted someone and that person contacted Bruce. Bruce went and looked and took a bunch of pictures. (Noted the Bruce was absent tonight.) Don's wife was interested in donating everything to us. We had told Bruce that we were interested in the equipment, but we are not interested in the layout and she wants it taken out of the garage so that she can sell the house. We will need to plan a work day to go over there and take everything off the layout and then dismantle it to remove it from the garage. We understand that Don had a number of locomotives, cars and kits. President Roth noted that kits can be used with the merit badge program as one of the optional requirements was to build a kit.

Building Expansion:

The due date for the proposal to the City was today. Jerry Michels stated the proposal was delivered today before the deadline and he had a copy with him in case anyone wanted to read it. We proposed moving the locomotive to the ARM over the BNSF. The Request For Proposals came out in mid-April and it was a ridiculously short turn-around for what they were asking for somebody to take-over the Madam Queen and maintain it. We submitted a proposal to move it out here, construct a 200 by 50-foot addition on the East end of our building, construct a track, restore, repair and paint the locomotive, and additional preservation that may be needed. Jerry stated he also put in some money for the first two years for some help to show it, essentially a part-time curator, plus funds to procure display cabinets, signs, brochures, advertising, and historic artifacts pertaining to the Madam Queen. Jerry noted the problem was finding figures to support the budget figures. The budget he came up with was in the amount of \$639,500 which included \$153,000 to move the locomotive; \$235,000 for the building;

\$83,000 to paint the locomotive; \$75,000 for construction of railroad track; \$35,000 for labor; and \$25,000 for display cabinets, etc. The bids were due by 4:00 PM today; Jerry stated he had signed it and delivered it. Jerry noted the RFP states the Proposal Due Date was May 19, and City Council approval is scheduled on June 14 which is less than a month away.

Question was asked why we want to put it inside a building. Jerry explained that if you look at top-notch Museums, they have their collection stored inside buildings primarily to protect it from weather; to protect it from deterioration. It is like taking a Corvette and parking it inside a garage to protect it so it won't deteriorate. What we want to do is to have it stored inside a building that is properly lighted, with HVAC and all that. On Open Houses and other special occasions we could roll the locomotive outside so that folks can take pictures of it in sunlight and at the end of that event we can roll it back inside which would help to protect it from vandalism. We can also have displays around it inside the building. We're taking a shot at it...

President Roth stated he did not know what was behind the Request For Proposals from the City. The questions he had related to Sam Teague and his organization; the Railroad Artifact Preservation Society, had been taking care of the locomotive... Sam's grand plans had been to restore the locomotive to steam, but lately there have been some rumbles about parts having been removed from the locomotive and put up for sale, which has put some people up-in-arms - justifiably. The locomotive belongs to the City and there are some concerns... The underlying question we have is if this is the City's attempt to put Sam under contract to take care of the Madam Queen, or to pull the rug out from underneath Sam and give it to someone else.

Jerry stated the RFP was issued April 15, and proposals were due on May 19, just a little over a month. With the Scope of the project, there is an underlying question if there may be something going-on behind the scenes. Jerry stated there is no way that you can get BNSF to respond within a month's time or less to develop a proposal including moving something like this locomotive and get a quote on a building... In general discussion the question was raised if the RFP may have been rigged specifically for Sam.

Jerry was thanked for his efforts to prepare and submit a proposal. Jerry noted the RFP states they will make their selection in June. Jerry read the paragraph in the RFP document pertaining to "Negotiations" and stopped on a statement "All respondents reasonably susceptible (noted this was very curious wording) of being selected based on criteria set forth in the RFP may be given an opportunity to make a presentation and/or interview with the Evaluation Committee." After reading this he noted that if our proposal has any "heart-beat" we should be called to provide a presentation to the City's Evaluation Committee. Jerry also noted the RFP asked for a proposed timeline; with this short amount of time to prepare a proposal to the City, we could not get a commitment from the railroad to move it at any given time thus he proposed getting it done in two years. Following this there was some further discussion with some thoughts expressed that once folks recognize - if we get it - we may be able to pull in some volunteers to help with the restoration.

President Roth noted this appears to open another topic we need to address in the future - that is looking at our membership structure. If we are looking to attract volunteers that are just interested in the preservation and restoration effort, this is not the model railroad. This would be a consolidation of 2 out of 4 railroad museum-related efforts in Amarillo. There was some further discussion about possible further consolidation; the Potter County collection and possibly Jerry Buttell's Museum, and support from the Chamber of Commerce. A question was asked to President Roth concerning his visit with Eric Miller with the Chamber of Commerce

and the one suggestion from Eric was we could make it easier for people to find us if we had a sign out by Hwy. 60 where people need to turn-off. This led to some discussion concerning signs by the highway and a concern with our limited hours; President Roth noted that we get a lot of phone calls during the middle of the week from people asking if we are open.

Pantex Day of Volunteering: President Roth related that Pantex has posted an event for a Day of Volunteering on June 10. President Roth stated he would try to list the ARM for this effort with the hope we may get some volunteers that could help with mowing, weed-eating, pulling weeds in the garden, and hopefully doing more. We will have to see what develops.

Miscellaneous Stuff: Jerry Michels raised an issue that he had discussed with Tracy concerning storage of stuff. Sometime we need to go into our storage container and remove the steel stands for the dispatcher panels that are stored in the front end of the storage container. All these stands can be stored outside and we are getting critical on space particularly with the mowers crammed into back end of the container. We will need space to put the stuff that is on the shelf in the Staging Yard as that will become the upper Staging Yard. David Jusiak mentioned he needed No. 6 switches.

Elections: In even years we elect the President, Vice President/Secretary, and Treasurer. President Roth stated he had talked with Virgil Doyle and he was willing to serve another term as Treasurer; and President Roth was willing to serve another term as President despite his wife's desire for him to hang it up; and David Jusiak had expressed a willingness to serve as the President of Vice, but he is not serving as Secretary thus President Roth has been serving as the Secretary and that is why the newsletter is always late... The floor was opened for other nominations but none were offered. A motion was made to close the nominations; this motion was seconded and Approved. A motion was made to elect this slate of officers by acclamation; this motion was seconded (several times) and was Approved.

Inspections: Virgil Doyle noted he had started performing inspections on rolling stock on the layout. He has printed stickers to recognize cars as having passed or failed inspection. Cars that do not have any owner ID on them will be given the owners color coding; this is part of the inspection. He picked White-White-White as the color code for the ARM. Eventually this information will be downloaded into a spreadsheet.

Identification of Switches on Layout: Virgil Doyle noted we needed to develop some terminology, numbering, or whatever for identification of switches. This is something that has been brought-up before. Tracy mentioned building a CLIC chart. We need to essentially start at one end of the layout and go to the other. President Roth noted that Santa Fe had used mile posts for identification of their signals; they used the mile post number plus a digit recognizing the fraction of the mile; we may want to consider this for main line switches. Relative to side tracks we may want to follow the CLIC charts, every switch had a number and then there were related numbers for car parking spots. It was discussed we don't need the car parking spot numbers, at least at this time. The question was how we can relate the numbers on the panels to the switch on the layout, especially after we add scenery. We still need to think thru this... Jerry mentioned that familiarity with the layout will also help with this. There are a lot of switches on the layout...

Other Layout-Related Items: In further discussion of the layout, Jerry Michels mentioned he had picked-up all the red tacks he could find around the layout. We can use these red tacks for marking places where we notice problems. Jerry stated he would keep these red tacks on the

shelf in the back by the computer. If we do see a problem, we don't have to worry about fixing it right then, but we can mark it so it can be found and fixed. He noted we have several places where we don't have good electrical connection, or we have some bumps in the rail... Most of the time it's a really quick fix, but like during the Open House you run over a switch and its not working any you just go on. By marking a problem when you find it, it can then be easily found and fixed.

Another thought was a question where we might want to put magnets under the track for uncoupling. Virgil mentioned he had bought a couple of electromagnetic uncouplers. Also we have under the track uncouplers; sometime we need to decide, the sooner the better, what we are going to use. The electrical or electronic uncouplers are very expensive, around \$18 apiece and they require 12 volts DC power. A question was asked how many we would need; that is a good question. We don't need them everywhere. Tracy stated it would be really difficult to put them in the lower level. Virgil suggested using the under the track uncouplers for the most part which will work just fine if our equipment is weighted correctly and rolling correctly – those are not a problem. They require cutting-out the cork to install under the track. Virgil noted these uncouplers aren't real pricey; they're about \$5 apiece. Virgil stated he has a bunch he will give; Jerry has a bunch; Tracy has a bunch... We need to start thinking about where we are going to put them and these will also need to be marked. Jerry stated it would work out well to determine where we want to put the uncouplers while we are looking at numbering the switches. Jerry also stated he has seen where a lot of other model railroaders painted the end of the tie next to it yellow so it could be seen even after scenery was added. President Roth suggested another "cheating" way to mark it would be to put a Derail sign by the magnet. It was noted we wouldn't want to do this on the main line; we could do this on the side tracks after the train leaves the main line. It was suggested that on a lead to multiple tracks we could put one magnetic uncoupler on the lead.

ARM Proposal: Question was asked concerning giving a copy of our proposal to the members of the ARM. Jerry Michels will send a copy of the proposal to President Roth and he can send it out to the membership like he does with Run 8.

Meeting Adjourned.

ARM Work Dates: April 12 & 26; May 14 & 28; June 11 & 25; July 9 & 23; August 13 & 27

Phillip Pratt Memorial Garden



June 10: Pantex Day of Volunteering; weeds are being removed and work is starting on retaining wall.



June 11: Front of garden after flowers were planted with train on track in front of station.

HO Scale Layout



June 2: Laying track in Umbarger – David on the right; Tracy looking ahead; Floyd and Bruce observing the work in progress.



June 2: Virgil Doyle checking railroad car models to ensure they meet the standards adopted by the ARM for rolling stock on the layout.



June 9: Tracy and Ken cutting wood for the layout.



April 23: Gray fox running away from the photographer.



June 22: Brand new BNSF #3768 standing adjacent to former ATSF #3768 in Wichita, Kansas.



June 22: "Minor" changes in technology observable inside the cab of these two locomotives looking at the engineer's side of the cab.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of January, February, and March included the following:

- | | |
|--------------------|---|
| July 4, 1828 | Baltimore & Ohio Railroad laid first stone. |
| July 7, 1862 | U.S. Congress passed Pacific Railway Act. |
| August 25, 1877 | Joshua Lionel Cohen was born. |
| August 28, 1830 | First run on Baltimore & Ohio Railroad of steam train with Tom Thumb. |
| August 28, 1864 | First permanent Railway Post Office (RPO) route established. |
| September 1, 1935 | National Model Railroad Association (NMRA) organized in Milwaukee. |
| September 3, 1930 | Thomas Edison runs first experimental electric passenger train between Hoboken and Montclair, New Jersey. |
| September 10, 1972 | San Francisco's Bay Area Rapid Transit (BART) carries first passengers. |
| September 20, 1850 | U.S. President Fillmore signs first Railroad Land Grant Act. |



May 14: National Train Day – David Jusiak's grandchildren enjoy running and following a train around the perimeter of the Phillip Pratt Memorial Garden Railroad.

Future Events:

- Sept. 27, 2016 Celebration of Life Service for Virgil Young at the ARM 6:30 PM.
- Nov. 12, 2016 Open House – Celebration of National Model Railroad Month 10:00 AM – 4:00 PM.
- Nov. 19-20, 2016 Rails Along the Rio Grande – Model Train Show in Albuquerque (www.railsalongtheriogrande.org)
- Dec. 3-4, 2016 Oklahoma City Train Show
- April 4, 2017 Window On a Wider World Program for Bivins Elementary School in Amarillo.
- June 22-25, 2016 Lone Star Region, National Model Railroad Association (NMRA) Convention in Arlington, Texas – Daylight Express 2016.
- June 21-25, 2017 Santa Fe Railway Historical & Modeling Society Convention in Tulsa, OK.
-

Special Notices: The Madam Queen

As many of you are aware, back in April we received a Request For Proposal (RFP) from the City of Amarillo for “and individual or group of individuals that are experienced in the maintenance, preservation, and History of a 1930’s steam locomotive.” Those of us that were at the Museum the Thursday evening following receipt of this RFP discussed this extensively and decided to submit a proposal in response to the RFP. A copy of this proposal was sent by e-mail to our membership following its submission to the City. A few weeks after this submission we received a letter from the City informing us the RFP had been cancelled.

In July we were surprised to receive a revised RFP from the City. Jerry noted this RFP appeared essentially the same as the original RFP and upon close examination we found there were only two specific changes in the wording. The first change was one that added the “Pricing” element into the “Scope of Work” and the second change was the addition of the statement “(Amount to be paid to the City)” in the scoring section of the RFP. Members of the ARM Board debated submitting a revised proposal but ultimately decided not to submit a bid out of the concern that it appeared the City wants something to be done sooner rather than later and that we don’t want to drop all the efforts we are currently working on just to go into full-time fundraising mode to relocate the Madam Queen. We also had a concern that the time allowed for response to this RFP was really inadequate to obtain a truly viable quote for moving the Madam Queen; we had not heard back from the BNSF on our original request relative to the first RFP and if it had to be moved over the road, a vendor would need to evaluate routing possibilities including reviewing overhead and side clearances and roadway and bridge weight allowances. Our hope was that no one would bid on the Madam Queen and we would be able to initiate a conversation with the City concerning the fate of the Madam Queen.

I drafted a letter that was addressed to City of Amarillo Mayor Paul Harpole and Purchasing Director Trent Davis in which I related that while we felt the ARM was the best option for the City for the preservation of the Madam Queen, we were not prepared to drop all current efforts of the ARM to do the fundraising in the immediate term to relocate and restore the Madam Queen. I went further in this letter stating that efforts to restore the locomotive to steam and to use it for excursions was not practical as the cost to restore it to steam would likely exceed \$2M and also that BNSF would not care to have a steam engine pulling excursions on their track as that could disrupt their freight operations. I addressed each point in the RFP Scope of Work and how our plan would be the best option for the long-term preservation of the Madam Queen. I ended this letter stating the City should reconsider the idea of selling the locomotive and hold a public meeting with interested parties to discuss the fate of the locomotive and that we would still like to be considered for preservation of the Madame Queen if arrangements can be made that would be beneficial to both the City and the Amarillo Railroad Museum. I hand delivered this letter to the City on Friday, August 5.

On Saturday, August 6, there was an article published on the front page of the Amarillo Globe-News stating that two bids had been received; one bid was from the Choctaw County Historical Depot Museum in Hugo, OK, while the second bid was received from someone affiliated with the Illinois Railway Museum. I addressed the Amarillo City Council on August 9 during the public comment section of their meeting basically with the request the RFP be cancelled and that we might be able to engage in a public forum to determine the fate of the Madam Queen. Since then, I have been informed the RFP has been cancelled and this situation is still developing.

Bob Roth



May 30: Horned Lizards observed on the track behind the ARM building. Note the size of the one on the track (Left) as compared to the head on the railroad spike. (Right) Bruce holding another horned lizard in his glove-covered hands.



Run 8

Fall – Winter, 2016

President's Message

By Bob Roth

At this time I would like to wish the members and friends of the Amarillo Railroad Museum a very Merry Christmas and a Happy New Year. Given that Christmas Eve, December 24, is falling on the fourth (4th) Saturday in December, the ARM will be closed on this date to allow members to be at home with family.

Since Winter is upon us, I have given-up on the idea of catching-up with the significantly delayed Fall edition of the newsletter this year and am making this a combined Fall-Winter edition of Run 8. I fell behind back during the Summer months when activity around the ARM had slowed due to the heat and people being gone on vacations. It really wasn't until the Fall when activity around the ARM picked-up finally giving me some news to report.

In a tidbit of sad news, I need to report on the passing of Darrell Dreasher on October 22. Darrel was the owner of the Amarillo Hobby House located at 34th and Western in the Fleetwood Shopping Center. Although Darrel was not a member of the ARM, he was a supporter of the ARM giving members of the ARM a 10% discount on the purchase of model railroad equipment at the Hobby House and this discount helped the ARM with the purchase of some of the track used on the HO scale layout. I also bought some pieces of G scale track from the Hobby House. Unfortunately following Darrel's passing, the Amarillo Hobby House was closed and the complete inventory of the store was sold and hauled away.

In another tidbit of sad news, for those that know Darrell Cowles, President of the Texas Western Model Railroad Club in Fort Worth, there was an e-mail message issued (Dec. 21) thru the NMRA Lone Star Region reporting that Darrell was in the hospital recovering from cancer surgery. An address was provided for folks that wanted to send him a card. There was a card this past Thursday at the ARM for folks that were there to sign.

Membership: We have at least two new members that joined the ARM, Rhett Creacy and Mark Hardin. Please welcome them. So far they have jumped-in and assisted in laying cork roadbed on the spline base thru Friona and helped with other tasks.

Meetings: Relative to meetings, there were no formally called meetings of the ARM membership since the May meeting. We had one brief hastily called meeting of the Board of Directors on one of

our Thursday evening work sessions after the check was received from the insurance claim for the damaged track that was result from a car accident back in March. The Board voted to use some of the funds received to pay-off our line of credit used for the purchase of the latest orders of custom cars. We have not authorized the repair of the track yet as the ALCO locomotive is still not running. I noted during this brief meeting that I would like for Tracy to negotiate with Trac-Work for the required repair work.

Concerning the latest runs of the ART reefers, we had hoped to receive these new cars last month, but we are still waiting to receive these cars with the (unfortunate) net result that we missed the 2016 Christmas gift season.

Open House: We had a good Open House at the ARM recognizing **National Model Railroad Month** on Saturday, November 12 although the number of visitors to the ARM was down from last year. We did not have very much advertisement out for this event this year. Note the growth of the flowers that were planted in June.



November 12: One of the trains outside in the garden during our Open House.

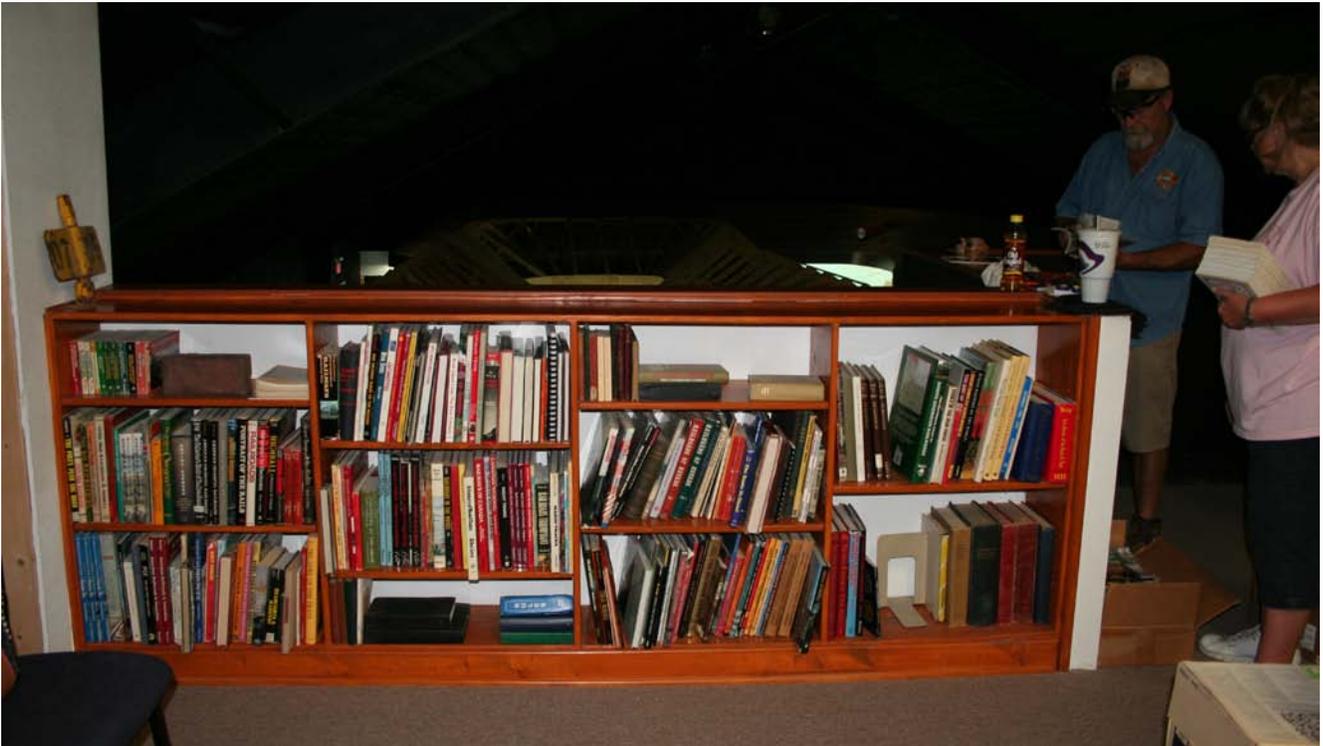


The bell is definitely missing on the front of the Queen.

Madam Queen: It has been quiet since my last address to the City Council. Back in August, following one of my granddaughter's softball games on a Sunday afternoon, I drove by the Madam Queen and noticed the two storage containers had been removed from the site. The bell and whistle were not on the locomotive and I was under the belief these items were in one of the storage containers. I made one more visit to the City Council the following Tuesday to inquire about the missing bell and whistle. I received a couple of follow-up e-mail messages to the effect that Sam Teague had sent the bell and whistle to a couple companys for restoration and the City was contacting those companys to reclaim the bell and the whistle. There is an update to this story on our website.

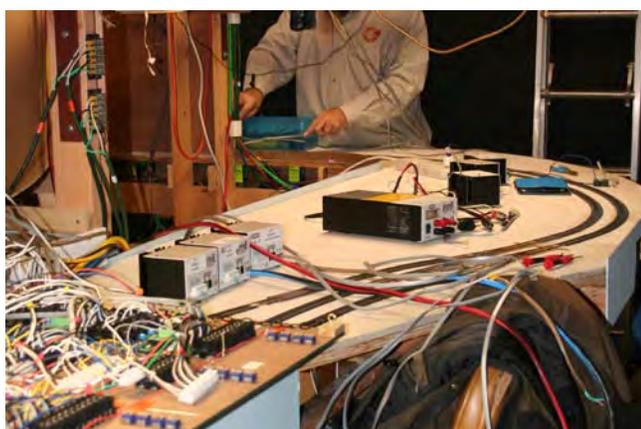
Educational Programs: With the coming of Fall, we received a request for a program thru the Windows on a Wider World at Bivins Elementary School in Amarillo.

Property and Grounds: With dry conditions as Fall progressed, the mowing has been caught-up as the growing season ended thus significantly reducing our fire risk. We owe a huge thank you to Tracy and especially to Bruce for their efforts. Inside the building, Gail Jusiak has spent a tremendous amount of time and effort cleaning and straightening our Library upstairs which included organizing all the books and videos, rooting thru several boxes of donated magazines, compiling an inventory of “missing” magazine issues and allowing us to toss numerous duplicate copies of magazines.



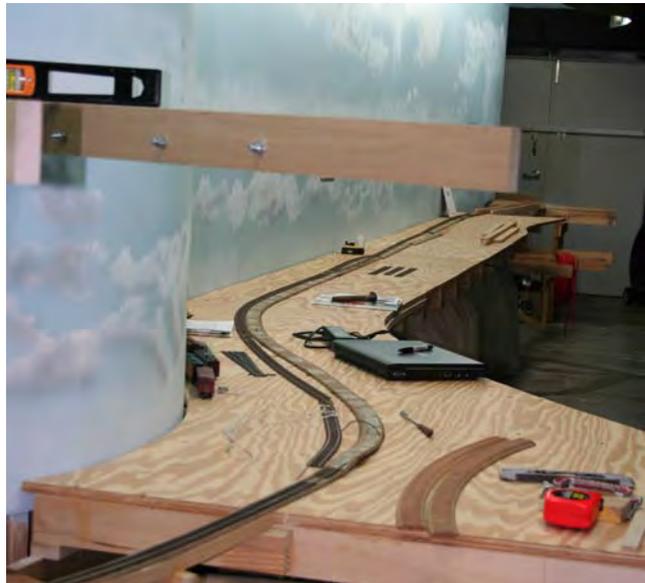
August 27: Tracy checking with Gail Jusiak before carrying out a box of duplicate magazines.

HO Scale Layout: As I mentioned earlier, the layout is temporarily out of commission and it is not possible to run trains at this time as the power supply has been disconnected from the layout. Jerry Michels has been working on reorganization of the power supply and power boosters and has indicated as of December 22 that he should have power back to the layout within the next couple of weeks.



Around the rest of the layout, major work has occurred these last few months especially as we gained a couple of extra hands helping with some of the work. Tracy completed installation of the spline road base thru Black and then brackets were installed around the end of the peninsula into and thru the area above Pampa, which is Friona per our plan. As Tracy reached the far end of Friona with the spline, brackets were then installed around the end of the layout into Bovina and Tracy continued his work with the spline around the end. Brackets were then installed thru the wall behind Bovina and on around the corner toward Texico and Tracy has continued with the installation of spline into Bovina.

David had been working on cork and track installation thru Black and on around into Friona, but he temporarily paused this effort to address the track thru Canadian before the upper level supports (head-bangers) are installed above Canadian. Thus on Thursday, December 15, the existing track thru Canadian was torn-up to allow the track to be relocated to its permanent location with sidings. We had only laid a single track thru Canadian initially just so we could connect the lower level Staging Yard with the remainder of the layout. When this work is completed it will improve the operational aspects of the layout given the long “blind” area we have had thru Canadian.



Left and Right Photos - December 17: View of Canadian where track has been removed.

Phillip Pratt Memorial Garden: Very little work was performed out in the garden these last few months beyond pulling weeds and watering the flowers. Carol approached me about another possible effort to have some Scouts help with the garden and I have been in contact with the Unit Coordinator; we will visit sometime in the New Year.

MEETING MINUTES

No Meetings were conducted since Annual Meeting back on May 19

ARM Work Dates: Every Thursday evening and the 2nd and 4th Saturdays of each month.

Phillip Pratt Memorial Garden

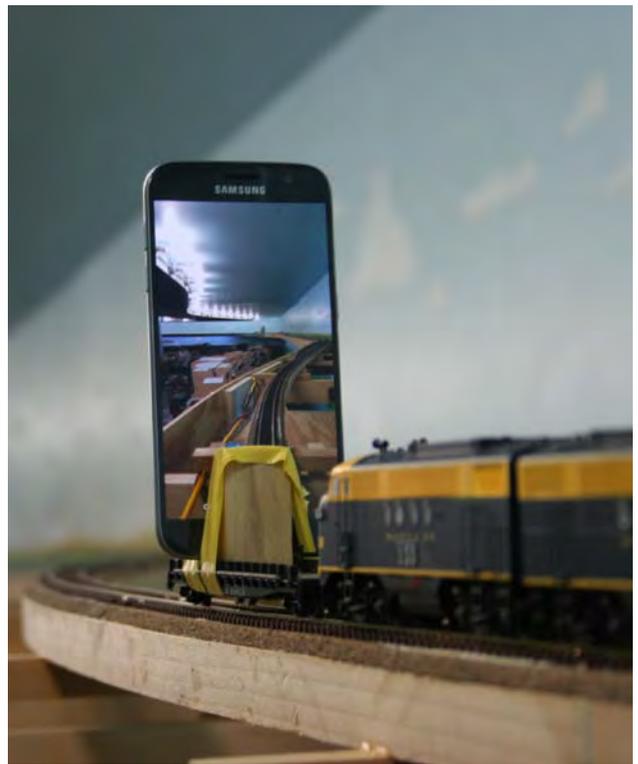


November 12: Train running in the garden.

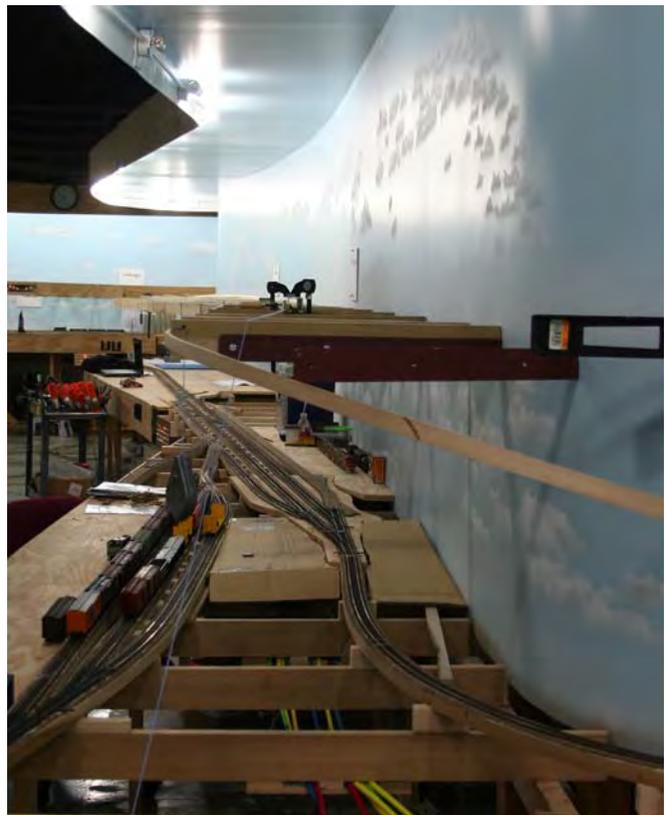
HO Scale Layout



August 27: Tracy checking the straightness of the main track laid in Hereford while “David and Floyd look-on.



Left: August 27: Floyd tightening bolts on brackets to support Friona. Right: October 6: Tracy made an effort to shoot some video of part of the layout with his cell phone tied to a flat car being pushed by his FT locomotives.



Left: October 6: David Jusiak working on track at the East end of Black. Right: October 20: Spline road base started at Friona, located above Pampa.



Left: October 20: Tracy is holding a bracket on the end while someone behind the wall is clamping the bracket to the studs behind the wall. Right: October 22: Floyd and Bruce work behind the wall drilling holes and inserting bolts to secure the brackets to the studs.



Left: November 3: Tracy installing the center pieces for the spline road base turning the corner from the end heading (railroad West) into Bovina. Right: November 17: Spline for the main line and the siding in Friona (looking railroad West).



Left: December 10: Carter Osborn inserting bolts to secure upper level support brackets to the studs for Bovina. Right: December 1: Virgil Doyle assisting Tracy with the spline.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of January, February, and March included the following:

- | | |
|-------------------|---|
| October 6, 1866 | Reno Gang robs first train, Jackson County, Indiana. |
| October 9, 1863 | U.S. Congress sets transcontinental railroad gauge at 4'-8½" (standard gauge). |
| October 16, 1964 | Norfolk & Western Railway merged with Nickel Plate Road and leased Wabash Railroad. |
| November 1, 1980 | CSX Corporation formed. |
| November 18, 1883 | U.S. and Canadian railroads first use Standard Time. |
| December 12, 1887 | U.S. Congress passes Interstate Commerce Act. |
| December 26, 1917 | U.S. Government temporarily nationalizes railroads for WWI. |
| January 1, 1986 | Milwaukee Road merged into Soo Line. |

January 16, 1868	William Davis patents refrigerator car.
January 31, 1935	Union Pacific M-10000 entered service as the City of Salina.
February 12, 1934	Union Pacific M-10000 began a coast-to-coast tour.
February 14, 1855	Chicago, Burlington & Quincy Railroad formed.
February 28, 1827	Baltimore & Ohio Railroad chartered as first “common carrier” railroad.
March 1, 1918	U.S. Congress passes Standard Time Act.
March 19, 1920	U.S. Government privatizes railroads after WWI.



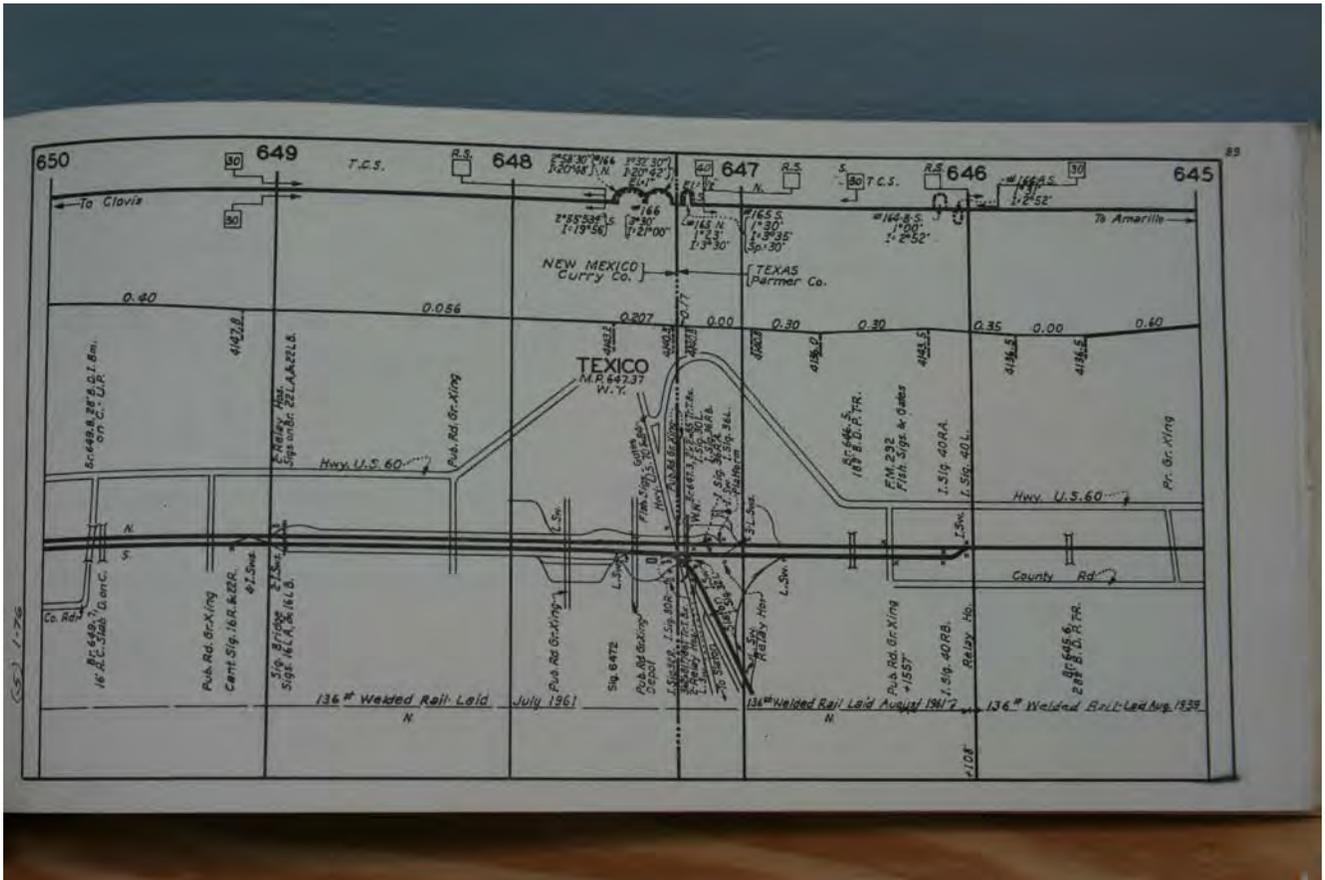
December 22: Kenneth working on circuit for signal system out in the Meeting Room.

Future Events:

- April 4, 2017 Window On a Wider World Program for Bivins Elementary School in Amarillo.
- May 6, 2017 Tentative Date – Open House associated with National Train Day and Texas Tourism Week. (Date to be confirmed.)
- June 7-11, 2017 Lone Star Region, National Model Railroad Association (NMRA) Convention *Bayou City Limited* in Houston, Texas.



New Member Mark Hardin and Matthew.



Coming-up soon on the layout – crossing the State Line from Texas into Texico, New Mexico.



Run 8

Spring, 2017

President's Message

By Bob Roth

Spring is here and I am running late with this issue of the newsletter, again. I hope that everyone had a Happy Easter. We really had a mild winter and it is difficult to say when “winter” really ended and “spring” began. Regardless the season, a lot has been going on around the ARM this past quarter and following is some of the news...

HO Scale Layout: A major push was made on the construction of the layout over the last few months, particularly to complete the majority of the “dirty” construction work as Tracy made a major push to extend the spline sub-roadbed on the upper level around the remainder of the layout thru Friona, Bovina, and Texico, ultimately connecting with the shelf that will be our upper level Staging Yard. With the roadbed coming around to the Staging area, this necessitated an effort to clear-off the “shelf” we built a long time ago for the upper Staging Yard. Thus on March 11, most of the folks present worked on the relocation of all the stuff that was stored on the “shelf” and it significantly changed the appearance in the member area along the Staging Yards. David Jusiak was following along a distance behind the spline construction laying cork roadbed and track and Floyd and others were behind extending the wiring for the buses for the track power to feed this new track. At Canadian, the track was re-aligned and re-installed with 2 of the side tracks that will help with operations around this end of the layout.

Relative to the layout power supply re-wiring project that Jerry Michels was working on back in December, he completed the reorganization and set-up of the power supplies and the layout was brought back into operational status. We still have a few “gremlins” in the system and folks have been working to find and correct those problems.

Phillip Pratt Memorial Garden: Not much work outside of weeding was able to be performed in the garden as the weather events matched most of the days when I had time to work in and around the garden. The flowers we planted last year all appear to be coming back. We had some deer come thru leaving their tracks in the garden following some of the wildfires that ravaged parts of the panhandle back in early March. The biggest effort in the garden was the excavation and removal of two pecan trees from the garden; these pecan trees had been started from pecans that I picked-up in Borger about 4-years ago after I gave a presentation. I picked-up a few pecans and planted them in the garden as an experiment and two of them survived. These trees had grown too large for the garden and we transplanted them to the West of the garden. On the opposite end of the spectrum, we are still using

the garden as a nursery as a young lady that works with me donated ten tiny bare-root trees she had received as result from a donation to the Arbor Day Foundation and we planted these trees in the garden on March 11. These trees are of different varieties including one Washington Hawthorn which was a specific variety of tree that Virgil Young had wanted for the garden area.

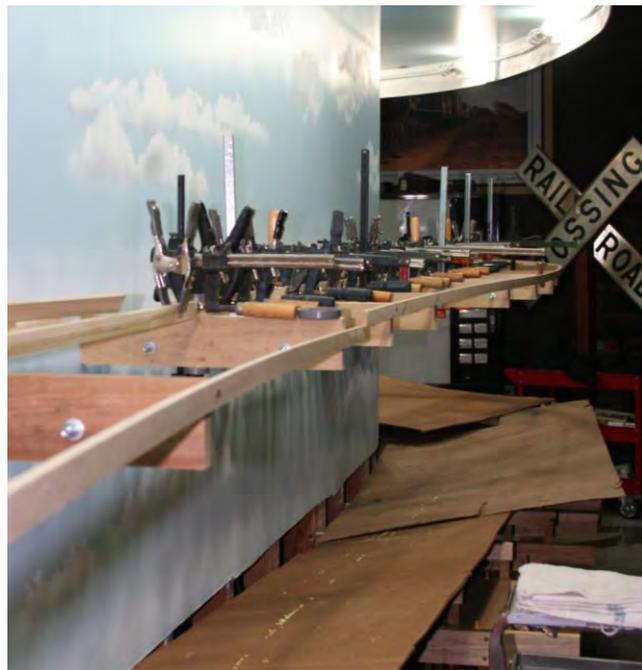
Membership: We had two new members join the ARM, Jimmy Snavely and Daniel Duncan. Please welcome them. So far Jimmy jumped-in and has assisted with various tasks.

Madame Queen: Back in early January I contacted the City of Amarillo's Purchasing Manager and he related they had secured the bell, steam whistle and other parts to the Madame Queen that had been removed and put them in storage in a locked City warehouse to protect them. Since then there has been no further news and this is all I can report on the Madame Queen at this time.

Educational Programs: Back during the Fall, we received a request for a program thru the Windows on a Wider World at Bivins Elementary School in Amarillo. I gave the presentation to the 4th graders at Bivins School on Tuesday, April 4.

ART Reefers: They finally arrived!!! The two new runs of American Refrigerated Transit ice bunker refrigerator cars were received back in mid-February. Everyone present on February 16 assisted in the unpacking and visual inspection of the new cars.

Meetings: We held a brief Business Meeting on March 30, Minutes attached, to discuss our plans for the upcoming Open House to be held on May 13 in recognition of National Train Day. Plan on attending our required Annual Meeting on Thursday, May 18, as we need to elect Directors and conduct any other business for the Museum. Directors up for re-election include Jerry Michels, Tracy Ball, and Bruce Carter. If anyone has any business they would like to add to the agenda for discussion, please holler back at me.



January 5: Left: Tracy checking the layout of cork roadbed and planned locations for switches at Canadian. Right: Center pieces of spline being installed at "west" end of Bovina.



January 12: View of progress on power distribution panel.

MEETING MINUTES

Meeting was called to discuss plans for the upcoming Open House scheduled on Saturday, May 13. Specific issues of concern concerned what work tasks are of higher priority to be completed prior to the Open House.

The big issue is getting the layout back into operation after parts of the layout were taken out of service. Tracy mentioned Hereford needs to be rebuilt; we will wait until after the show to tear-out the plywood at Hereford. In the interim, Tracy stated he would add a few braces underneath to pull-down the plywood. Since we are going to tear-out Hereford we don't want to connect all the drops thru Hereford but we need to add a few drops just so we can run a few trains thru there.

Tracy related we need to clean-up the railroad, particularly the lower level. We need to repair switches. There is a sun-kink by Kingsmill that needs to be cut-out and re-glued. At the switch going into Miami there are some problems; the block splits there at Miami and we need to know which wire to connect to the frog.

Bruce related he had problems running this past Monday with the real problem area extending all the way from Cuyler to the Amarillo Santa Fe Depot location. He mentioned the problem was so bad that he gave-up and shut it down.

A buss was run that will get us to Hereford. Several drops were installed at Umbarger; we just need them to be soldered to the track.

We had taken Canadian out of service to rebuild the tracks; we need to reconnect the drops from the buss to the track. Previously we only had 3 drops; 3 more drops were added. The brown wire bus is for the siding at Canadian.

We need to make an inspection of all the track around the layout and make sure all the frogs are connected. The sidings at Celanese and Kingsmill weren't working; Jerry stated he had fixed these. We need to perform a stress test prior to the Open House; it was suggested that Saturday, April 22 to try running several trains on the layout to test it.

Friday, May 12, will be the date when several agencies are hosted at the Texas Tourist Information Center to promote tourism in the region. Bruce, Floyd, and Joe will be there with a display for the ARM.

ARM Work Dates: Every Thursday evening and the 2nd and 4th Saturdays of each month.

Phillip Pratt Memorial Garden



March 11: Bruce looking at the location where 10 small bare-root trees were planted in the garden.



April 8: New member Jimmy Snavely test running train in the garden.

HO Scale Layout



February 9: Tracy and Bruce installing plywood decking at Friona. Note the straight run of cork roadbed over spline on the main line thru Friona.



**Left: February 11: Tracy and Virgil installing steel brackets to support upper level at Texico (above Canadian).
Right: Same time – Bruce and Floyd inside the chase clamping the support brackets to the studs.**



February 11: Virgil (back turned), Tracy and Mark Hardin working to install last brackets on wall before reaching the corner heading to the Staging Yard.



February 11: Floyd and Bruce securing wood to the steel brackets with nuts and bolts.



February 23: Kenneth carrying freshly cut pieces of spline material in from the wood shop.



Left: February 23: Bruce stretched-out while clamping new support for the sub-roadbed that will connect with the upper Staging Yard. Right: March 11: Bruce and Floyd cleaning-out the area around the Staging Yards; Jerry in background.



Left: March 11: The cleaned Staging area at the end of the day. Right: March 23: Floyd underneath benchwork soldering connectors onto buss wire.

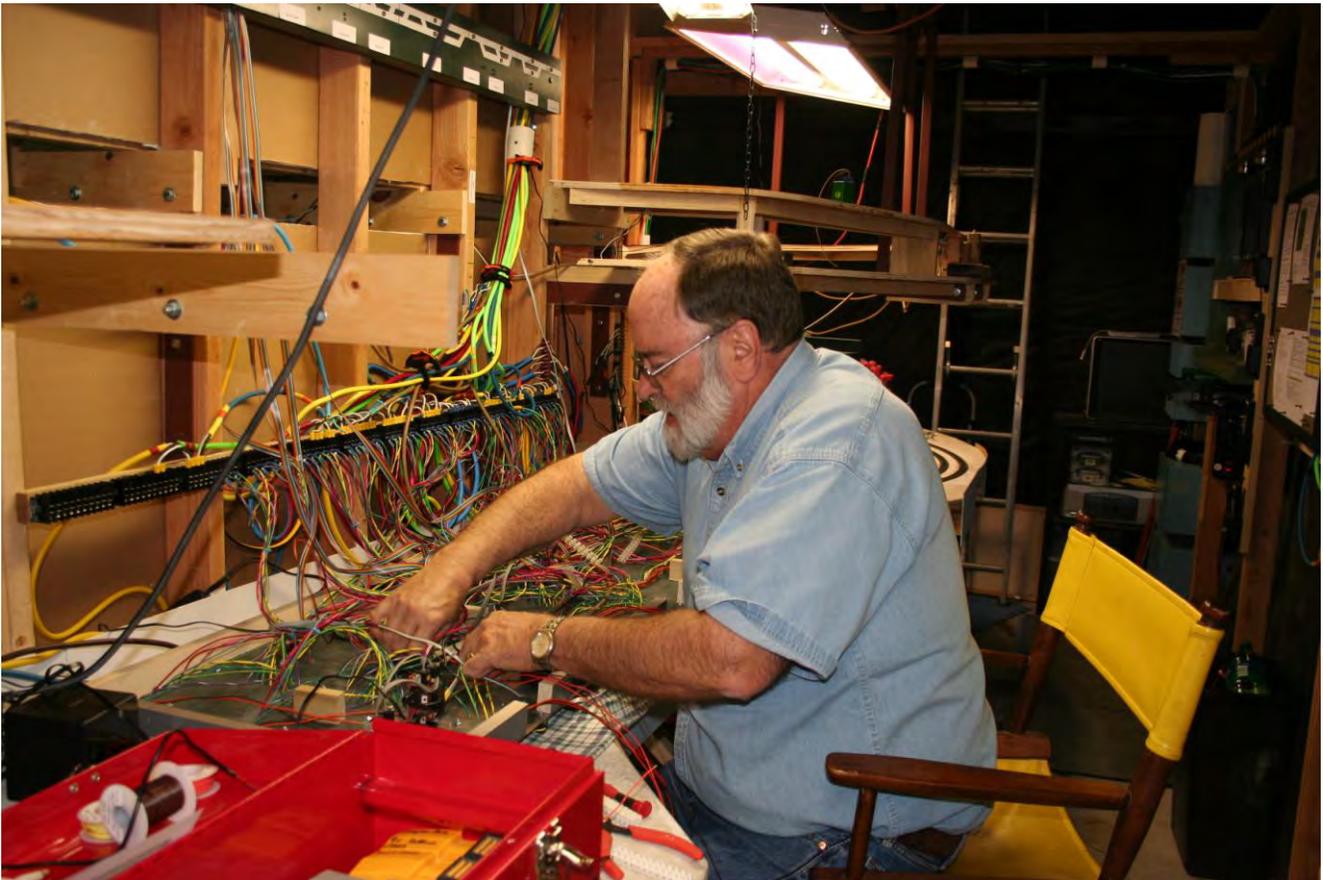
Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of April, May, and June included the following:

- | | |
|----------------|--|
| April 18, 1934 | The Burlington Zephyr was dedicated. |
| April 23, 1866 | Westinghouse patented first air brake. |
| April 29, 1873 | Eli Janney patented the knuckle coupler. |
| April 30, 1900 | Casey Jones rode into eternity. |
| May 1, 1971 | AMTRAK started operation and assumed operation of most rail passenger service in the US. |
| May 7, 1960 | Last steam operation on the Norfolk & Western Railroad. |
| May 26, 1934 | Chicago, Burlington & Quincy Railroad's Pioneer Zephyr runs non-stop from Denver to Chicago. |
| June 1, 1982 | Norfolk & Western and Southern Railroad consolidated into the Norfolk Southern Corporation. |
| June 30, 1977 | Last regular Railway Post Office (RPO) service in the US ended. |
| July 4, 1828 | Baltimore & Ohio Railroad laid first stone. |
| July 6, 1862 | US Congress passed Pacific Railway Construction Act. |



March 11: A happy crew after a hard day's work clearing-out the Staging Area. Shown are Bruce, Virgil, Floyd and Jerry.



March 23: Jerry working on the wiring of the buss connections.

Future Events:

- | | |
|------------------|--|
| April 4, 2017 | Window On a Wider World Program for Bivins Elementary School in Amarillo. |
| May 13, 2017 | Open House associated with National Train Day and Texas Tourism Week. |
| June 7-11, 2017 | Lone Star Region, National Model Railroad Association (NMRA) Convention <i>Bayou City Limited</i> in Houston, Texas. Note the \$99 hotel registration rate expires May 17. |
| June 21-25, 2017 | Santa Fe Railway Historical & Modeling Society Convention in Tulsa, OK. |
| Sept. 14, 2017 | Members of Texas Western Club to visit ARM |
| Nov. 11, 2017 | Open House to celebrate National Model Railroad Month. |
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Run 8

Summer, 2017

President's Message

By Bob Roth

As I write this message, I have just returned from the annual convention of the Santa Fe Railway Historical & Modeling Society (SFRH&MS) convention which was held in Tulsa, Oklahoma. As usual, I had a good time at this convention and I hated to see it come to a close. We had two days of tours around the Tulsa vicinity including a tour of the Port of Catoosa on Wednesday, and a trip up to Bartlesville on Thursday where the only surviving Santa Fe 2-10-2 locomotive, #940, is located. The Santa Fe owned a total of 332 locomotives with the 2-10-2 wheel arrangement.

Thursday evening we had an informal kick-off event for the convention at the (former) Tulsa Union Station which was intended to be a welcoming activity for members of the SFRH&MS and this event brought a couple of thoughts to mind. It had been noted that Tulsa Union Station lost their last passenger train service in 1967 and this year represents 50 years since Tulsa Union Station last saw passenger service. This got me to thinking as Amarillo lost passenger service via the Texas Zephyr on the Fort Worth & Denver Railroad in September, 1967, and also on the Cherokee on the Rock Island Railroad in November, 1967 (also 50 years ago) while the Santa Fe retained service in the San Francisco Chief until 1971 when AMTRAK took-over most passenger service in this country.



ATSF No. 940 at Bartlesville, OK is the sole surviving Santa Fe steam engine with the 2-10-2 wheel arrangement out of 332 total 2-10-2 locomotives owned by the Santa Fe.

It got me to thinking at the time that if Amarillo was going to be the host city for the SFRH&MS convention in 2021, that year would represent the 50th year since Amarillo lost its last passenger service... I found-out Sunday morning during the Annual Business Meeting for the Society that Amarillo will not be hosting the convention in 2021 as Kansas City has claimed the convention in 2021 and Amarillo is now tentatively penciled-in to host the convention in 2022. The one footnote that struck me was a comment by the Tulsa convention Chairman that the majority of folks that came into Tulsa years ago came by train thus they were greeted at the Union Train Station. Today, the core of the station building is still there although the head-house that extended out over the tracks and the stairways leading down to, and the passenger platforms on the lower level are long gone. Today the Tulsa Union Station building serves as the Oklahoma Jazz Hall of Fame and while there was at least one photo of the Union Station from the era when it was served by the railroads in the station building, it was disappointing there weren't a few more photos showing the railroad heritage of this Station, particularly from train level. By the way, the "welcoming event" we had at Union Station was a showing of the old classic silent movie *The General* starring Buster Keeton; it was a blast!



Above: Tulsa Union Depot; now home to the Jazz Hall of Fame. Tracks are on a level below on North side.

The last thing I did prior to hitting the road to come home following the close of the convention was to visit one of the three home layouts that were open for tours, particularly since it was modeling the Hereford subdivision which covers approximately half of our layout. The layouts were all in different directions a distance out from Tulsa thus I did not want to chase to see all three. It was well worth the trip and I am including a few photos.

HO Scale Layout: Work continued on the layout extending track around the upper level bench work, extending wiring buses for track power in the chases behind the scenes, and inserting drops for track power on the newly installed track. Everything was cleaned-up nicely for the Open House in May and it was a good day for us with a steady stream of visitors throughout the day. Prior to the Open House, Virgil Doyle brought a model to the ARM that he had been working on representing the Garvey mill. This was an awesome-looking model that will look good on the layout when he gets it completed. We have also had a "dump" of structure models that Virgil Young had built and our display case is stuffed full of various model structures that will ultimately go on the layout.



Fantastic looking model of the Garvey Mill and elevator built by Virgil Doyle located to the East of East Tower and the crossing diamonds with the Fort Worth & Denver, and Rock Island tracks on the North side of the Santa Fe mainline tracks

Phillip Pratt Memorial Garden: No progress has been made on expansion of the railroad in the garden so far this year given other priorities, projects, and weather. Meanwhile the main activities in the garden have involved weeding and watering. With the coming of June the weather has turned hot and there is less incentive to work outside in the heat. Last time I looked, it appeared that one of the ten tiny trees we planted in the garden back in March has disappeared. Bruce reported to me that he has seen where some rabbits have pushed aside the wood chip mulch I had laid around the trees to help hold moisture so they can lay in the garden probably to keep cool. Also, deer tracks have been observed in the garden.

In other News: Madame Queen: All is still quiet concerning the Madame Queen although I fielded questions about her from a number of folks while I was at the SFRH&MS convention. Model Car Sales: With the arrival of the two new runs of American Refrigerated Transit ice bunker refrigerator cars our car sales have picked-up. Meetings: We held our Annual Business Meeting on Thursday, May 25, Minutes from this meeting are attached. During this meeting our Directors were all re-elected to a new 2-year term.



Home layout of Sammy Carlisle representing the Hereford Subdivision set in 1995 just prior to the merger between the Santa Fe and Burlington Northern. This is a scene at Texico, New Mexico looking East along US Highway 84.

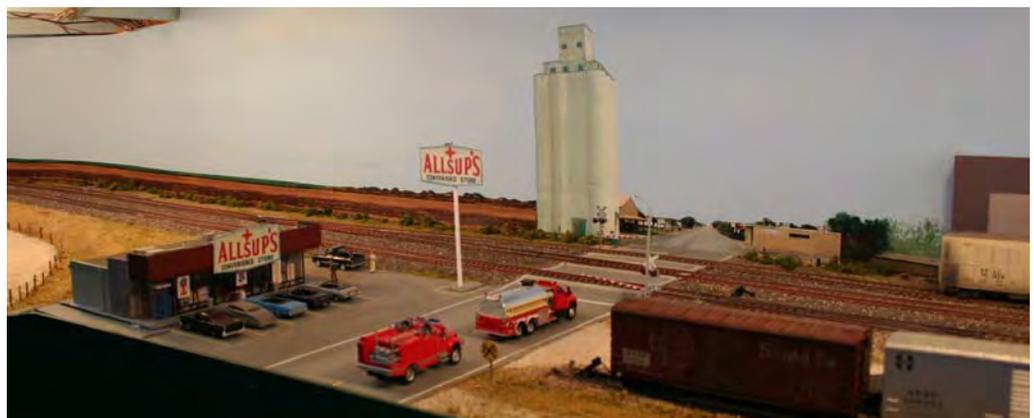


Photos taken at Texico, New Mexico in October, 2011 by Bob Roth. Top photo shows US Hwy 84 crossing the (former) Santa Fe tracks looking to the East into Farwell, Texas.

The photo to the left is just to the South of US Hwy 84. The structure on the far left of this photo is the same one shown on the right edge of the photo above.

Sammy used photos of the highway and selected structures adhered to his backdrop. This is a technique for us to consider in development of the ARM layout.

Another scene on Sammy's layout showing a road crossing he set in Summerfield, Texas. (A little artistic license was used, but the effect is phenomenal.)



Special Announcement:

ROAD TRIP

Saturday, July 22, 2017

Meet at the ARM at 8:00 AM and plan to be gone all day as we travel up Hwy 60 to Canadian and back to look at the railroad we are modeling on the HO scale layout.

Wear comfortable clothes; bring hat, sunscreen, camera, water bottle, cash, etc. and any medically necessary items.

We need a headcount of whom all is going **by Thursday, July 20**. Please holler back if planning to participate in this trip.

Special Announcement:

ARM SHIRTS

It has been quite a while since we ordered shirts for members of the ARM. This matter was discussed during the Annual Meeting and it was recommended that individual members wanting a shirt with the ARM logo go to the source where you can pick the size, style, and color of shirt you want and then they can embroider the ARM logo onto the shirt for you. This will be easier for everyone than us compiling an order, paying for it, and then chasing everyone down to collect the money and distribute the shirts.

Source: Rustlers; 206 S. Western Street; 79106

Phillip Pratt Memorial Garden



Left Photo: May 13: These youngsters were having a good time running the train in the garden during the Open House while the gentleman of the far side of the garden was shooting video of the train.

Right: June 15: The flowers planted in the garden are doing very well.

HO Scale Layout



Above: April 20: Tracy Ball attempting to solder a connection at Lubbock Junction in Canyon while experiencing a train delay.

Left: May 4: Virgil and Tracy checking the wiring on the back side of one of the switch panels.



Left: April 20: Jerry Michels checking continuity across a turn-out. Right: April 22: Carter Osborn cutting a piece of masonite to fill-in the space around the track as a base for scenery.



May 27: Bruce cleaning track with a “Bright Boy” at the West end of the siding at Miami.

Future Events:

- July 22, 2017 **ROAD TRIP!** See Special Announcement. ARM Closed this date.
- Sept. 14, 2017 Members of Texas Western Club to visit ARM
- Nov. 11, 2017 Open House to celebrate National Model Railroad Month.
- Dec. 2-3, 2017 Oklahoma City Train Show; Oklahoma City, OK
- July 17-22, 2018 Santa Fe Railway Historical & Modeling Society Convention in Chicago, IL.
-



May 13: Tired crew near the end of the day following the Open House. From Left to Right: Joe, Floyd, Virgil, and Kenneth.



Left: June 10: Bruce holding one of the horned lizards found while mowing/weed-eating around the ARM. Right: June 15: Jimmy Snavely running train out of the turn-around loop underneath the helix.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of April, May, and June included the following:

- | | |
|--------------------|---|
| July 4, 1828 | Baltimore & Ohio Railroad laid first stone. |
| July 6, 1862 | US Congress passed Pacific Railway Construction Act. |
| August 25, 1877 | Joshua Lionel Cohen was born. |
| August 28, 1830 | First run on Baltimore & Ohio Railroad of steam train with Tom Thumb. |
| August 28, 1864 | First permanent Railway Post Office (RPO) route established. |
| September 1, 1935 | National Model Railroad Association (NMRA) organized in Milwaukee. |
| September 3, 1930 | Thomas Edison runs first experimental electric passenger train between Hoboken and Montclair, New Jersey. |
| September 10, 1972 | San Francisco's Bay Area Rapid Transit (BART) carries first passengers. |
| September 20, 1850 | U.S. President Fillmore signs first Railroad Land Grant Act. |
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MEETING MINUTES

ARM Annual Business Meeting

May 25, 2017

Noted new member Daniel Duncan was present, sitting in the front row. President Roth welcomed Daniel and introduced members of the Board that were present.

Old Business:

Meeting Minutes from March 30 which was just a brief planning meeting for the Open House were published in Run 8. Minutes Approved as Published.

Treasurer's Report:

The report was read by President Roth. Treasurer's Report Approved as Read.

Car Sales Report/Update:

Director Jerry Michels reported the ART cars are selling quite well. Total sales so far are \$4,697 (excluding orders received tonight) that is split two-ways between us and the Missouri Pacific Historical Society. This represents approximately 140 cars. We're doing good; we've sold approximately 30% of the models in approximately 3½ months. The 32000 series cars with the three heralds are selling better than the 24000 series cars. A check was sent to the MPHS representing their share from sales in February and March, and a check will be sent at the end of this month for their share of sales in April and May. Jerry noted he had subtracted half the cost of the ads we've been running in *Rail Model Craftsman* magazine from the check sent to the MPHS.

Concerning ads, Jerry noted we're doing two half-page ads, one this month and one next month (May & June). These half-page ads are more attractive to people than the small ads we had done previously; the small ads tend to get placed on a page among a lot of smaller ads and tend to get lost whereas these larger ads stand-out and attract people's attention. Jerry also noted we are picking-up additional sales of other cars since these ads started running.

Jerry related he had taken 36 of the ART cars to St. Louis to give to the Missouri Pacific Historical Society; he will keep track of them. Jerry noted the MPHS goes to a lot of trade shows in Missouri, Nebraska, Arkansas, Kansas, and Illinois. They do a lot of sales and they have a big meet coming up in June, the Railroad Prototype Modelers Meeting in Collinsville, Illinois – they could sell-out of those 36 cars there.

Layout Construction:

President Roth noted that Tracy wasn't here tonight to discuss the layout thus he would be going to say a few things. As far as he knew, everything was running reasonably during the Open House. President Roth had hoped we could discuss any specific issues that arose during the Open House and plans for the next 6 months, but we will have to hold-off on this discussion for now. The main thoughts expressed at this time are to get the rest of the track laid around the upper level.

Phillip Pratt Memorial Garden Railroad:

We transplanted the two pecan trees out of the garden. Bruce noted he had weeded the garden three weeks in a row. Scouts? President Roth related he needed to go back to the Scout Office to see about getting re-listed for needing help. President Roth also noted that a young lady in

his office at work had made a donation to the Arbor Day Foundation and had received a dozen small, bare-root trees; she had given ten of these trees to us and they had been planted in the garden to nurture them; in two years we will need to transplant them.

Building & Grounds Update:

President Roth stated he had noticed the cap for the water heater vent blew-off from the roof. It was noted that it appeared that someone had tried to get into the wood car; Bruce related it appeared that someone had tried to pry-off the metal plate that is welded/pop-riveted over the opening.

Bruce mentioned that someone stole the replica builder's plate off the locomotive; we don't know when that happened.

Window on a Wider World:

President Roth stated he gave a presentation to 4th graders at Bivins Elementary School in Amarillo on April 3.

New Business:

Amarillo Convention & Visitor's Council: Bruce noted that Dan Quandt, head of the Amarillo CVC was here at the ARM Open House. He also noted that the ARM is listed in the Amarillo "Round-up" on the CVC website.

Elections: Directors: Jerry Michels, Tracy Ball & Bruce Carter have been serving as Directors for the Museum these last two years and are willing to serve another 2-year term. President Roth requested if there were any other nominations from the floor; there were none. A motion was made to re-elect the existing slate of Directors to another term by acclamation. This motion was seconded and Approved.

Shirts for members: President Roth brought-up the subject of shirts with the ARM logo since we have gained a number of newer members since the last time we ordered shirts. Jerry Michels suggested it might be best for everyone that wants a shirt with the ARM logo to buy their own shirt. Rustlers located on the North end of Western Street is the place we got our shirts from previously, next to the old fire station. We can publish this information in the next issue of Run 8.

Fundraising Ideas: President Roth raised the subject of fundraising; it would be nice if we could come-up with an idea to bring in some additional cash that could help to pay our insurance bill when it comes due in January. President Roth suggested that Texas Roadhouse had held fundraisers on certain evenings where they would donate a portion of their proceeds on a given evening to certain entities; he will check if this is possible for us.

Back-ups: President Roth raised the issue that we all need to help each other in the performance of particular tasks. One specific example was with the electrical work for the layout: Jerry had spent considerable time re-arranging the power supplies for the layout without any assistance and when others have problems and Jerry isn't here, no one knows how to trouble-shoot the problems. A second example was with the telephone answering machine; President Roth noted he goes thru the messages on the answering machine every week when he is here and makes the effort to return calls to the folks that left messages, but he noted he will be gone to the Santa Fe convention one week next month and he could use someone to check the answering machine

when he is gone. Car Orders is another area where back-up assistance would be helpful. Bruce suggested yard work was another area that could use some back-up; this generated discussion to the effect that yard work was not the same thing. Yes we need more members to assist with the yard work around the ARM, but the real issue is that we have some tasks that need to be accomplished that are being done by a single member and when this person is gone, these tasks don't get done and no one knows how to fix a given problem. The need is for all members to look at areas where they can learn about specific tasks being done by particular individuals and assist with these duties.

Road Trip: Virgil Doyle brought-up the idea of taking a road trip. It was noted that Tracy Ball had brought-up the idea a long time ago to take a motorhome and to go up to Canadian to take a close-up look at and take photos of various features along the railroad between Canadian and Amarillo. Kenneth has a motorhome. The suggestion was made to do this on one of our work Saturdays. When? A suggestion was made to try to do this on June 10. Virgil will check with Kenneth since he was not present at this meeting.

Introduction-type Video: Virgil Doyle brought-up the idea of producing an introduction-type video for the ARM. The idea is we could let this video play over and over when folks come to the ARM. He noted that most museums seem to have something like this. Virgil stated he would draft a script for the video.

Signaling: Virgil Doyle mentioned that Kenneth had figured-out how to build our switch panels in the future to be able to incorporate signaling and remote control of the signals and switches into the panels from our Dispatcher's Panel.

ARM Work Dates: May 27
June 10 & 24

Meeting adjourned.



May 4: Eastbound BNSF Executive Train on side track on the South side of Centerpoint Business Park in Amarillo.



Run 8

Fall, 2017

President's Message

By Bob Roth

Fall is rapidly approaching and I am miles behind in everything including, particularly, putting this edition of Run 8 together. We've been quite busy around the ARM thru the Summer including our "field trip" to Canadian to look at and photograph parts of, and structures along the former Santa Fe, now BNSF main line, to our preparations to host members of the Texas Western Model Railroad club from Fort Worth.

On Saturday, July 22, instead of opening the Museum on that fourth Saturday of the month as we normally do, a group of us including myself, Jerry Michels, Virgil Doyle, Kenneth Berry, Jimmy Snavelly, Bruce Carter, Tracy Ball and Joe Sweeney traveled East toward Canadian, Texas to look at remnants of the old Santa Fe railroad after 22 years of BNSF. Thanks to a contact from one of our internet members that lives in Canadian I was able to make contact with one of the ranch owners in the



Pre-Trip Group Photo: Front Row – Bob Roth & Kenneth Berry; Back Row – Jimmy Snavelly, Jerry Michels, Virgil Doyle, Bruce Carter, Joe Sweeney, and Tracy Ball.

area between Miami and Canadian and we obtained permission to access his property to see a part of the railroad where it departs a distance away from U.S. Highway 60.

The evening before this trip, I had looked-up historical information on what I had thought were sidings along the Santa Fe at Lora, Mendota, Codman, and Hoover on the Texas State Historical Association website and I was surprised to see these “sidings” had been towns many years ago. As it turned-out, the ranch we visited was at Mendota. According to the historical records Mendota was established in 1887 and had been a town with a population of 100 people at its peak, but since most of the people did their trading in Canadian and sandy soil and flash floods made the vicinity impassible for automobiles, most of the people moved away and by 1948 only a rural school and a loading switch for cattle remained on the site. Based upon our own observations, very little remains at Mendota today. The rancher pointed us to the location where the depot formerly stood and the only thing remaining in the vicinity was an old water tank which was on the edge of the right-of-way. The only thing still standing were the stock pens.



Above: Stock pens at Mendota, Texas. Below: Old Wagon Bridge across the Canadian River at Canadian, Texas.



From Mendota, we wandered up to Canadian, and after lunch we walked out on the old wagon bridge and got a good look at it and at the adjacent railroad bridge. From Canadian, we meandered westward stopping in Miami, Hoover, Pampa, Panhandle, Cuyler, and at the site where the BNSF was preparing to replace a wooden trestle with a concrete bridge. We returned to the ARM around 6:00 PM that day, tired, but with a lot of photos and memories of a day well spent chasing the railroad.



Foreground: Older railroad bridge over the Canadian River. We observed this beam exhibits a pattern with faded Santa Fe logos on the eighth panel in from each end of the beam with a message in-between the logos that appears to have been painted-over; this pattern is repeated on several of the bridge beams. The higher bridge in the background is the newer railroad bridge built in 2003 when this segment of the railroad was double-tracked.



Former Santa Fe Depot at Pampa.

HO Scale Layout: As the Summer wound-down, visible progress on the construction of the layout became difficult to observe and photograph as much of the work has been done behind the scenes. Track has been laid on the main line thru Bovina and on into Texico on the upper level, and more power buses and drops were installed with track power now extending around the upper level to Texico.



Left: August 10: Tracy preparing for installation of a Tortoise switch motor. Right: August 12: Floyd and Gabe working inside the chase to install a wiring bus for Texico.



August 26: The Santa Fe depot at Texico while plywood decking is being installed on the upper level above Canadian.



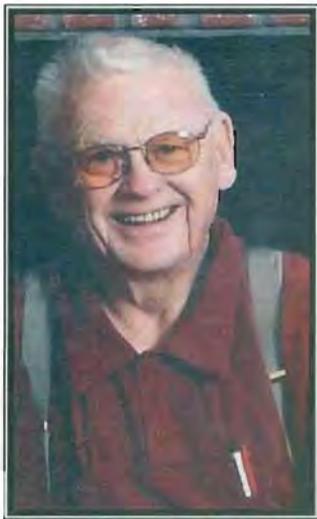
August 17: Looking to the South at one of the little trees planted in the garden back in March; blooms growing on what was essentially a little 8-inch tall twig back in March. Note the rainbow in the background.

Phillip Pratt Memorial Garden: Work out in the garden was only performed in spurts thru the Summer months as weather conditions did not seem to be very favorable much of the time when we were out there. Bruce pulled weeds on a number of occasions getting the garden to look pretty good before another rain event would come in and spur the growth of new weeds. Fortunately the two pecan trees that we transplanted appear to be doing very well in their new locations. Concerning the ten little trees that were donated and planted in the garden back in March, seven of the trees appear to be doing very well and have grown significantly since the little bare root “twigs” were planted. Concerning the other three trees, one completely disappeared, one never sprouted any leaves, and one sprouted tiny leaves but then faded and did not grow any further.



August 17: With all the rain this year, the Veronica (ground cover) has grown and is encroaching on the track. Raindrop on lense blurring part of the view of the garden in this photo.

Membership: I have sad news to report, long-time member Joe Sweeney passed-away on October 4. Joe's family is in our thoughts and prayers.



In Memory

Joseph D. Sweeney Jr.

Joseph Dennis Sweeney Jr., 89, of Amarillo passed away Wednesday, October 4th, 2017

Graveside Service will be 2:00 PM today, October 6, 2017 at Llano Cemetery with Rev. John Valdez as officiant. Arrangements are by Schooler Funeral Home, 4100 S. Georgia St.

He was born December 6th, 1927 in Childress to Joseph Dennis and Emma Katherine Ryan Sweeney. He graduated from Childress High School in 1947. He served in the United States Army from 1948 to 1952 which included a tour of duty in Guam. After leaving the military, he worked for the Burlington Northern Railroad until retirement in 1993. He was an active member of the Amarillo Railroad Museum, Inc.

He is preceded in death by beloved wife Ella Mae; his parents; his brothers Richard and Robert; and his sister Peggy Webb.

Joseph is survived by daughter, Traci Moseley and husband Leonard; step sons, Jim Childers and wife Marilyn, and Joe Childers and wife Joni; step



Joseph D. Sweeney Jr.
1927-2017

grandchildren, Carrie and husband Toby Castleberry, Jim Blake Childers, Jennifer Bebernes and husband Mike, Jon Childers and wife Lindsay, Wyatt Moseley; and four step great grandchildren.

The family suggests memorials be to High Plains Food Bank, P.O. Box 31803, Amarillo, TX 79120, or your favorite charity.

Sign the online guest book at www.schoolerfuneralhome.com



Amarillo Globe-News, October 6, 2017

Educational Programs: With the beginning of the new school year I have received two requests for programs thru the Windows on a Wider World program from Dalhart and Channing.

Meetings: No meetings were held during this quarter thus there are no Meeting Minutes attached to this issue of Run 8.



July 22: Eastbound train passing the depot at Pampa, Texas.

In other News: Given the weather, the majority of work performed outside around the ARM was mowing and weed-eating between rain storms, and with all the rain, we have seen an explosion in the population of mosquitoes. Work continued inside on the layout as members were present to work.

While this newsletter was being prepared, Tracy Ball's step-dad, Lloyd W. Veazey passed-away on October 10. A memorial service was held on October 14. Let's all keep Tracy and his family in our thoughts and prayers.

Phillip Pratt Memorial Garden

No additional photos to add this quarter.

HO Scale Layout



Left: Jerry Michels checking continuity on the track near the West leg of Lubbock Junction at the West end of Canyon.

Right: Bruce Carter is applying glue to help hold the wires for one of the track power drops in-place.



Left:
August 10:
From left:
Gabe,
Floyd,
Virgil, and
Bruce
wind down
after
evening of
work on
the layout.



Left: August 12: Jimmy twisting wires for one of the power drops for track on the upper level between Black and Friona.
Right: August 10: Kenneth working on signal equipment.

Future Events:

- Oct. 6-8, 2017 Day Out with Thomas at the Oklahoma Railway Museum in Oklahoma City.
www.oklahomarailwaymuseum.org or (405)424-8222
- Oct. 21-22, 2017 Canadian Fall Foliage Festival, Canadian, Texas.
- Nov. 1, 2017 WOWW School Presentation at Channing.
- Nov. 4 -5, 2017 Fall Steam Train at the Oklahoma Railway Museum in Oklahoma City.
- Nov. 11, 2017 Open House to celebrate National Model Railroad Month.
- Nov. 11-12, 2017 Texas Western 2017 Train Show; Forrest Hill Civic & Convention Center
- Nov. 18, 2017 Santa Fe Modelers 30th Annual Mini-Meet at Shawnee, Kansas.
Information at www.atsfrr.com
- Dec. 2-3, 2017 Oklahoma City Train Show; Oklahoma City, OK
- July 17-22, 2018 Santa Fe Railway Historical & Modeling Society Convention in Chicago, IL.
-

History Box: Santa Fe's Doodlebugs

Given the subject, you might be wondering what is, or was a "doodlebug." A "doodlebug" was the term given to the gas-electric motor cars operated on the Santa Fe Railway. Santa Fe, like several other railroads in the early 1900s, was looking for ways to reduce the costs for passenger service thus they looked at motor cars as an option for passenger service.

Santa Fe's Doodlebugs...continued

Santa Fe tested a few gasoline-mechanical and gasoline-electric cars prior to WWI. These early Motor cars included 4 McKeen cars in 2 classes, 2 GE cars, and a single Hall-Scott car. The McKeens were gone by 1922 and the Hall-Scott car was dismantled in 1933. The GE cars lasted into WWII. These cars were numbered M100 – M107.

A second group of motor cars acquired by the Santa Fe included a Brill Model 55 gasoline-mechanical car from the Clinton, Oklahoma-Western (COW), 3 Brill Model 75 gasoline-mechanical cars from the Kansas City, Mexico & Orient (KCM&O), and a Mack Model AB railbus from the New Mexico Central. These cars were numbered M100 – M104 (this was in the late 1920's and those other cars previously assigned those numbers were already off the roster). The cars from the COW and the New Mexico Central were gone pretty quickly, but the KCM&O cars lasted into 1940.

In 1928, Santa Fe acquired two small Model 120 gas-electric motor cars from Electromotive Corporation (EMC) numbered M108 & M109, and one small Brill car numbered M110. Apparently these cars were in competition with each other and EMC won this competition. In 1929, Santa Fe ordered 22 Model 148 gas-electric motor cars from EMC-Pullman; 11 were 75-foot RPO-Smoker-Coach cars (M115-M125), 5 were 80-foot Baggage-Smoker-Coach (M130-M134), and 6 were 80-foot RPO-Baggage-Smoker-Coach (M175-M180) Prior to delivery, M132 and M133 were deleted from the M130 class and added to the M175 class as M181 and M182. M134 was not delivered.

In 1930, Santa Fe received another 2 EMC Model 148 motor cars, M126 was a 75-foot RPO-Smoker-Coach, and M183 was an 80-foot RPO-Baggage-Smoker-Coach.

In 1931, Santa Fe had another 12 motor cars enter service. 8 were 75-foot RPO-Baggage cars (M150-M157), and 4 were 80-foot RPO-Baggage-Smoker-Coach cars (M184-M187). Two large Brill Model 860 class cars were also delivered in 1931 followed by a third early in 1932 (M160-M162). These Brill cars were 80-feet long with RPO and baggage sections. The Brill cars had higher horsepower than the EMCs with 535 hp vs 400 hp for the EMC Model 148 motor cars.

In June, 1932, the ultimate doodlebug, M190 “arrived on the property.” M190 was 90-feet long, articulated, with a steam boiler, 4 traction motors, and it was rated at 900 hp.

If you are wondering about this subject, during our exploratory trip to Canadian back on July 22, President Roth had pointed to a particular track across from the depot at Pampa and had suggested it was probably the COW track. On August 19, Jerry Michels forwarded a link to a series of photos from the Barriger Library collection that opened with a photo at Pampa showing a motor car parked on a track across from the Pampa depot; Jerry had included a note in his message that we probably needed a doodlebug for the layout. This is what started the research on Santa Fe's motor cars... The link to this collection of photos is:

<https://www.flickr.com/photos/barrigerlibrary/12295884864/in/photostream/>

Santa Fe purchased the motor cars to provide local, multi-stop service to both branch and main lines of the railroad with the original mission being to provide additional passenger schedules that complemented conventional steam-powered “full-service” trains. As more motor cars were acquired, they were also used to complement mixed trains. With the onset of the Great

Santa Fe's Doodlebugs...continued

Depression and the loss of passenger traffic, the increasing cost advantage of motor car operations prompted the removal of many steam-powered passenger trains thus leaving the motor cars to cover the primary passenger schedules on many routes. This required both Railway Post Office accommodations and extra baggage and express space thus the orders for the EMC Model M148 motor cars starting in 1929 reflected these changed circumstances.

In many cases a single trailer car pulled by the motor car was inadequate to serve the business and the Santa Fe considered more powerful gas-electrics thus the big Brill Model 860 M160 class of motor cars was acquired to operate from Amarillo via Clovis to Carlsbad on a schedule that hoped for 60 mph speeds with one and occasionally two trailer cars. Although designed for mainline service, these three cars proved underpowered for the desired speeds and were relegated to the Wichita – San Angelo schedule on the KCM&O line. Santa Fe's final attempt to replace conventional steam-powered passenger service resulted in acquisition of the M190.

In late 1945, Santa Fe considered replacing the gasoline motors in the motor cars with diesel engines; one of the primary reasons was because gasoline was twice the cost of diesel. After some experimentation, the gasoline engines in many of these motor cars were replaced with diesel engines between 1946 and 1953.

Relative to the Texas Panhandle, “doodlebugs” were used particularly on branch lines including the Shattuck-Etter line and the COW line between Pampa and Clinton, OK. The M190 operated for many years on the Amarillo-Lubbock run until it was replaced by diesel 80 late in 1955 and then it was assigned to the Clovis-Carlsbad run. One reference indicates that in 1950 motor car M109 was assigned to the COW run between Pampa and Clinton, but by 1953, it had been replaced with M177. A note was made that M177 was donated to Traveltown, Griffith Park, Los Angeles, California on 2/24/58. The references did not note when this service was terminated.

In the late 1950's motor car operations wound down leaving only the M190 operating between Clovis and Carlsbad. A streamlined M160 was paired with the M190 in 1962 and this operation continued until 1967 when all motor car passenger operations on the Santa Fe ceased.

References:

The Doodlebugs by John B. McCall published by the Santa Fe Railway Historical & Modeling Society, Second Printing C2002.

Son of Doodlebug by John B. McCall; published by the Santa Fe Railway Historical & Modeling Society, C2003.



Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of October thru December included the following:

Oct. 6, 1866	Reno Gang robs first train, Jackson County, Indiana.
Oct. 9, 1863	US Congress sets transcontinental railroad gauge at 4'-8½".
Oct. 16, 1964	Norfolk & Western Railway merged with Nickel Plate Road and leased Wabash Railroad.
Nov. 7, 1885	Completion of Canadian Pacific Railway, Canada's first transcontinental railroad.
Nov. 18, 1883	U.S. and Canadian railroads first use Standard Time.
Dec. 1, 1959	The Norfolk & Western Railway and the Virginian Railway merged.
Dec. 3, 1967	The New York Central's famed luxury train the 20 th Century Limited completed its final run from New York to Chicago.
Dec. 12, 1887	The U.S. Congress passed the Interstate Commerce Act.
Dec. 26, 1917	The U.S. Government temporarily nationalized the railroads for WWI.
Jan. 1, 1986	The Milwaukee Road merged into the SOO Line.
Jan. 16, 1868	William Davis patents refrigerator car.



Motor car M190 was stored in the roundhouse in Albuquerque for several years until 1986 when it and several other artifacts were donated and moved to the California State Railroad Museum by the Santa Fe Railway. In Sacramento it decayed from exposure. In 2007, the California State RR Museum was downsizing their collection and City of Belen acquired the M190 believing it had served Belen in prior years (it hadn't). In 2011 while Arnold Schwarzenegger was in Belen filming "The Last Stand" he found out about the deteriorated condition of the M190 and was able to get his film crew to repaint it. The M190 sits in a park in Belen, New Mexico within 2 blocks of the Harvey House Museum.



Photos of M190 were taken in Belen, New Mexico on Sept. 2, 2017 by Bob Roth.

