

RUN 8

January 2009



President's Message

by Bob Roth

I wish all the members of the Amarillo Railroad Museum and our friends a very Merry Christmas and a Happy New Year! Christmas is coming hard and fast and I still have some shopping to complete. I don't like shopping this time of year because the stores are crowded and traffic is a nightmare, particularly out around the Mall. If I go to either of the hobby shops I start seeing things I might like to have, but I don't dare buy myself anything because I just might (hopefully) get one of those things for Christmas. The "I want" bug is particularly strong this year as I really enjoyed the few times I ran my two locomotives with sound on the interim loop on the ARM layout. I want more locomotives equipped with sound and I want more of the layout completed to run them on. I want a lot of things!

I recall how I got started in model railroading. One Christmas morning I awoke to find an American Flyer train set-up beneath our Christmas tree. I loved that train. We added a few cars over the next few years but then American Flyer was discontinued. When I found that we couldn't get any more of that equipment; I was disappointed. I was even more disappointed when I was told we weren't going to set-up the train around the Christmas tree. Christmas morning came with a new HO scale train set-up underneath the tree and my disappointment quickly faded. Now we were able to go out and buy additional railroad cars. Over my teenage years I added a few inexpensive locomotives. I did have problems with the trains; my locomotives were built by AHM and the cars were a mixture of AHM, Tyco and other inexpensive, lightweight cars --all equipped with horn-hook couplers. Trains would readily derail and I had fits with cars coupling and uncoupling.

When I left home and moved to Amarillo, I brought my train equipment with me but it stayed in its box my first few years. After I got married and we had children, the train equipment came out of the box and I mounted a circle of track on a board so we could run the train under our Christmas tree. I only dreamed it could get bigger and better until one day in 1990 I saw an announcement in the newspaper seeking people interested in starting a model railroad club in Amarillo. I was curious and attended the meeting at the Texas A&M Research Center. I was enticed enough that I joined this group and I have learned a lot about model railroading, building models, operating model trains and modeling the real world. My kids are now grown, but I still plan to pull out that circle of track to put underneath the Christmas tree to delight our grandchildren. (And me!)

We recently picked-up a copy of the December, 2008 issue of *Accent West* magazine. There is an article in this magazine titled "Dr. Walt Shelly's World of Imagination – Come Aboard!" This article is about a Lionel train "exposition" set-up in Dr. Shelly's home. The train room in their home is

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filled with many different trains that reflect different parts of the world from his youth, from places where Walt and his wife had traveled around the world, as well as from his imagination. The author was definitely impressed with everything he saw at Dr. Shelly's home.

This is the effect we want when people visit our layout. We have much to do, but we are definitely well on our way. Please have a very merry and safe Christmas, and we will continue our work next year!

Next Meeting: The next Business Meeting will be on Thursday, January 8 at 7:30 PM since January 1 is New Years Day.

AGENDA

ARM Business Meeting

December 4, 2008

Old Business: Meeting Minutes from November: Published in Run 8 – Approved as Published.

Treasurer's Report: The Treasurer's Report was approved as Read. Hard copies of financial information were distributed.

The Executive Board met on November 25 and discussed a number of issues:

1. **Budget Planning:** Treasurer Virgil Doyle had analyzed "keep-the-door-open" expenses over the course of a year and determined the total expense to be approximately \$7,680. Divided by 12 this comes to a monthly average of approximately \$655/month. This would require us to have at least 26 members paying full dues of \$25 per month; we don't have this many members at this time. The Board is still looking at this matter.
2. **Open House Nov. 22:** Members of the Executive Board felt the Open House went very well as we attracted a number of folks we had not touched previously and we felt we had a few contacts that may potentially become new members. The Board felt we may benefit by posting a schedule at the hobby shops indicating when we plan to have our work days and future Open Houses. This item was opened for discussion: One suggestion offered by Earl Carrell was to amend our Guest Book to include a notation to see if folks are interested in receiving quarterly updates and to get those people's e-mail addresses. An additional suggestion was to prepare flyers to send out with copies available at the Hobby Shops.
3. **Electrical:** President Bob Roth noted that we traced-out all the circuits in the building and we found one circuit, serving the heating system, the small electric water heater and several outlets, is potentially overloaded. This is one item we have to adjust by switching some of the outlets to a different circuit.
4. **Lighting:** Bob Roth has been trying to get an Electrical Engineer at work to draft a lighting plan for the layout but this engineer has raised a few questions and concerns that need answers.
5. **U.S. Flag:** The Board Approved the item brought up during the October Business Meeting

where member Jim Shook had offered to buy a US flag to hang in the Train Room.

6. **Sales Tax Permit:** Paper work was being completed for submittal to the State.
7. **Layout Construction:** The Board discussed ongoing construction activities.
8. **Custom Cars:** The Board touched on the matter that we need to launch our next car project; the issue is finding a new car project. Director Jerry Michels mentioned the goal is to find a prototypically-accurate model that someone is already manufacturing and find a scheme that no one has done for that model. This item was also opened for discussion: Jim Shook suggested a Missouri Pacific express boxcar in the Colorado Eagle scheme. Tracy Ball suggested containers; there was agreement that we can offer items other than rail cars. Another suggestion was ethanol tank cars.

Car Sales Report/Update:

New Cars: Pennsylvania X-29 boxcars: These cars are in.
Rock Island Boxcars: We should have these cars within a couple of weeks.
ART Cars: Some of these cars are in.
Rock Island covered hoppers: Intermountain has these cars; Jerry Michels indicated he had expected to receive this shipment today but had not received any of these cars yet.

Layout Construction:

Construction of the overhang above the layout continued. Director Tracy Ball reported the large part of the overhang is done and is approaching the southeast corner. After we turn the corner the overhang construction should go more quickly. Once the overhang joists are installed we will be able to install the conduit and boxes for lighting and sheetrock and then will be able to paint the backdrop. A lot of work will break loose to build the layout from the helix thru Canyon on the upper level and thru Amarillo Junior Yard on the lower level.

Building & Grounds: Update:

Cargo Door on Baggage Car – Need to replace rope with cable.

Bench Along North Wall: It was mentioned the one bench along the north wall is a mess and that any members that are uncomfortable working on the layout can spend some time working on straightening the bench. There are several cans on the bench containing various nails and screws; these items can be sorted by size. The objective is to make things that we need easier to find.

Tools: It was noted the Executive Board had discussed a proposal to buy some tools but the concern stopping this action from proceeding is that we might not be able to find them shortly after we buy them. We all have habits of picking-up things and taking them somewhere to use but not putting them back. We all need to get better at cleaning-up after ourselves and putting things back where we get them so they will be available for the next person that needs to use that particular item.

Proposed visit by Day Care Group: 10 kids on Wed. 11/12 did not happen. Bob Roth stated he

was unable to schedule a date for this visit.

Christmas Party/Celebration: Saturday, December 13.

We need to know numbers of attendees. It was noted that 4 families that do not receive Run 8 by e-mail were in attendance but 3 of them were in attendance at the meeting. A quick count was taken. Paula Young offered to call other folks that were not present.

Main course: Tracy Ball will cook steaks out on the grill.

Side dishes: Paula Young offered to do baked potatoes. Other folks (not recorded in these Minutes) offered salads, beans and desserts.

Time: Let's plan for the meal to start around 2:00 PM as discussed last month.

Housekeeping Schedule: Month of December – Guy Pigg

A new sign-up list was passed-around for 2009.

New Business:

Museum Coalition Meeting: We will host the next quarterly coalition meeting in December. No contact on specific date for this meeting yet.

Oklahoma City Train Show: Only a few folks indicated they were planning to go. Guy Pigg offered to purchase items for members at the show.

Mock-up: Virgil Young had brought a mock-up he had fabricated of the area off the end of the helix. The lower level is Zita where Santa Fe's centralized rail welding plant formerly was located; today this area is a container facility. The idea shown in this mock-up is to use the Hollywood Road overpass to screen the "tunnel" where trains will enter the helix from the lower level. On the upper level, trains will leave the helix heading into Canyon across a bridge located to the south of Kimbrough Memorial Stadium. Bob Roth had previously brought some photos of this bridge to the ARM. The mock-up did a good job showing approximately what is intended to be built.

Next work dates: December 13
 December 27

Next Meeting: Thursday, January 8, 2009.

Cleaning Schedule for 2009:

January	Linda Silva & Paula Young
February	Joe Sweeney
March	
April	Guy Pigg
May	Andy & Beverly Lyle
June	Earl Carrell

July	
August	
September	
October	Bob Roth
November	
December	



The moment we've been anticipating for eighteen years has arrived! Tracy Ball, one of the Charter Members, burns the mortgage on the building, The Amarillo Railroad Museum now owns the building, land, rail cars, diesel locomotive and has paid for a professionally-designed layout plan.



Carter Osborne, another Charter Member and Past President of the Club spoke of his past experiences and his hopes for the future.



Charter Member and Past President Jerry Michels reminisces and offers encouragement for the future.



Before the feast, Paul Sowle, a Past Director and a member since 1993, makes final adjustments on a turnout he has just finished.

Charter Members

Since 1990

Carter Osborne
Tommy Morris
Jerry Michels

Tracy Ball
Virgil Doyle



Left to right, Ground row: Virgil Young, Virgil Doyle, Carter Osborne, Jerry Michels, Tracy Ball. On Running Board: Earl Carrell, Jeff Ford, Bob Roth, Dan Juliano, Paula Young,, Angel Galinda (seated)), Linda Silva, Paul Sowle, Garrett Osborne (seated), Andy Lyle, Joe Sweeney, Jim Shook, Sandra Shook, Junior Galinda, Alberto, Donna Fritsch, Ken Fritsch, David Jusiak
On top of Radiator Fan: Guy Pigg

What is Effective Planning?

by Virgil Young

If this question were asked to each of our twenty-or-so members, we would probably get twenty or-so replies ranging from “Duh...” to several paragraphs of explanation.

The replies are not as important as the rigidity with which these opinions are held. Whatever our opinions or ideas about politics, religion, marriage, taxes or death have been formulated in our minds over the years from our experiences and are guides for our behavior and beliefs. They are not easily changed. We tend to let the other fellow follow his own inner guidance.

This laze-faire attitude usually works well in everyday casual relationships such as ordering a hamburger with fries, or cashing a check at the bank. However, a laze-faire attitude doesn't always work well when several people are working together to reach a common goal. First of all, they have to agree on a common goal.

This is the point when our innermost beliefs may come into conflict with another person's innermost beliefs. This is also the point where respect for the other person's opinion is sorely needed. We cannot reach agreement unless a compromise is accepted. A compromise is almost impossible if any party hardens his innermost beliefs so that he cannot accept compromise.

A compromise requires open minds. A compromise requires us to examine all sides for merit as well as for objection. This means that a compromise doesn't have to be a dumbing-down of all sides, but might mean an escalation of all ideas to a higher level. This latter compromise would be impossible to reach without open minds and mutual respect for each others' opinions.

Our club is on the verge of completing several concurrent major projects, including, for the first time, backdrops for three or four areas. Without compromise, individuals with their own priorities, will build ahead, leaving the backdrops unfinished and with benchwork built up in front of them. This is common. How many stories do you hear of home layouts almost finished, with scenery in place and trains operating, but with difficult-to-reach unfinished backdrops?

There is a way for all the work to be done without interfering with each others tasks and still paint and detail the backdrops before more benchwork is built in front of them. It is going to require patience, planning, and compromise to work. Can we afford less?

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President's Message

by Bob Roth

As the New Year began I reflected back on this past year as we overcame some major milestones. We started the year with a train running up and down part of the helix and then months later completed an "interim loop" through the Staging Yard allowing us to resume running model trains at the ARM. We paid off the loan on the building, and late in the year received three of the four runs of custom cars we had ordered over a year ago thus boosting our model car sales and our income significantly at the very end of the year. In one sense, it seems that it was a pretty good year for the ARM, but on a personal note I can state the year was full of frustration on the part of the Executive Board because there is so much more that remains to be done.

We've come a long way—but we still have a long road in front of us. I mentioned in my message last month that I have a lot of wants. I am anxious to see the layout grow with the next significant goal being to extend the mainline track on both levels from the helix on around the room at least to the end of the wall behind Amarillo Junior Yard thus allowing us to operate trains from Amarillo Junior Yard up the helix, through Canyon and either along the shelf above Amarillo Junior to the beginning of Umbarger, or alternatively thru the wye at Canyon around a one-turn helix into the upper level staging yard. The thought of the layout growing this much is exciting to me, but there is a lot of work to be done, starting with painting and detailing the backdrops.

The issue is how to get there. Construction on the layout has been rather slow these last several months. In looking at the issues behind the slow pace of construction, one of the biggest issues is that we have only a handful of folks that are actually physically performing the construction work. In looking at our current membership we see that we have a number of folks that have certain physical limitations that prevent them from being able to help much with the layout construction effort. We cannot ask people to do jobs they physically cannot, or should not perform because this could be disastrous for all of us. What we need to do is to increase our membership.

As noted in one of our recent Business Meetings, one of our goals is to establish a budget for the ARM where our operations would be funded primarily by our dues and the money derived from custom car sales could be used for construction of the layout and possibly for other special

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projects. The problem is that our current dues fall significantly short of the amount required to cover our operational costs. The options before us are to continue operating as we have, or to change.

I held a meeting of the Executive Board following the clinic by Jerry Michels on the Missouri Pacific in the Coal Fields of Southern Illinois that followed the Business Meeting on January 8. While the primary purpose for the Board Meeting was to approve a change in our insurance, there was a second item on the agenda for this Board Meeting. Member Virgil Young presented a formal proposal to the Board outlining a plan with several ideas to grow our membership. Members who stayed following the clinic were requested to stay and listen to the proposal and there was quite a bit of open discussion concerning the ideas during this meeting. While I tabled the formal proposal at the Board Meeting, discussion is still open and it will be continued before the membership at our February Business Meeting. Board action on the proposal will follow. I ask that everyone consider the ideas and think of ways each one of us can help grow our membership. We need everyone involved in the recruitment of new members.

Next Meeting: The next Business Meeting will be on Thursday, February 5 at 7:30 PM. The planned clinic to follow the Business Meeting will be a video presentation on the Helium Operations that was recorded at the 2007 Santa Fe Railway Historical & Modeling Society Convention.

MEETING MINUTES

ARM Business Meeting

January 8, 2009

Old Business:

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

Treasurer's Report:

Note: Copies of the Treasurer's Report were distributed among the members present and a copy was placed in the Archives. The Treasurer's Report is no longer published in RUN 8.

The Treasurer's Report was approved as read.

Car Sales Report/Update:

Director Jerry Michels reported that for 2008 we had gross sales of \$14,195 with a net profit of approximately \$5,240. A specific note was that approximately \$9,000 worth of those sales occurred since November as result of having a lack of inventory during most of the year. We've purchased approximately \$19,000 in custom cars since October.

Pennsylvania X-29 Express Boxcars: These were the first cars received.

ART Refrigerator Cars: We received 300 assembled cars in 5 numbers; we still have 50 kits to receive

Rock Island Covered Hoppers stenciled for the C&NW: These cars were received.

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New cars have been sent to Model Railroad News, Model Railroader and Rail Model Craftsman magazines and should show up in feature advertisements in upcoming issues of these magazines. The ART reefers will also be listed in the MP Historical Society newsletter so we should have plenty of advertising in the near term that will hopefully help our sales.

Rock Island Boxcars: We are still waiting for these cars.

Internet Website: Jerry Michels related he had taken over operation of the ARM web site for the time being. We had received the one set of cars in November and we were losing sales by not getting them posted on our website. Jerry had sent the information to Tom but apparently he was not able to post the fresh information to the website in a timely manner thus the reason for Jerry's action. Jerry noted he has started working on updating some of the other information on the website and has posted Adobe Acrobat copies of the Run 8 for all of 2008 on the website. He also had added a feature to the shopping cart allowing use of PayPal. Jerry suggested everyone should look at the website to see the changes.

Layout Construction: Director Tracy Ball was not present to discuss the status of the layout construction but very little construction work occurred since the date of our Christmas Party due to the Christmas holiday.

Building & Grounds: Update: Cargo Door on Baggage Car – Need to replace rope with cable.

Housekeeping Schedule: A New sign-up list was passed around for more members to sign-up.

New Business:

Pending Business for the Executive Board is renewal of our building insurance. Not very much has happened since the Christmas party on December 13.

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

Make-A-Wish Car Show is due around the first weekend in March. We had discussed an idea of having a switching contest-type layout for people to try some switching.

Guy Pigg announced he is planning to attend the Plano train show on January 16; if anyone wants anything from the show, let him know.

Membership: As we start this New Year we need to be looking for ways to build our membership.

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Clinics: We had discussed previously resuming a practice of holding clinics following the monthly Business Meetings. This month Jerry Michels had offered to do a clinic on the Missouri Pacific in the Southern Illinois Coal Fields. The clinic will start a few minutes after the meeting is closed.

Next work dates: January 10
 January 24
 February 14
 February 28

Next Business Meeting: Thursday, February 5, 2009.

The Meeting Adjourned.

Cleaning Schedule:

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

The document starting on the next page is the text of a proposal presented to the Board of Directors after the Business Meeting and Clinic on January 8. It is the basis of the discussion scheduled for the next Business Meeting on February 5. Read it to understand our problems and some possible solutions. The Board of Directors will act on the proposal later.

Respectfully presented,

Virgil Young

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Is the End in Sight?

You probably haven't seen it in yourself, but have you noticed how much older the other members are becoming? Surely you have noticed that fewer members are able to do the climbing and crawling work? Even though we have paid off our note, you realize from our business meetings that we barely have enough money to pay expenses, let alone buy construction materials. Are we on the downhill slope of dying out, or are there ways to increase interest and membership in our club?

Club dues, profits from car sales and donations from organizations and our own members have enabled us come this far. We own our land; our building has an equipped kitchen, two rest rooms, a meeting room and a packing room. The building has an 80-foot by 50-foot layout room with construction of a professionally-designed layout underway. Best of all, the building, land and professional design are clear of debt! In addition we have a switching locomotive, several cars and quite a bit of track. With all that we have going for us, why don't we have more members?

The club has focused on the most pressing perceived need, the construction of the building and the layout. Its resources are limited and it has not mounted a concerted effort to seek out prospective new members.

I. Seeking new members needs to become a goal in itself.

1. Publicity is the key to reaching prospective members.
2. Assign one member as publicity director to regularly schedule these events and serve as clearing house for outside events.
 - A. Make sure the materials and supplies for clinics is available
 - B. Keep the display boards current and maintain the supplies for the display boards
3. The existence of the club and what it has to offer needs to be extensively publicized.

A. Publish a publicity pamphlet with pictures and highlight these points:

- (1). Our major goal statement

Build an HO Scale Model Railroad representing the Plains Division of the Santa Fe Railroad between Canadian, Texas and Clovis, New Mexico. Auxiliary branches include the Rock Island and the Fort Worth and Denver. The Model Railroad is professionally-designed for operation and will have a single-track main line except between Pampa, Texas and Lubbock Junction, Texas, which will be double-track. A computer-controlled dispatching system and signaling system will be included. All turnouts off the main line shall be computer-controlled.

- (2). A revised dues structure

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- (3). A schedule of clinics,
- (4). A social schedule
- (5). Track plan progress

B. Attractive display boards should be left at each hobby shop and at the club.

- (1). Has a pocket to hold one-fold letter-size pamphlets
- (2). No larger than 11" x 14".
- (3). Has a sliding headline space to announce special events

C. A concerted effort to reach prospective members at local hobby shops requires that the club become proactive in cementing relationships with modelers at hobby shops by sponsoring and conducting clinics at the hobby shop.

- (1). Hold clinics at the hobby shop on one of the unscheduled Saturdays
- (2). Invite all interested persons, including adolescents. This would have the advantage of interesting more people in model railroading and promoting our club. At the same time, our interested members could attend.
- (3). If this idea develops, more clinics could be offered at the club.
- (4). These topics might include: Painting and constructing kits, Weathering structures and rolling stock, Installing DCC decoders in locomotives, and Operation on a model railroad
- (5). Alternate topics may be suggested by the hobby shop management.

D. There needs to be increased Social Activity coordinated by Publicity Director

- (1). Hobo Breakfast. We have had good luck gaining attendance at these breakfasts when we invite specific groups, such as the motorcycle club and other model railroad organizations. Suppose that we advertise a hobo breakfast with an announcement at hobby shops and ask the hobby shop to give out thirty tickets to those who express an interest. The hobby shop would let us know how many tickets were handed out. This approach would produce some attendees we have not seen before, and it will let them see us.

(2). Open Houses

- (a). Visitors can run trains
- (b). Visit with club members,
- (c). View programs developed by our members or by another guest speaker. These programs may be about the club, DCC, historical picture presentation about The

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White Train, the railroads that once operated in this area, pictorial presentations about the development of motive power, passenger equipment or freight equipment.

(d).we should be prepared to present these programs to civic clubs and any other organization where we might publicize our club.

E. We need to publicize the availability of our open space

(1). for large scale outdoor layouts (G-scale, etc.)

(2). for live steam layout (Imagine the attention a live steam train running in and out of the trees next to the highway would capture)!

F. We need three *Timesaver* layouts for open houses, Make-a-Wish Automobile Show and just for pleasure around the Club House. I plan to build one as soon as we can reach agreement on rail code.

II. Our Dues structure may need to be revised to provide a lower-priced level of membership to make membership more attractive to those who cannot afford it now.

1. Dues at present are \$25 per month for regular membership. Family memberships are \$30 per month. In addition, there is an initiation fee of \$100. It is a reasonable expectation that those who have not been active members and paid dues in the club's formative years should pay an initiation fee. There are also valid reasons why we may have to raise the dues to meet our goals. But no matter how much we own, if we are not attracting very many new members under our present dues structure, will we attract more if we raise our dues?

2. In hope of attracting members, 20 to 40 years of age, a suggested option would be revisions of the levels of the membership to include Provisional Members who pay reduced dues of say \$15 per month.

A. Provisional members cannot vote, cannot hold office, and do not receive a key,

B. The provisional member could run trains and participate in all the social activities of the club.

C. A provisional member, after paying \$15 per month dues for 7 months, would not be required to pay the \$100 initiation fee. He could become a regular member by paying regular dues. Or, he may choose to remain a provisional member.

D. The provisional member would be expected to attend most business meetings and work sessions and, when we can provide them, clinics on essential topics such as weathering, scratch-building, wiring, soldering and improving kit structures and other skills a model railroader would

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want to possess.

3. The requirements for regular membership would stay the same. Regular members would not be able to revert to provisional membership except in cases of extreme personal hardship.



Alberto hands Tracy a bolt while Earl holds up a board.



Earl Carrell clamps a joist in place while Jerry Michels adjusts the next joist.



Virgil Doyle positions a joist using a brace to obtain correct spacing.



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Carter Osborne cuts a joist to length.



Bob Roth cuts a brace to length. It will go between the joists.

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Jerry Michels ready to clamp a joist in place. The brace helps space the joists.



Carter Osborne nails a brace in place. The braces keep the joists from rotating.

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Jerry Michels picks up his tools as he surveys a good day's work.

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Director (Coordinator) of Herding Cats

by Virgil Young

It was a pleasure to be able to observe, photograph and hand tools and timbers to the guys installing the overhang on the North/South yard this last Thursday night and Saturday. There was much teamwork and many lending assistance as best they could. The efforts emphasized how much we need more members, especially those with younger, healthy bodies who are able to do the heavy lifting required in constructing the layout.

This is not meant to demean those not able to tote that barge or lift that bale. We need every member's mind and assistance with the non-strenuous tasks that lie before us. We won't always be constructing benchwork. We are going to need painters, track kink removers, electrical workers, turnout installers, track layers and eventually scenery and structure builders. Now is the time to start clinics on addressing these needs, both for present members and the new ones we are going to enroll.

It was suggested in the presentation after the last business meeting that a Publicity Director be appointed. It was suggested that this Publicity Director would coordinate all of our publicity activities from Hobo Breakfasts to clinics on scratch-building structures. This Director or *Coordinator* would not do all the work himself, but would work with all the members to uncover their hidden talents and assist them in the performance of activities. We need this coordinator now. Are you interested?

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RUN 8 February 2009

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Garrett Osborne wonders why they didn't use this compressor and a nail gun.

***RUN* 8**

March 2009



President's Message

by Bob Roth

There is one question we've all heard many times over the years and probably never pondered too long about the answer – “Which came first, the chicken, or the egg?” I think our situation with the ARM is similar in some ways.

We've come a long way – but we still have a long road in front of us. I mentioned in my message last month that I have a lot of “wants.” I am anxious to see the layout grow with the next significant “milestone” goal being to extend the mainline track on both levels from the helix on around the room at least to the end of the wall behind Amarillo Junior Yard thus allowing us to operate trains from the proximity of Amarillo Junior Yard up the helix, thru Canyon and either along the shelf above Amarillo Junior to the beginning of Umbarger, or alternatively thru the wye at Canyon around a one-turn helix into the upper level staging yard. The thought of the layout growing this much is exciting to me, but it is taking us quite a bit of time to make that happen.

A question can be asked how can we accelerate the pace construction of the layout? Construction on the layout has been rather slow these last several months and one of the biggest reasons is that we have only a handful of folks that are actually physically performing the construction work. In looking at our current membership we see that we have a number of members that have certain physical limitations that prevent them from being able to help much with the layout construction effort. We cannot ask people to do jobs they physically cannot, or should not perform because this could be disastrous for all of us. What we need to do is to grow our membership.

By now, all of our members are aware of the membership proposal that was presented to the Executive Board in January; it was published in the last issue of Run 8 for everyone to read prior to the February Business Meeting, and during that Business Meeting members were invited to participate in a lengthy discussion concerning all aspects of the proposal. Let me apologize if anyone was bothered about the meeting running so long on this one particular topic, but I felt it was important to listen to the membership for any concerns other than those felt by members of the Executive Board.

The Executive Board met on Saturday, February 14, and the proposal was brought back for

discussion again. It was agreed that membership growth must be a goal. After much debate, the Board felt that we need to reach out and make our presence known to the general public. The Board embraced the need for a Publicity Coordinator (not specifically a Board Member) to take on some of the responsibilities for publicizing our existence. Our internet website has been significantly upgraded and we've just started placing flyers in the hobby shops. We need to go a few steps further; we obviously have not been reaching very many people.

Ideas discussed included making posters for bulletin boards and finding other ways to advertise our presence such as thru the newspaper, radio, TV, visiting with folks at the hobby shops, and trying to get an article about the ARM published in magazines such as Model Railroader. We discussed setting aside a few days just to run trains, and to advertise to folks to bring their trains to run on the layout. We also discussed a proposal to have Steve Goen come to Amarillo to give a presentation on passenger trains in the Texas Panhandle and a suggestion was made to pursue this on Saturday, May 16 to get away from the end of school crush if we aimed for the 5th Saturday. If this speaking engagement works, this might be something to try on a quarterly basis.

Concerning the dues structure, the Executive Board was reluctant to create a new "Provisional" membership class with lower dues at this time. There were a lot of concerns expressed but the overriding issue was that the dues we pay represent a commitment all of us make to the ARM. It's been this way since the ARM (and predecessor AMRA) was started nearly 18 years ago. As noted, we've just started advertising and we need to give the advertising a chance to work to see if we can draw in new members.

Additional items discussed included clinics for the next several months. A planned schedule of upcoming clinics to be conducted following our monthly Business Meeting is as follows:

March	The White Train by Bob Roth
April	DCC (no formal title yet) by Jerry Michels
May	The Rio Grande Southern by Virgil Doyle
June	Mold Making and Casting by Tracy Ball
July	Standards for Rolling Stock by Jim Shook

I need ask that everyone participate in the effort to grow our membership as best everyone can. As a starting point, we have the Make-A-Wish car show coming up the weekend of February 28 – March 1. We need members to bring model railroad equipment to show and display as well as to assist in making our presence known to the public.

Next Meeting: The next Business Meeting will be on Thursday, March 5 at 7:30 PM. The clinic to follow the Business Meeting will be a long-awaited presentation on The White Train.

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MINUTES

ARM Business Meeting
2009

February 5,

Visitor's Announcement: Before starting the Treasurer's Report, President Bob Roth invited Dick Hall with the Model Car Club to speak and issue an invitation for us to come to the Make-A-Wish Car Show to be held at the Amarillo Civic Center on Saturday, 2/28 – Sunday, 3/01.

Old Business:

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

Treasurer's Report:

Treasurer's Report was approved as read.

Treasurer Virgil Doyle noted he is in the process of moving our accounts from Herring Bank to Bank of America. The reason for this move is that it will make it easier to pay the majority of our bills electronically and will save on postage. A question was asked concerning the strength of Bank of America since they recently received a bail-out from the government. The response offered was the majority of banks are having difficulties but Bank of America is still one of the stronger banks and it is doubtful they will go under.

Car Sales Report/Update:

New Cars: Jerry Michels reported we are selling a lot of cars; packing 10-15 orders per week. We have all our cars in now except for the Rock Island Boxcars; we are expecting the Rock Island boxcars within a couple of weeks.

ART Cars: We will contract with Intermountain for another run of 300 cars to be due in September.

Layout Construction:

Tracy Ball reported construction is coming along; he has the framing in the southeast corner figured-out.

Building & Grounds:

President Bob Roth reported we had an inspection of our building by a representative for our insurance company earlier today. One issue was raised; the inspector asked about fire extinguishers and was shown the one by the back door which had a date on the tag last

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checked back in 2006 and the one by the front door was dated to 1998. The one recommendation from this inspection was to get our fire extinguishers re-inspected and re-tagged. Discussion noted we have at least 4 fire extinguishers spread around the building. David Jusiak recommended re-tagged vs. the cost to buy new extinguishers.

Clinics:

President Bob Roth noted he planned to show a video of a clinic on the Helium Operations conducted by Jay Miller at the 2007 SFRH&MS convention. A question posed to the membership was if anyone minded if some of the clinics were video presentations. In the case of the video on the helium operations, it provides a lot of good historical information building up to the helium cars used to ship the helium gas. General comment expressed was that videos could be mixed-in every so often. Going further, we need to prepare a schedule of the clinics. In March, Bob Roth will provide a clinic on the White Train. In April, Jerry Michels will provide a clinic on DCC. Other topics desired? Cattle. A clinic on the Rio Grande Southern will be offered sometime by Virgil Doyle. Virgil Young recommended a clinic on adding detail to kit-built structures. Tracy Ball recommended a clinic on Spline Roadbed Building, and a clinic on Mold-Making and Casting (rock & bridge abutments).

Housekeeping Schedule: February – Joe & Ella Sweeney
March – Jim Shook
A new sign-up list for 2009 was passed around.

New Business:

Membership Proposal:

Last month in a short Board Meeting after the Business Meeting a proposal concerning membership was presented to the Board. This proposal was published in Run 8 so that everyone would have a chance to read it before this meeting. Virgil Young read the proposal and the floor was opened to questions from the membership present. The main points of the proposal are 1) That we need to make it a goal to increase the membership of the ARM; and 2) To consider developing a new membership category with a lower dues structure. A specific concern noted is that maybe our current dues are too high for some folks. Several questions were asked and answered.

It was noted we lost a number of members when we moved out of Western Plaza and the main issue at the time was they could not run trains. We have some capability to run trains now and this will improve as the layout grows. If these former members decide to come back they fall in the “Special Class” of former members defined as members that left the membership of the ARM during the period of

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November 1, 2002 thru November 1, 2005. People in this “Special Class” must submit a written request for reinstatement and pay a \$300 initiation fee (1-year’s dues) within their first six months. These folks are already classified and do not qualify for a “Provisional Membership.” A recommendation was made that we should have a Membership Chairman; we need to put someone in-charge of the new members.

A suggestion was made that we should have someone camp-out at the hobby shops. Flyers are a first step. A personal invitation usually works better to get people to come and visit. A question was asked what kind of incentive are we giving to folks paying \$15/month to upgrade their membership to a “Regular Membership?” The main incentive is to have the right to vote and to get a key to the facility. We really want new members to be involved to help build the layout and to work. A recommendation was made to look for new members with specific skills such as Electricians, Stage Lighting specialists, webmaster...

Concerning advertisement, it was recommended that we need to emphasize that we now own our property. We need to consider having an article published in magazines such as Model Railroader concerning our layout. We really need a portion of the layout completed to show it off; this gets us back to the problem of where to start. Had anyone visited with Don Harris at Hobby Time? Virgil Doyle had visited with Don approximately 2 weeks ago. Concerning the question of how many HO scale modelers are in Amarillo, Don had indicated there are quite a few but he didn’t have an idea of the actual number. Don was willing to put up flyers.

Efforts to attract kids: Had we done anything? Yes. We have done some programs for Scouts. What about schools? We are not in a position to advertise to schools yet because we need to develop a program with a good historical basis that we can take to the schools. The schools can’t justify taking kids on field trips to watch model trains; there has to be much more.

The need for a “Provisional Membership” was questioned when we currently have a “Supporting Membership” category that is cheaper at a cost of \$150 for a year. It was noted that it does not matter what we call this lower-cost membership, the issue is that we need to sell it.

A recommendation was made to concentrate on two specific items: 1) Work on the dues structure; and 2) Visit at hobby shops for at least a couple of hours each month on non-work Saturdays. Following this recommendation the discussion was cut-off; this proposal is going back to the Executive Board for action.

Membership Question:

A question was asked concerning specific rules for membership as spelled-out in the

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Constitution. It was stated the specific membership rules are the responsibility of the Executive Board and are not spelled-out in the Articles of Incorporation. The Articles of Incorporation give specific responsibilities of the Officers. There is a requirement that we meet at least once per year; we do that. The old constitution has no value since we incorporated; parts of the constitution were put into the Articles of Incorporation.

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

Next work dates: February 14
 February 28 – Make-A-Wish Show
 March 14
 March 28

Next Meeting: Thursday, March 5, 2009. Bob Roth will give a presentation on The White Train following the Business Meeting.

Cleaning Schedule:

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

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This photograph, taken near Justiceburg, TX on February 18, 2009, is presented in all its detailed glory for those who might enjoy duplicating such a scene in model form.



Dan Juliano fiercely attacks grime and corrosion on display table for Make-a-Wish Show.

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This is the way it looked before installing rafters at Southeast corner on 2-19-09



The South wall before the installation of rafters on 2-19-09

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Tracy and Earl fit rafter in corner on 2-19-09



Tracy, Earl and Virgil TY turning the corner on 2-19-09

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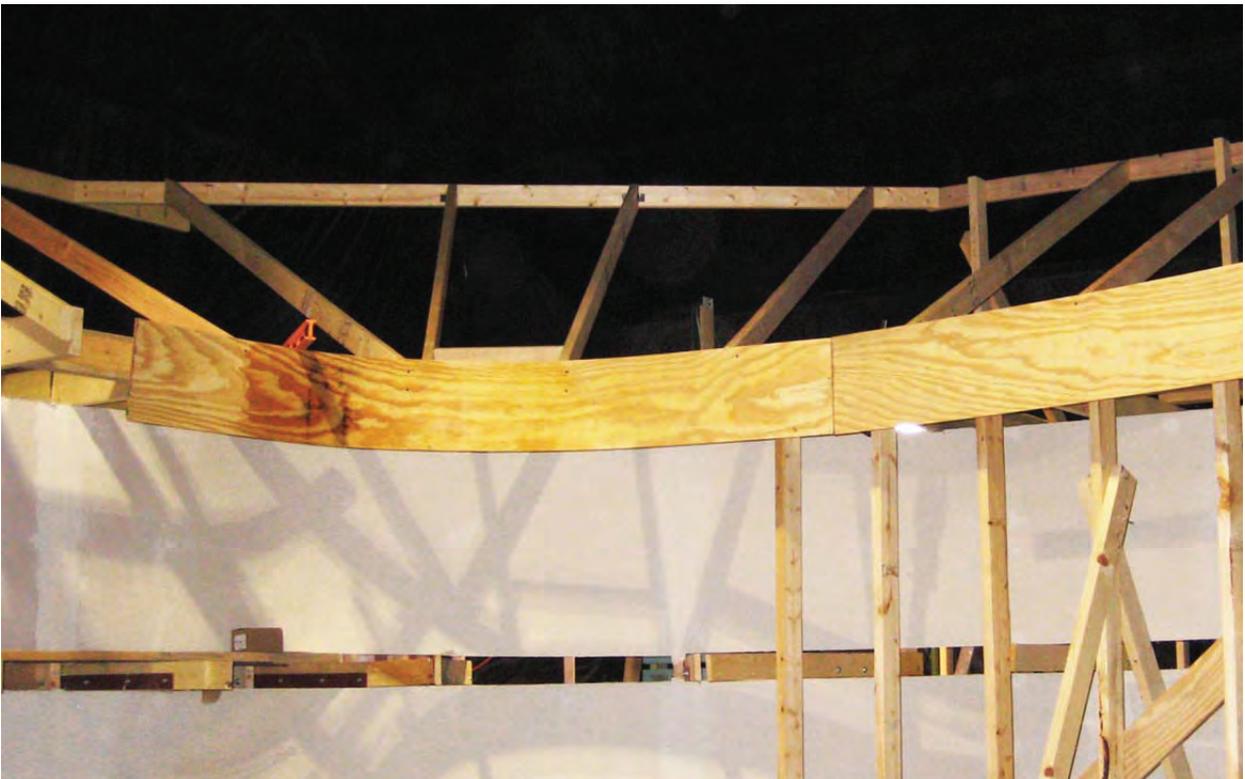
Tracy and Earl look on as Virgil TY drives the final screw on 2-19-09.



Tracy squaring up Tracy's Bend in the fascia after rafters were installed. 2-19-09



Tracy fastening his bent facia after all rafters were installed. 2-19-09.



Tracy soaked the facia board in water for about two hours under several pounds of iron

The Satisfaction of Work

Not everyone obtains satisfaction in working at the club. The major work emphasis is on constructing the overhang over the layout; work that not every member can do because of physical limitations. The overhang can utilize all of the able-bodied members who care to participate. Those members who cannot climb, lift or carry heavy loads can stand around, handing up dropped tools, finding a badly-needed item and cleaning-up after those on the ladders.

There are some tasks that the non-climbers can do that may not be needed while the overhang is being built. For instance, eventually we are going to need a one-turn helix and a return loop for the upper-level staging yard. These are made from arc-segments of plywood cut from the scrap plywood salvaged by Alberto, Angel and Junior the other night. This cutting can be done while keeping both feet on the ground. After the plywood is marked, non-climbers, Alberto, Angel and Junior can cut the arc-segments. It will require about 44 of these segments, 3-deep, to make the two circles necessary. The arc-segments used in the present helix was cut and assembled by non-climbers, Alberto, Angel and Junior. Finishing adjustments were made by Tracy Ball after the helix was mounted on its table.

We can achieve more if we schedule tasks to include work on projects that the non-climbers can do. Maybe we need to designate such tasks as non-climbers only. It will require modifying our main work focus slightly, but the non-climbers will get satisfaction from their work and we won't need to complain of all those members just standing around.



Rising Star, TX. Check the rusting on the roof! These signs were once found everywhere in Texas. 2-18-09.

RUN8 March 2009

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RUN 8 March 2009

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RUN 8

April 2009



President's Message

By Bob Roth

When I was updating my presentation on the White Train to follow the March Business Meeting, I included information I had obtained during the past year. I originally started compiling the clinic back in 2005 when the idea arose after the remnants of the train were moved to the ARM for public display. In addition, the 2006 Convention of the Santa Fe Railway Historical and Modeling Society was scheduled for Amarillo, and we wanted to present a clinic on The White Train during the convention. My presentation following the March Business Meeting was the fourth time it was presented.

The main difficulty I have encountered has been in obtaining operational information about the train; since operations were sensitive there is not much information available. While the majority of my information has come from Pantex archives, I have been surprised at the amount of information I have received from outside sources. Approximately a year ago, I received a letter from Thornton Waite, who had written an article published in *Mainline Modeler* about the specialized rail cars used for transport of nuclear waste. Thornton sent me copies of documents he used, but it was last month before I took the time to digest the content of the documents. They contained a treasure trove of information.

One difficulty I have is that each new piece of information I obtain which may fill a void in my information base about the White Train leads me to look for more information because another void has appeared. In this case, from Thornton Waite's information, I learned more about both the 500 series and 600 series rail cars than just modifications to the cars for waste shipments. I found the majority of the 600 series rail cars had a second life hauling nuclear waste and that some of the 500 series cars were also used for waste transport. The next question is which cars were used for the waste shipments and which cars remained in service transporting weapons. A photo of car #548 published in Vol. #75 of *The Railroad Press* magazine had a stencil for the Iowa Army Ammunition Plant (IAAP) on it; IAAP was a second plant that assembled weapons, but those operations were consolidated with the Pantex Plant operations in 1975. Were more cars assigned to specific plants? More research is required...

Since the White Train operated to and from the Pantex Plant, I want to see a model of the White Train built to operate on the ARM layout. Two of the photos in my presentation showed Santa

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Fe CF-7 locomotives on the front end of the weapons trains. Athearn has produced models of the CF-7 locomotives and Walthers has produced models of the WWII Troop Kitchen Cars that were modified for use as escort coaches, so I have a start on a weapons train. The main difficulty will be modeling the cargo cars and a long escort coach. While the cargo cars were built by Thrall, I wasn't sure exactly what type of car they were based upon. Thornton's documentation pointed to the one-piece cast frame being "borrowed" from pulpwood cars. Encouraged by this piece of information, I am now looking for HO scale models of 60-foot pulpwood cars with cast frames that might be modified to model some of the cargo cars. The long escort coach is another matter since I don't know what the car was originally. I am looking for more photos of the older escort coaches so that I can look for reasonable models for one of these cars. This project will be a long time in development...

Given that it is March, we are two months out from elections for Directors. Anyone that is interested in running for one of the Director's positions should contact one of the members of the Executive Board to let us know about your interest. Also, summer is coming up pretty quickly and so are conventions. The Lone Star Region of the National Model Railroad Association will have their annual convention in the Dallas-Fort Worth area the first week in June. I am making plans to attend the Santa Fe Railway Historical and Modeling Society convention in the Chicago area in mid-July.

Next Meeting: The next Business Meeting will be on Thursday, April 2 at 7:30 PM. The clinic to follow the Business Meeting will be a presentation on Digital Command Control by Jerry Michels.

MEETING MINUTES

ARM Business Meeting

March 5, 2009

Old Business:

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

Treasurer's Report: The Treasurer's Report was approved as read.

Treasurer Virgil Doyle noted he is in the process of moving accounts from Herring Bank to Bank of America.

Car Sales Report/Update:

No update was available. The repainted C&NW/Rock island cars are listed in the current issue of Model Railroader.

Layout Construction:

Construction of the overhang above the layout continued.

Tracy Ball showed-off two alternative samples of shingles; one using cedar shingles procured at a cost of around \$57 for a square (a quantity that would cover a 10x10 foot area) and the other using pieces of the thin plywood used in the helix at no cost.

Executive Board Notes: President Bob Roth noted that excerpts were published in the President's Message in Run 8. Specific notes:

Membership Proposal: The Executive Board agreed that membership growth is a priority.

Dues: No change in policy at this time. Several reasons:

1. We already have a "Supporting Membership" at \$150/year.
2. We basically just started advertising; let advertising work.
3. We have flyers in hobby shops and updated the internet website.
4. Let's try other things to attract people such as clinics & presentations.
5. Dues represent a commitment we all made from the beginning.

Other Ideas: Setting aside days, i.e. 5th Saturdays, when we come out and just run trains.
Plan no work on these days. Advertise for people to bring their trains out to run.

Clinic by Steve Goen on Passenger Trains in the Texas Panhandle – aim for Saturday, May 16 at 7:00 PM.

Scheduling Clinics after monthly Business Meetings:

March	The White Train by Bob Roth
April	DCC (no formal title yet) by Jerry Michels
May	The Rio Grande Southern by Virgil Doyle
June	Mold Making and Casting by Tracy Ball
July	Standards for Rolling Stock by Jim Shook
August	Detailing Structures by Virgil Young

Report on Make-A-Wish Show: A lot of good contacts made.

Paula Young mentioned a contact from the Amarillo College Electrical Department; they offered to help if we need assistance.

Ed. Note: See article by Paula Young later in this issue.

Housekeeping Schedule: Month of March – Jim Shook

April – Guy Pigg

New sign-up list lacking volunteers for August, September and December.

Other: Guy Pigg mentioned that our flyers in the hobby shops expired today and we need to update them. He was willing to update the flyers with this month's dates if someone could e-mail the original file to him.

New Business:

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Shirts: Paula Young had prepared information for members of the ARM to acquire shirts with the ARM logo again. A two page hand-out was provided with the cost information. Shirts available for order will include denim shirts (in 3 shades of indigo) in both long and short sleeves in both men's and ladies' sizes, and polo shirts in a variety of colors. Prices vary by size of shirt, but the prices included sales taxes.

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

Next work dates: March 14
 March 28
 April 11
 April 25

Next Meeting: Thursday, April 2, 2009.

Cleaning Schedule for 2009:

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

Make-A-Wish Car Show

by Paula Young

At the Make-a-Wish Car Show, most people who talked with me about railroads seemed to be interested, but not enough to really do anything about it. There were a few exceptions. I may not have all the names correct, but here are some examples.

Doug Pickle, the Electrical Instructor at Amarillo College East, likes to take on classroom projects for community service and was very enthusiastic about taking on any project we might need. He seemed to be saying that they build some things to specification for special needs,

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things you need, but can't buy or some things you could buy, but are too expensive for us to buy.

In visiting with Roger and his wife (and Bob Roth), I learned that Roger had worked for Bob Gore Auction, had called ARM to appraise a model layout board with HO scale tracks on it. Bob took the call and met with him. Roger bought the board "for his grandchildren", but when he showed it to his father-in-law who builds Z scale in his home (because he is homebound on oxygen), he learned to express his artistic abilities through building a very attractive layout. He donated it to a hospital children's ward and was very excited about beginning an N scale layout ASAP.

One boy (about 8) really wanted to learn to build a house, but it was too late to start one with Virgil Young or to make a car with Amarillo Hobby House. So he asked me if I had seen the "neat city" and took me over to see it. It was built by Dick Hall and his friend and I was very impressed by the boy's particular interest in the junk yard part which was beautifully done so I encouraged him (with his father listening and agreeing to help him) to just look at popsicle sticks, cardboard, flyers that come in the mail, any trash or things that might represent what he wanted to make like colored sprinkles used in decorating cookies to make balls. I am just sorry that I got interrupted before I got their names, because he is just itching to learn.

Virgil Young worked with Linda Silva's grandsons, showing them how to build a small house from sheet plastic, and then letting them build their own. The grandsons did a good job, even though some of them didn't get to attend all of the work sessions. Nearly all took the time to build one of the Amarillo Hobby House car kits and observe the many models on display. Some of them ran Dan Juliano's trains, giving Dan a break. Dan's set of display trains attracted quite a bit of attention from both children and adults. Many adults consulted with Dan about prices "for the train I got for Christmas when I was eight."

A Personal Announcement from Steve Goen

As many of you know, years ago I produced many video programs featuring the Rock Island, Katy, FW&D and Frisco, as well as many other programs featuring steam excursions in the region. As my 3/4" broadcast equipment aged, I dropped video production altogether for about 15 years, with my last video, *Memories of the FW&D* produced in 1995.

Many of you have patiently waited for me to get back in the business. I am happy to report that **Steam Gauge Video Productions** is back and is announcing its first new program since 1996. It is ***844 and the Sooner Rocket*** and is a 60-minute DVD featuring the UP 844 when it made its trip south over the ex-Rock Island mainline in September 2007 for the Oklahoma Centennial. The program was shot on newer digital equipment and digitally edited and is a far cry about the old 3/4" days.

The program begins in Wellington, Kansas and follows the Sooner Rocket all the way to Chico, Texas before we head back north to Enid. There are 44 run-bys included at such locations as Wellington, Enid, Cimarron River, El Reno, Duncan, Waurika and Chico.

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Send orders to:

Steve Goen
1519 Sweetbriar Drive
Wichita Falls, TX
76302-2911

QA&P Depot Model Available

Posted by: "texaszephyr" texaszephyr@sw.rr.com [tzrailspot](#)
Fri Feb 27, 2009 10:21 am (PST)

Back when the NRHS operated the Quanah Zephyr up to Quanah, the Quanah Chamber of Commerce had tried to get a second run of their scale replicas of the QA&P depot reproduced in time for the train.

The first run of QA&P depots had sold out years ago.

The second production run recently arrived. Many who rode the train saw the one on display and expressed interest in buying one.

The depots are HO scale replicas of the QA&P depot and general offices in Quanah. They are \$50.00 each, plus \$15.00 shipping. They ordered 350 depots for the second production run but have already sold 100 of these. So they only have 250 depots remaining.

For more information contact:

Bertha Woods
Quanah Chamber of Commerce
Quanah, Texas
quanahcoc@cebridge.net
(940) 663-2222

Everyday Tasks

Work sessions don't always involve work on the benchwork or overhang. On the following pages are pictures of people working at tasks that must be done for efficient operation. Some of the work is lonely, behind-the-scenes work. Other work may require more than one person, but it is all essential.

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Imagine our surprise when we turned the heat on after several track-laying sessions done in moderate fall temperatures and we discovered many kinks. Jim Shook has been working steadily to cut gaps and solder flexible jumpers around them.



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Our special car sales keep increasing, and so does the work in packing and shipping them. Here Jerry Michels packs another car into a Priority Mail box.



Dave Jusiak fills the void in the Priority Mail box with plastic peanuts from our peanut dispenser. It's a plastic garbage container with a flipper valve control.

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Paula Young routinely checks several characteristics of the turnouts before they are placed in service. Here she is filing the ends of the guard rails for smoother operation and less chance for injury.



Paula checks for continuity and short-circuits on each turnout. If done properly, conduction trouble doesn't occur later.

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Even though tasks not involving benchwork are going on, benchwork must continue. Two co-workers reassure each other before starting work.



That dark colored support bar just above Tracy's right hand extends all the way across the ceiling joists over the helix. It ties the joists together and will support them when the falsework is removed.

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We usually have some bolts on hand--they are just hard to find. Joe Sweeney and Dan Juliano are sorting out which ones will work.



Tracy installs the bolts that were found. When he has them all installed, six joists will be supported rigidly.

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Start with What You Have

by Virgil Young

This author was asked and agreed to present a clinic on adding detail to kit structures. There are so many details on prototype buildings that most escape our notice. To make us aware of this myriad of detail, an outline was prepared listing prototype details and where on the building they are located. The outline was filled with prototype pictures illustrating most of the things that have come to my attention over the years.

Next, came the hard part--how do you represent in model form the details that are out there, but not available as detail parts? A transformer that hangs from a pole in the alley is not, to my knowledge, available as a model. Barrels, buckets, bottles, stoves, stumps and spittoons are available, but not transformers. So how do you model them?

A man at the Make-A-Wish show had an excellently-detailed layout operating regularly. He had some transformers on poles, so he was asked what he used. "Twigs." was the answer. He said he left off the high-voltage input insulators and glued the thread used for wires into holes drilled in the twigs. The effect was impressive, and twigs may show up in the clinic on adding detail to kit structures.

Once the models needed are constructed and photographed, efforts are made to insure that the photographs used are of good quality and show what is intended. Some of the model photographs to be used are over twenty years old. If the picture is not good, then it should be re-photographed. This is not always possible because of the wear and tear of the years and the loss of small parts from the model as it is packed and unpacked.

It is amazing how many photographs are available, and a very real problem is reducing the number of photographs shown so that the clinic does not become repetitious and boring.

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Member Information

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Club House Phone
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Amarillorailmuseum.com

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RUN 8

May 2009



President's Message

by Bob Roth

We took a week off during Spring Break to visit my father-in-law in the Atlanta, Georgia vicinity and to hunt for an apartment for our younger son in Fort Worth. My father-in-law is in his mid-eighties and is not in very good health so my wife takes advantage of each holiday opportunity to visit him. This visit was particularly interesting because he had been invited to participate in a "living history" project for veterans living in Henry County, Georgia. Henry County is putting together a history museum on the grounds of the Nash Farm near Jonesboro, Georgia that is to recognize a Civil War battle fought on the grounds following the fall of Atlanta and to honor all veterans of all wars. My father-in-law is a veteran of WWII, Korea and Vietnam and it is interesting to hear him talk about some of his experiences. Like many war veterans, he has never spoken much about his war experiences and he did not say very much during his interview. By the way, his experience in the Marine Corps started with the battle for Okinawa.

He talked with us about his experience getting hired and some of the work he performed during a short time with the Illinois Central Railroad before he joined the Marine Corps in 1944. My father-in-law was raised on a small family farm near Centralia, Illinois and after he turned 21, he took a job at a lumber yard in town. He told us how he heard the IC was hiring and he took time-off from his job at the lumber yard to go down to the railroad station where he joined a large crowd of people looking for a job. He related that after waiting a while, the man that was supposed to be doing the hiring told the crowd they had no jobs available that day and the crowd left disappointed. He went down to the railroad station a second and third time again after hearing the railroad would be hiring and had the same experience, but that third time he stayed and asked the man why the railroad made so much noise they were hiring and then told everyone there were no jobs. Because he stayed and questioned the man, he was hired to work for the railroad.

My thoughts about my father-in-law emphasize the need to keep our eyes open for people around us and within our community who have their own stories. The older railroaders, particularly ones that operated steam locomotives on the main lines, are disappearing as fast as World War II veterans and we need to capture their experiences on tape or on paper, and by scanning any photographs of interest they might have. Specific topics of interest for us include experiences with cattle shipment, passenger operations in and around the Panhandle, mail-handling and many

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more topics. I have been particularly curious about mail-handling since the San Francisco Chief exchanged Railway Post Office cars here in Amarillo until the shipment of mail by train was discontinued in September, 1967. Looking ahead long-range at the operation of our layout, if we want to model the railroad as it operated, we need to know how these departments actually functioned.

The Executive Board met on Saturday, April 11 and covered a number of topics. Plans are going forward to have Steve Goen come to Amarillo on Saturday, June 13 to give a presentation on Passenger Trains in the Texas Panhandle. The presentation will be given at the Texas A&M Center on West Amarillo Blvd. at 7:00 PM. As these arrangements come together we need to advertise this event to the general public as well as to fellow railfans and model railroaders. We will charge \$5.00 admission to defray the costs. For anyone that does not know Steve Goen, he is a member of the National Railway Historical Society, a railroad historian and is author of eight books on railroads to date including such titles as *Down South on the Rock Island; Fort Worth & Denver Railway* and *Santa Fe in the Lone Star State*, books with particularly local ties. Steve came to our last Tri-State Train Show in 2003 as a vendor selling some of the books he had authored up to that time as well as sets of slides. Steve has recently resumed the production of videos starting with a DVD titled *844 and the Sooner Rocket* covering the operation of the UP's 4-8-4 steam engine #844 in Oklahoma during that state's centennial celebration in 2007. This should be an interesting program.

Other items discussed by the Board included the upcoming elections; setting aside Saturday, May 30 for operation of model trains (no work that day) provided the tracks can be repaired by then; exploration of an MKT mechanical refrigerator car as a future custom model; status of some of the building projects including the fire extinguisher inspection and tagging; lighting for the layout; a museum tour requested by a group from Bushland in June; and investigation of movement of our Rock Island boxcar from Progress Rail Services to the ARM. The Board also discussed and augmented the schedule of clinics to be conducted following our monthly Business Meetings as follows:

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

Elections:

I screwed-up at the last Business Meeting by not having the upcoming Election for Board of Director's positions listed on my draft Agenda for the meeting. The Election is to be held during the Business Meeting on May 7. Currently we have two Directors positions held by Tracy Ball and Jerry Michels. Per our incorporation documents we are allowed to have as many as three Directors on the Board and given the responsibilities of the Board, a decision has been made to add a third Director to the Board at this time. Tracy Ball and Jerry Michels have both indicated

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they plan to run for the Board again and we have both Guy Pigg and Virgil Young indicating they will run for the Board. While it appears we have four people running for three positions, there is one other development that changes the equation; Earl Carrell has expressed a desire to step down from the Vice President/Secretary position due to his work constraints that have caused him to miss most of the Business and Board Meetings during this past year. Under our Articles of Incorporation, I have the ability and responsibility to appoint one of the Directors to step-up to fill the remainder of Earl's un-expired term and I am working on this. If any of our members would like to run for a term as a Director on the ARM Executive Board for the coming two years please let one of the officers know in advance of the Business Meeting; the requirements are that the individual candidate must be a Regular member in Good Standing.

Next Meeting: The next Business Meeting will be on Thursday, May 7 at 7:30 PM. The clinic to follow the Business Meeting will be a presentation on The Rio Grande Southern Railroad by our own RGS Modeler, Virgil Doyle.



MEETING MINUTES

ARM Business Meeting

April 2, 2009

Old Business:

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

Treasurer's Report: The Treasurer's Report was approved as read.

Treasurer Virgil Doyle noted he had continued working on the transfer of funds from Herring Bank to Bank of America.

Car Sales Report/Update: Noted that advertisements had been observed in magazines.

Rock Island Boxcars arrived last week; we have 6 different numbers. This is the last of the cars we had ordered for 2008.

ART Reefers: A contract has been sent to Intermountain for a second set of ART cars numbered in the 33000 series; these cars have different fans from the last batch of cars.

Prospects: We are looking at models potentially for an MKT mechanical refrigerator car; it would be nice to have a new model arrive in the November/December time frame as our current stock should be depleted by then.

Layout Construction:

Director Tracy Ball related the roof structure over the layout is progressing. We need to install a door frame over by the helix. Outside, everything that is green is all weeds; we received a lot of snow out here last Saturday that provided a good watering for the vegetation so we will need to plan to start cutting vegetation soon.

Building Update:

President Bob Roth noted we had received a letter from our insurance company last month directing us to get our fire extinguishers re-inspected and re-tagged by a professional firm. We went through all of the fire extinguishers at the ARM and took the two extinguishers that had been serviced most recently to get inspected and purchased two new extinguishers so that we now have four good fire extinguishers at the ARM. We need to get rid of the older fire extinguishers.

U.S. Flag: Tracy Ball stated he will hang it after Jim provides it.

Other Ideas: 5th Saturdays: Setting aside days, i.e. 5th Saturdays, when we come out and just run trains. Plan no work on these days. Advertise for people to bring their trains out to run. An issue was noted that we need to repair the track to do this on May 30; the question is if we can get the repairs done by then.

Clinic by Steve Goen on Passenger Trains in the Texas Panhandle – we are aiming for Saturday, May 16 at 7:00 PM. We are waiting for confirmation on this.

Scheduling Clinics after monthly Business Meetings:

April	DCC (no formal title) by Jerry Michels
May	The Rio Grande Southern by Virgil Doyle
June	Mold Making and Casting by Tracy Ball
July	Standards for Rolling Stock by Jim Shook
August	Detailing Structures by Virgil Young

Housekeeping Schedule: Month of April – Guy Pigg; it was noted Jim Shook had cleaned today.

May – Andy & Beverly Lyle

New Business:

Shirts: Paula Young is assembling an order for new shirts with the ARM logo embroidered on the front. Any of our members that would like to order a new shirt needs to submit their order to Paula. Payment will be required at the time of the order with checks made out to the ARM. Types of shirts that can be ordered include Men's or Women's denim shirts in long sleeve and/or short sleeve and polo shirts in various colors. Paula had a handout with the shirt information including the costs. President Bob Roth declared the last day to get shirt orders submitted is May 7.

Visits: Bushland ISD has a group that would like to come to the ARM on June 3 to get a presentation on operation lifesaver from Jerry Rector and to tour the train. Tracy Ball noted that Jerry Rector recently retired from the BNSF, but still works for Operation Lifesaver. Some help may be needed on that day to host the group.

Bob Roth noted he had been approached by a church group looking to come to the ARM

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sometime later in the year; no date has been proposed for this visit.

Operations on May 30: Question was asked if we might have food that day.

Tracy needs to check his schedule to see if he might be available that day to cook.

Alarm System: A question was asked about an alarm system for the ARM.

Response to the question is that we can see the need for an alarm system in the future but there is an issue of cost. We need to build our membership and increase our income to afford an alarm system.

Museum Coalition Meeting: The quarterly coalition meeting slid from December.

No contact has been received concerning a date for the next meeting of the Museum Coalition.

Next work dates: April 11
April 25
May 9
May 23

Next Meeting: Thursday, May 7, 2009.

The meeting was turned over to Jerry Michels for presentation of his clinic on the operation of the Digitrax Digital Command Control (DCC) on the ARM layout.

President Bob Roth then received a note reminder concerning the Election for Directors at the Business meeting in May that was not announced during the meeting. (OOPS!)

Cleaning Schedule for 2009:

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

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Earl Carrell, helped by Tracy Ball, Virgil Doyle, Bob Roth and Jerry Michels behind the scene, fastened the first corner of the curved, 1/4-inch-sheetrock backdrop around the top of the Helix.



Tracy Ball holds the sheetrock next to stringers while Earl Carrell sets the screws on the last part of the first section of the curved backdrop over the Helix.

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Bob Roth, Earl Carrell, Tracy Ball, Virgil Doyle and Jerry Michels pause before packing up their tools after installing the curved backdrop behind the Helix.



A week has passed since the installation of the backdrop behind the Helix. Earl Carrell and Virgil Doyle cut out the final piece of sheetrock for the ceiling over the backdrop and the approach to Canyon.

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It is almost done! Tracy Ball, Virgil Doyle, Jerry Michels, Bob Roth and Earl Carrell mark the piece for trimming to final shape.



The big overhead lights are off, the ceiling over the upper level is in and temporary upper-level lights are on. Virgil Doyle and Bob Roth study the effects. Impressive? Yes!

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Warming up the Fat Lady
By Virgil Young

This author has several projects in a state of suspended animation. Work continues on a project so long as it is not tedious or frustrating. When work on any project involves either of these bad vibes, it is best to stop work on that project, write down what has been done, and place the description, along with all of the parts in a plastic bag labeled for kit manufacturer, date and the desired end product. All packages of purchased extra parts should be included in the plastic bag.

Several weeks, months or even years pass.

Eventually, need arises for the set-aside project and the contents of the plastic storage bag are studied for possible completion. Before the project was laid aside, several things had been done and others were left undone. Some things were ignored while the more interesting and fast-moving tasks were occupying our attention. We had become familiar with the project, overlooking its faults and our omissions. So what is the most effective way to get started again?

Take the project outside in morning or evening sunlight and photograph it from several angles. Use a camera with the closest-focusing lens you have. If your camera is a film camera, have prints at least 4"x 6" made. If your camera is electronic, download the pictures to your computer and adjust the exposure for best clarity, and print large prints on plain paper. If greater detail is needed, print on glossy paper.

Now enlightenment arrives. How much does the picture resemble the prototype? How many details are missing entirely? How many details are grossly out-of-scale or misplaced? How many colors are too intense or the wrong shade? How many forgotten drips of paint or globs of glue suddenly mar the work?

The picture technique works because it refocuses our attention to the model. Before, we saw the model against a background of the clutter on the workbench or just held the model up for the wife to see it. Under those circumstances, we saw what we wanted to see. The picture of the model isolates what really exists.

The fat lady is more realistic and ready to sing, but she's still a fat lady.

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RUN 8

June 2009



President's Message

By Bob Roth

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

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

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

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

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

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

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

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

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

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MEETING MINUTES

ARM Business Meeting

May 7, 2009

Old Business:

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

Treasurer's Report:

The Treasurer's Report was approved as Read.

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

Car Sales Report/Update:

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

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

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

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

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

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

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

Layout Construction:

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

Building Update: No news at this time.

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

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

Monthly Clinics:

Clinics scheduled after monthly Business Meetings:

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

Shirts: Orders are closed as-of tonight.

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

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

New Business:

Elections for Directors:

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

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

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

NMRA Lone Star Region Convention in 2011:

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

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

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

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

Next meeting: Thursday, June 4, 2009.

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

Cleaning Schedule for 2009:

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



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

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



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

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



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

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



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

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Two Agendas?

by Virgil Young

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

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

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

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

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RUN 8

July 2009



President's Message

by Bob Roth

I started writing this message in my head on Sunday, June 7, while driving back from Fort Worth, but it always becomes a major effort to put words down in print. While my wife and I made the trip primarily to move our younger son to Fort Worth where he will go to work for the BNSF Railroad at their Headquarters, it just happened that the weekend we moved him coincided with the *National Model Railroad Association (NMRA) Lone Star Region (LSR)* convention in Irving; very convenient! It's been five years since I last attended an LSR convention so I made the effort to attend this convention.

After moving a U-Haul trailer loaded with our son's personal belongings and a few sticks of furniture from Amarillo to Fort Worth and unloading its contents we made it over to the convention hotel around noon on Thursday, June 4, and found the convention already in full swing. Joe and Ella Sweeney were having lunch at the hotel restaurant and Joe hollered at me as I walked across the floor of the lobby area to check-in for the convention.

Our first activity we had registered to participate in was the non-rail tour of the *Delaney Winery* in Grapevine; this was one of the few convention activities in which my spouse was interested so we did it together with our son. The winery tour was very interesting starting outside pointing out features of their winery building which was modeled after French chateaus where many famous French wines are produced. They also have a 10 acre vineyard on-site where they harvest some of the grapes used in their wines. (They also have vineyards in West Texas, south of Lubbock.) From there the tour moved inside the winery where they explained how they make their wines and ultimately to wine tasting. The tour returned to the convention hotel around 3:40 PM and I rushed to catch an ongoing clinic on controlling Tortoise switch machines as soon as I was able to check-in to the hotel.

Thursday evening the convention activity was a train ride on the *Grapevine Vintage Railroad* from the Station in Grapevine to the Fort Worth Stockyards. Their steam engine, nicknamed *Old Puffy*, is currently out of commission but they opened the doors to their roundhouse an hour before train time so that we could view their repair efforts. The train was to be pulled by a vintage GP7, but I could tell by its appearance it was a former Santa Fe Cleburne Shop rebuild where the nose had been cut down and the angle cab had been installed. I confirmed this with the folks running the railroad before the train departed; the cars were all vintage heavyweight cars.

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The railroad itself was a former *Cotton Belt* line on which service had been discontinued in the 1970's. The Grapevine Depot is currently a museum and it houses a lot of artifacts from Grapevine; we took some time to browse through the museum and to visit with the curator on-duty. We were informed the depot had been moved several years ago; its original location had been in the center of what today is Main Street. One of the Depot moves had been to relocate it so the modern highway connection could be run down Main Street.

The train ride to Fort Worth was uneventful; we rode in the lead car and I was amused watching the locomotive dancing around in front of us as we travelled down the track at speeds mostly around 25 mph and less. There was one spot where they must have had a slow order on the track as we crept through it with our car rocking side-to-side opposite the direction the locomotive in front of us rocked. Upon our arrival in the Fort Worth Stockyards we found a place to eat and were served pretty quickly. The area is normally shut down on Thursday evenings, but the folks running the LSR convention convinced some of the shops and restaurants to stay open for the special convention train. While we went to eat, the train crew took the locomotive to the turntable, turned it and reconnected the locomotive on the opposite end of the train. After dinner we had a little time to walk around before it was time to re-board the train for the return to Grapevine. On the return trip we had live entertainment with a group singing a number of tunes accapella.

This convention featured a number of interesting-sounding clinics and I planned to attend as many of the clinics as I could on Friday. My biggest problem was that some of the clinics were only offered one time during the convention so I had to pick and choose the clinics of most interest. Clinics I attended Friday included *Scratch building Simple Structures* by Larry Alfred, *Achievement Program Judging* by Pat Harriman & Paul Richardson, *Kit bashing and Painting Figures* by Marty Vaughn, *Detailing a Blank Wall* by Larry Alfred, *Track and Wheel Interrelationships – NMRA Standards and Recommended Practice* by Ed McCamey, *Modeling Prototypical Industrial Details* by John Best, *Moving the Museum of the American Railroad* by Bob LaPrell, and *Planning for Operations* by Lee Johnson.

Of these clinics, I only videotaped the *Kit bashing and Painting Figures* clinic. I asked Larry Alfred if I could record his clinic concerning *Detailing a Blank Wall* but his negative response surprised me and I didn't bother asking any of the other presenters to record any of the clinics I attended after that. In one sense it may be good that I didn't record Larry's clinic because he fought a lot of technical problems with his PowerPoint presentation; it was loaded with photos and the first computer they tried using apparently could not handle the size of the file.

Most of the clinics were very interesting and I learned a few things that I will share in due time. I attended the clinic on *Achievement Program Judging* more to help me understand what I need to do with my models to score better in model contests although the majority of the folks attending this clinic were scheduled to judge the models in the model contest. The clinic on *Track and Wheel Interrelationships* was pretty dry but I did learn a few things about

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how real railroad wheels work, how model wheels attempt to emulate prototype rail wheels and why the Proto-87 group has not been able to model the prototypical railroad wheels as closely as they would like.

The clinic *Moving the Museum of the American Railroad* discussed the plans to relocate the museum formerly known as the *Age of Steam Museum* from Dallas Fair Park to the City of Frisco approximately 30 miles away. This museum has an extensive collection of railroad equipment (not all located on the existing museum site) and is very space-constrained in their current location at Fair Park. The new location in Frisco will give the museum over 12 acres of land on which to spread their equipment. They have just completed required agreements and will be starting on Phase 1 of their plan which will involve moving the railroad equipment; the first step of this Phase is to complete the design for the layout of the tracks on the new museum grounds to be followed by construction of the tracks and ultimately relocation of the railroad equipment. The BNSF Railroad will donate their services to relocate the museum's equipment to the new site in Frisco; all but two pieces will be pulled to the new site over existing railroad tracks in approximately one year. (This will be an interesting sight.)

Most of their equipment has been restored to operating condition (not just cosmetically) and members of the museum attending this presentation expressed pleasant surprise at what they were seeing. I asked about the Big Boy locomotive as there had been some noise several years ago about a group wanting to film a movie about its restoration and subsequent operation. The short answer was the museum required the film production company to put the full amount of funds required for the restoration of the Big Boy (approximately \$24M) into an escrow account before they started the restoration effort; the film company did not come up with the money and the restoration did not happen and no movie was filmed. Phase 2 of their plans which will involve the construction of the first part of their new Museum structure will take some years to raise the funds and construct including various platforms for the railroad equipment.

Saturday I had signed-up for the "Dallas Super Layout Tour." The concept of the "Super Layout Tour" was initiated in Houston at the 2004 convention, where they hired a bus and took a group around to a number of more prominent model railroad layouts. I had to meet the group at 7:30 AM and there were a few problems as they had a tour of Trinity Railway Express Maintenance Facility scheduled for 8:30 AM and we had at least one person get on our bus that was supposed to be on the other tour and we left lacking at least 4 people that had signed-up for our tour. We had gone far out from the hotel and had to turn-around and go back to the hotel to pick-up the folks that had missed the bus.

The first layout we got to see was that of Jerry Hoverson, an HO/Hon3 layout of the *Rocky Mountain Central* (HO) and the *Colorado Pacific* (Hon3) based upon the D&RGW and the Colorado & Southern in the mid 1950's. I observed a number of neat features on his layout and took a few photos as reminders of these features.

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The second layout was that of Chip Romig, an S/Sn3 layout of the *Colorado and Silver River* operating in conjunction with the Union Pacific and the Rio Grande. This was an interesting layout but the narrow aisle space left a lot to be desired; he had tracks on at least 4 different levels. Chip had a mock-up of a locomotive cab in the layout room from which a person operated a passenger train around the layout; this one train was equipped with a video camera with the monitor in the cab. The third stop was at Allan Gartner's G scale layout covering his backyard (named the *Finchfield and Wrensylvania* since most of the structures on this layout serve as birdhouses) and an HO scale layout, the *High N'Xiety*, reflecting the Clinchfield Railroad.

The fourth stop on the tour was at the home of James Peterson, owner of *Discount Model Trains*. He just bought the home and moved-in in November and has since expanded it to add space in which to build a model railroad layout. Although James did not have any benchwork constructed, he walked us thru his planned layout of an 8-mile section of the *Gulf Colorado & Santa Fe* where it crossed the Trinity River in Dallas. One planned feature he showed us was where the layout will duck through a closet at the end of a peninsula; the reason was that he does not like the sight line down the length of peninsulas so he cut-off the sight lines. This seemed to be a well-planned layout and I would like to see it as it develops.

We were fed lunch at Petersons and then moved on to our last stop at the South Side Modelers which was also the site of 2 layouts. The South Side Modelers are located in a former Sears Roebuck Distribution Warehouse on the south side of Downtown Dallas that has been converted into condos (per what I was told). By the entrance was an area closed-off with glass wall behind which was the HO scale layout. Former ARM member Tom Jones and his son Austin were operating on this layout and I visited with Tom for a few minutes. Downstairs was an O scale layout that is under construction but they had managed to complete a loop of track on which they could operate (sound familiar?).

The plan was to have the layout tour back at the hotel by 3:00 PM so people could prepare for the evening banquet. Upon arrival back at the hotel I made sure to catch one of the last clinics *Setting the Scene*.

The banquet Saturday evening is usually a treat and we were not disappointed. The featured speaker was Hal Carstens, mostly retired publisher of railroad-related books and magazines including *Model Railroad Craftsman* and *Railfan & Railroad*. Hal talked about his career and showed a number of slides of railroad equipment and people that made the model railroad industry what it is today.

The convention wrapped-up Sunday morning with a breakfast buffet and a short meeting of the LSR membership. After the meeting we checked-out of the hotel and headed to our son's new apartment, ultimately helping him with the selection of a sofa for his apartment before we headed home.

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Some of you might be wondering why I wrote so much about this LSR convention in my notes this month; my reason is to encourage anyone who wants to improve his modeling skills to make an effort to attend an LSR convention. Keep in mind that we offered our assistance to the Lubbock Model Railroad Association if they were selected to host the 2011 convention in Lubbock. I found myself in a similar position years ago when we planned to host the 1996 LSR convention here in Amarillo, so I made an effort to attend the 1995 convention in Houston just to find out what it was all about. I went to Houston and I had a great time making new friends, seeing a number of great layouts and learning about various modeling techniques in the various clinics I attended. I came back home following that convention knowing what an LSR convention was and with a good idea of ways how I needed to assist in hosting the 1996 convention here.

It takes the efforts of a number of people to host a successful convention and we will be counted upon two years from now. For this reason I want to encourage our members to consider attending next year's LSR convention in San Antonio just to see what is going on and to see how you may help in hosting. Who knows, we may decide to host the LSR convention here in Amarillo again someday after we have our layout built.

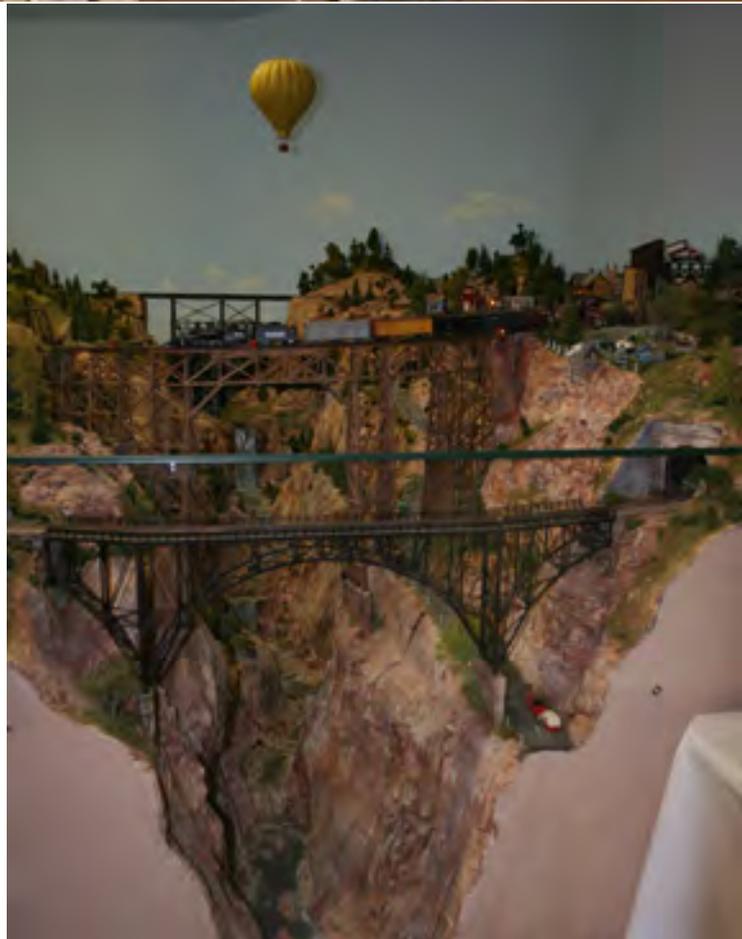
Concerning our presentation "Historic Trains of West Texas" on Saturday, June 13, I was a little disappointed that we had so few of our members show up. We received an excellent slide presentation by Steve Goen covering the Fort Worth & Denver, Rock Island, Texas & Pacific, and Santa Fe Railroads in West Texas. There were a number of slides taken locally in Steve's presentation showing many steam locomotives and facilities that no longer exist. We had a really good give-and-take discussion during Steve's presentation. One slide opened a discussion for all of us to consider; the slide showed a steam engine sitting in front of a shiny stainless steel passenger car identified as part of the San Francisco Chief. The historical footnote behind this slide was that Santa Fe made a major effort to dieselize the railroad in 1952 and 1953, but in 1954 they apparently had a motive power shortage and numerous steam locomotives were called out of mothballs into service in 1954. The shiny stainless steel cars of the San Francisco Chief dated the slide since this train was inaugurated in 1954. Steve noted that west of Amarillo one would have observed primarily steam locomotives pulling the trains. Surely people took photos or slides of these trains; it would be good if we could find photographs and/or slides of trains taken during this era. Surely some folks have boxes with slides and/or photos tucked away in closets... Please keep your ears open for such information as such photos would be invaluable for historical purposes.

Next Meeting: The next Business Meeting will be on Thursday, July 2 at 7:30 PM. The clinic to follow the Business Meeting will be *Standards for Rolling Stock* by Jim Shook. Please note this is a very important subject as it takes good standards to ensure that model railroad equipment will stay on track as it navigates the layout



Above: The 3-D effect on Jerry Hoverson's layout is effective.

Right: This area on Jerry Hoverson's layout is accessed by two drawers in the lower area. One pulls out and the other pulls in. Separate parts of the scene are attached to each drawer. It is unclear whether the balloon is a separate 3-D object, or painted on the backdrop.



Old Business:

The Meeting was called to order at 7:55 PM by Virgil Young, Vice President and Secretary. President Bob Roth was out of town.

Minutes: The Minutes of the last meeting as published in RUN 8 were approved.

Treasurer's Report: Treasurer Virgil Doyle gave the Treasurer's Report and it was approved. A copy of the Treasurer's Report is made part of these minutes, but not published.

Layout Construction: The Layout was cleaned so that members and visitors could run trains on Saturday, May 30. Some continuity and derailment problems were encountered, pointing out the necessity of continued repair and track cleaning. There were some intermittent track power failures suggesting that poor wire joints were responsible. Twisted connections are suspected, but all electrical track wiring joints need to be checked.

Work continued on the installation of joists above Amarillo. Construction Forman Tracy Ball noted that the supporting framework was not used in the installation and the ends of the joists were lower than required. The joists will need to be re-bolted.

Building Update: It was suggested the Saturday, June 13, is a scheduled work day and that trees might be planted.

Presentation by Steve Goen: *Historic Trains of West Texas* will be presented Saturday, June 13 at 7:00 PM at the Texas A&M Center on West Amarillo Boulevard. Admission will be \$5.00 and there will be no discount for ARM Members.

Visit: The Bushland Summer Camp group, dedicated to children with special needs, visited the Amarillo Railroad Museum on Thursday, June 4. They heard a presentation by Jerry Rector on Operation Lifesaver and then moved to the Train Room as they heard Tracy Ball explain the Track Plan and demonstrate the operation of the Helix. While there, they watched a limited run of a train around the loop by Virgil Young.

The children were split into two groups and visited the guard car and then the locomotive, where everyone got a chance to blow the whistle. Participating ARM Members were: Paul Sowle, Paula Young, Tracy Ball, Dan Juliano and Virgil Young.

Lone Star Region 2011 Convention: The decision concerning Lubbock hosting the 2011 LSR Region Convention will be made at the LSR Board Meeting this weekend, June 5,6 & 7. The ARM has agreed to help with the convention if Lubbock hosts it.

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Housekeeping Schedule: Month of June: Earl Carrell
Month of July: Dan Juliano

New Business:

Operation of Model Trains on the Layout: Please keep the main lines clear when setting up to run your train. The main lines are the very front track and the very back track. This is especially important for the main tracks across the aisle from the programming track. In a discussion of this problem at the Business meeting, it was pointed out that there is a throttle plug-in near that point and a lot of blank table top for stacking loco and car boxes.

It was agreed that all setting up of trains would be on the second and third tracks of both diamonds of the yard and that plug-ins for throttles would be added near the center of each diamond. These four sections of yard track will be isolated by a reverse loop box so they can be used as programming tracks. It was further agreed that all loco and car boxes would be stored beneath the bench work

Museum Coalition Meeting: The quarterly Coalition Meeting slid from December. There is still no contact on a specific meeting date.

ARM Work Dates: June 13
June 27
July 11
July 25

Next Meeting Date: Scheduled for July 2. There was some question as to the advisability of postponing the meeting. After some discussion, it was agreed that we would meet on July 2.

Schedule of Clinics: To be conducted after Monthly Business Meeting.

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

Adjourn:

After Adjournment, Paula Young distributed shirts that had arrived.

Tracy Ball presented his Clinic on *Mold Making and Casting*. See Pictures in RUN 8.

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Cleaning Schedule for 2009:

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

Bushland Summer Camp Group Visits Amarillo Railroad Museum

Bushland Summer Camp Group, dedicated to children with special needs, visited Amarillo Railroad Museum on Thursday, June 4, 2009. They heard a presentation on Operation Lifesaver by Jerry Rector. Operation Lifesaver mementos were distributed and the group moved to the Layout Room where Tracy Ball explained the layout plan and demonstrated the operation of the Helix. While there, they watched a limited train run around the loop.

They were split into two groups to tour the guard cars, and then toured the locomotive where numerous pictures were made. Each one got a chance to blow the whistle on the locomotive, which was enjoyed by most, except those with extra-sensitive ears. That horn is loud!

See photos next page.

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Tracy Ball explains how the Helix works by running a passenger train up and down the tracks. Previously, he had explained the overall track plan.



Bobbie Austin, Coordinator of the Bushland Summer Project, waits her turn to blow the whistle.

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Tracy Ball's Clinic on Casting

Tracy's clinic presented many possibilities for use by all members. Essentially, he broke it down to the model to be produced, the media used to form the mold and the media used to cast the reproduction. Examples of models to be reproduced included the builder's plate off of the S2, rocks that could represent rock in model form, wooden or plastic structural parts and casting of a complete Helium car.

The best and most accurate molds are made from Room-temperature-vulcanizing rubber, RTV. RTV is the most expensive medium. Molds for the builder's plate, structural parts and the Helium car were made from RTV. A cheaper and more time-consuming mold media is latex rubber. It requires layers to be painted on the surface of the model while allowing each layer to dry before applying the next. Sometimes twenty to thirty layers of latex are required. The resulting mold is flexible, requiring a rigid base to hold its shape while casting models.

The media used to cast the models are Hydrocal, resin or Bondo. Hydrocal will produce heavy castings, while resins or Bondo can produce hollow, lightweight and durable casting of most models.



Tracy removing the finished Helium car casting from the RTV mold.. The resin used to cast the car must be added to the deepest areas of the mold first and every effort is made to eliminate air bubbles. Voids in the car casting will be filled with resin.

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A resin replica of the builder's plate from our Alco-GE S-2. The mold was RTV rubber and its size is 6 inches x 11 7/8 inches.



A flexible latex mold (top) and a Bondo hollow casting (bottom). The Bondo casting is much lighter than a Hydrocal casting. Bondo decorates similarly to Hydrocal.

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Where does the time go?
by Virgil Young

Before this author retired, many people advised that retirement brought more time to finish some tasks that had been postponed during working years, to undertake some things not attempted while still gainfully employed, and to examine some things not even dreamed previously. All of these things have come true.

Comparing notes with other retired persons, the same things happened to most of them. Mentally active persons in the work force tended to stay mentally active in retirement. While not physically able to work at the same speed as before, their time is filled, and it is just as hard to fit an extra task into their schedule as it is in an employed person's schedule.

Doctors tell us that we are lucky if we remain mentally and physically active. They remind us that such activity helps ward off Alzheimer's and other degenerative diseases.

And what happens with those who don't remain mentally and physically active upon retirement? They seem to dedicate the extra time to growing old.

Omissions this issue.

There is always a hazard in trying to list the things that were accomplished but not recorded photographically. This month there were more events and more space required. This issue will be fifteen pages in length, requiring a reduction in regular coverage.

The second track of each diamond of the staging yard. was wired as a programming track. Another throttle plug-in was installed for the new programming tracks. In addition, many electrical problems and track misalignments were corrected.

Most of the framework for the roof and valance over the west end of Amarillo Junior yard was installed.

The everyday tasks such as packing and mailing cars, mowing, spraying, watering and even a little digging were accomplished.

All of these efforts are greatly appreciated.

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August 2009



President's Message

by Bob Roth

During our Business Meeting on July 2nd I mentioned that we had gone several months with no real new business and all of a sudden this month we have had a number of new business items. First, be aware that Lubbock was selected to host the 2011 Convention for the National Model Railroad Association (NMRA) Lone Star Region (LSR). Second, we had an offer of donation for an 1895 vintage boxcar to the ARM, and third, but most importantly, we received a request from the Amarillo Public Library to assist with a program to help promote a book for their summer reading program.

Relative to the 2011 LSR Convention, please remember that we offered to assist the Lubbock Model Railroad Association in hosting this convention so keep this in mind since it is still two years out; it will probably be a while before we are contacted concerning our role in the hosting of this convention. Concerning the 1895 boxcar, the Board of Directors discussed this matter and decided it may not be in our best interest to pursue this car since this boxcar is located near San Angelo, over 300 miles away. Our specific concerns with it are related to its present condition as it is of wood construction, has been sitting on the ground for many years, has a partial shed roof built onto it, and from the pictures we've seen it has visible decay to the tongue and groove siding. While it would be nice for the ARM to have a piece of ATSF rolling stock of such vintage to display for comparison to more modern railroad equipment, it would cost a significant amount of money to move it here to Amarillo.

The biggest item was the request by the Amarillo Public Library to participate in an event to help promote a book they plan to use for the Summer Reading Program "Amarillo Reads." The book is *The Night Journal* by Elizabeth Crook. The setting of the story is between 1891 and 1902 covering the journal of a young woman hired to work at the Harvey House in Las Vegas, NM. The specific request was if we might be able to do a presentation that would tie-in aspects of the Santa Fe Railroad with the Harvey Houses and train travel. My thoughts are to prepare a historical-based presentation on passenger train travel – *Santa Fe Passenger Trains & Train Travel*. Thoughts for the outline follow what the locomotives and passenger cars were like back in that era, and how the trains operated; the contract with Fred

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Harvey and development of the Harvey House restaurants. Going further adding in the variations on the passenger cars – the development of sleeping cars, dining cars, etc. leading to changes in the way the railroad operated. It would be helpful if we could find some photos or drawings of some of these cars to feed into a presentation. I would like to develop the presentation in modules leading from the wooden cars to the heavyweight cars, to the streamlined trains and ultimately to Amtrak, and we can gauge people's interest in whether to stop or continue the presentation. In discussing this with the Board, we decided to do a display of passenger trains in addition to this presentation.

Planned date for the event is Saturday, August 1, at the Central Library. This event is to help in building the anticipation and excitement leading up to Tuesday, August 11, when the Author will come to town; they will have a big event at the Amarillo Globe-News Center for the Performing Arts including a book signing. Hastings is supposed to stock copies of the book for folks to purchase. I have already started research on the Santa Fe Railroad and the Harvey Houses; I can use some assistance in finding photos to insert into a presentation. If anyone has photos of older passenger trains/train equipment, particularly Santa Fe trains, and/or equipment, please let me know as I am eager to compile as good a presentation as possible given the short time. If you have particular passenger train equipment that you would be willing to display at this event on August 1, please visit with a member of the Board and let them know what you have that can be displayed.

Next Meeting: The next Business Meeting will be on Thursday, August 6 at 7:30 PM. The clinic to follow the Business Meeting will be Detailing Structures by Virgil Young.

Business Meeting Minutes

July 2, 2009

Old Business:

The Meeting was called to order at 7:30 PM by President Bob Roth.

Minutes: The Minutes of the June meeting as published in RUN 8 were approved.

Treasurer's Report: Treasurer Virgil Doyle's father died and Virgil was not present. The Treasurer's Report was postponed until his return.

Car Sales Report/Update: Jerry Michels reported that all ART Reefers are sold out, but new ones are expected in September. MKT mechanical reefers are expected in December and Jerry is working on a single-bay MP Airslide hopper but it is not finalized.

Layout Construction: Work has continued on the layout to make repairs required for operation of trains on the interim loop. More DCC plug-ins have been added on both the south and east sides. The installation of joists above Amarillo Junior Yard is essentially complete and primarily rafter installation is all that remains. We have started installing sheetrock on the ceiling and will explore hiring the mud, tape and float work after the sheetrock is installed.

Board Member Guy Pigg has been working on the staging yards and return loop to find and repair running problems. His suggestions will be discussed by the board and possibly adopted.

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Building and Grounds Update: We managed to figure out a problem with the one GFCI outlet at the NE column Saturday, June 27 and it now works. David Jusiak has been trimming the trees along the highway. Dan Juliano has continued working to cut the tall grass and weeds behind the White Train.

Presentation by Steve Goen "Historic Trains of West Texas": Steve's slide show and talk Saturday, June 13 at 7:00 PM at the Texas A&M Center on West Amarillo Blvd. was enjoyed by the few of us who showed up. We had a good time and were very disappointed we had a poor turnout of our members at this event.

We will try to see about having another speaker, possibly in October or November. Mark your calendars next time we have one.

Housekeeping Schedule: Month of July: Dan Juliano
Month of August: Linda Silva and Paula Young

New Business:

Amarillo Public Library: We received a request from the Amarillo Public Library asking if we would like to participate in an event to help promote a book they plan to use for the Summer Reading Program "Amarillo Reads." The book is *The Night Journal* by Elizabeth Crook. The setting of the story is between 1891 and 1902 covering the journal of a young woman hired to work at the Harvey House in Las Vegas, NM and on the way, her train derailed.

President Bob Roth met with Cynthia Hunt and Sam Teague on Tuesday, June 23. Cynthia was hoping for something to help promote the book. Sam Teague plans to do a PowerPoint presentation on Santa Fe Locomotive Development which shies away from the subject matter. President Roth's suggestion was to prepare an historical based presentation on passenger train travel - Santa Fe Passenger Trains and Train Travel. Thoughts for the outline include what the locomotives and passenger cars were like in that era, and how the trains operated; the contract with Fred Harvey and the development of the Harvey House restaurants. Adding in the variations on the passenger cars - the development of sleeping cars, dining cars, etc. leading to changes in the way the railroad operated. It would be helpful if we could find some photos or drawings of some of these cars to feed into a presentation. President Roth would like to develop the presentation in modules leading from the wooden cars to the heavyweight cars, to the streamlined trains and ultimately to Amtrak and we can gauge people's interest in whether to stop or continue the presentation. The Board decided to do a static display of passenger trains with Jerry Michels' train, David Jusiak's Amtrak and any others who can volunteer their passenger trains.

The planned date for the event is Saturday, August 1, at the Central Library, probably an afternoon come-and-go type of event. This event is to help build anticipation and excitement leading up to Tuesday, August 11, when the Author will come to town. This will be the big event at the Amarillo Globe-News Center for the Performing Arts including a book signing. The reading program and the events will be publicized with half-page ads in the newspaper.

Mission Statement: President Roth stated his feeling that we need to consider a mission statement that summarizes the objectives of the ARM: Preservation of the rich railroad heritage of the Texas Panhandle through the preservation of railroad equipment significant to industries of the Panhandle and through model railroading.

1895 Boxcar: It was decided that the wooden ATSF boxcar offered to ARM was too far away (at San Angelo), would require more rebuilding than we are equipped to do (is sitting on the ground with significant deterioration) and would be too expensive for us to move.

Train Spotting Event: One of the gentlemen who visited ARM with Steve Goen proposed hosting a 24-hour train-spotting event at the ARM. It was decided that fall would be the best time of year with BNSF running more trains before Christmas.

NMRA LSR 2011 Convention: Lubbock was selected to host this convention. The 2010 convention will be in San Antonio June 2-6. The internet web site for the 2010 convention is <www.alamorails.org>.

Museum Coalition Meeting: The quarterly coalition meeting slid from December. There is still no contact on a specific date for the next meeting.

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

Next Meeting: Scheduled Date is Thursday, August 6, 2009.

Schedule of Clinics to be conducted following monthly Business Meetings:

July	Standards for Rolling Stock by Jim Shook
August	Detailing Structures by Virgil Young
September	Spline Roadbed Construction by Tracy Ball
October	DCC Decoder Installation by Earl Carrell
November	Railroad Timebooks by Jerry Michels

Required HO-Scale Car Weight

Length		Weight (oz.)	Length		Weight (oz.)
Inches	HO feet		Inches	HO feet	
Base wt.		2.0	8.25	60	6.1
1.00	7	2.5	8.50	62	10.4
1.25	9	2.6	8.75	63	10.5
1.50	11	2.8	9.00	65	10.6
1.75	13	2.9	9.25	67	10.8
2.00	15	3.0	9.50	69	10.9
2.25	16	3.1	9.75	71	11.0
2.50	18	3.3	10.00	73	11.1
2.75	20	3.4	10.25	74	11.3
3.00	22	3.5	10.50	76	11.4
3.25	24	3.6	10.75	78	11.5
3.50	25	3.8	11.00	80	11.6
3.75	27	3.9	11.25	82	11.8
4.00	29	4.0	11.50	83	11.9
4.25	31	4.1	11.75	85	12.0
4.50	33	4.3	12.00	87	12.1
4.75	34	4.4	12.25	89	12.3
5.00	36	4.5	12.50	91	12.4
5.25	38	4.6	12.75	92	12.5
5.50	40	4.8	13.00	94	12.6
5.75	42	4.9	13.25	96	12.8
6.00	44	5.0	13.50	98	12.9
6.25	45	5.1	13.75	100	13.0
6.50	47	5.3	14.00	102	13.1
6.75	49	5.4	14.25	103	13.3
7.00	51	5.5	14.50	105	13.4
7.25	53	5.6	14.75	107	13.5
7.50	54	5.8	15.00	109	13.6
7.75	56	5.9	15.25	111	13.8
8.00	58	6.0	15.50	112	13.9

Red highlighted numbers are for typical car lengths

ARM Color Codes

Left	Center	Right	Current Holder	Former Holder
Blue	Blue	Blue	Paul Sowle	
Blue	Green	Blue	Jim Shook	Stanley
Blue	Orange	Blue	A	
Blue	Red	Blue	A	Chuck Denny
Blue	White	Blue	Jerry Michels	
Blue	Yellow	Blue	David Jusiak	
Green	Blue	Green	Virgil Young	
Green	Green	Green	A	Bob Mende
Green	Orange	Green	A	
Green	Red	Green	Ken Fritsch	David
Green	White	Green	A	Chris Sanford
Green	Yellow	Green	Carter	
Red	Blue	Red	Virgil Doyle	
Red	Green	Red	A	Justin
Red	Orange	Red	A	
Red	Red	Red	A	George Bates
Red	White	Red	Tracy Ball	
Red	Yellow	Red	A	Tommy Cole
White	Blue	White	A	Skip Smith
White	Green	White	A	Bryan
White	Orange	White	A	
White	Red	White	Andy Lyle	
White	White	White	Dan Juliano	Kyle Moody
White	Yellow	White	A	Ed
Yellow	Blue	Yellow	Joe	
Yellow	Green	Yellow	A	Don Savage
Yellow	Orange	Yellow	A	
Yellow	Red	Yellow	Bob Roth	
Yellow	White	Yellow	A	Montie
Yellow	Yellow	Yellow	Tommy Morris	
Orange	Blue	Orange	A	
Orange	Green	Orange	A	
Orange	Orange	Orange	Club Car	
Orange	Red	Orange	A	
Orange	White	Orange	A	
Orange	Yellow	Orange	A	
Black	Not Used	In Any Code		

ill use a Silver + To note Passing

To avoid confusion between shades, please use these Floquil paint colors for your code:

White Reefer White
 Yellow Railbox Yellow

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Orange	Reefer Orange
Red	Signal Red
Green	Burlington Northern Green
Blue	Amtrak Blue
Silver	Bright Silver

The **A** means that code is available.



Rafters and fascia have been completed westward to the temporary loop.



View from the floor of the completed rafters and fascia.

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View from underneath showing area needing sheetrock over the Amarillo Yard..



Transition area between Helix and the upper and lower benchwork. The upper level will enter from track near the upper end of the leaning board. The lower level will enter from track near the blue spot on the lower backdrop.

The best of times; the worst of times

by Virgil Young

This author's first attempt at serious structure building followed a construction article in the April, 1959, issue of *Model Railroader*. Northeastern scribed lumber, the principal material used, was readily available, but not plastic windows or doors. The most difficult part of scratch-building the structure was making two windows. The third window was omitted because of the difficulty. The structure is put away in a box somewhere in the house.

The structure, with modifications, became an early *Fine Scale Miniatures* kit. Many of the castings manufactured by *FSM* were added and a fine-looking model resulted. At the same time, the *FSM* kit cost too much for modelers on a limited budget. Their window and door castings were cast metal and at that time, *Walthers Goo* was an accepted method of attaching metal to wood or cardboard.

Many aspects of model railroading have improved since those days. Perhaps the most significant thing to improve is disposable income as we age. Another development to improve is the availability of cast plastic windows, doors and other architectural detail parts. Milled wood is still available and milled styrene has become available in the last thirty years. Perhaps the best development is laser-cut wood kits. Attempts to laser-cut styrene have not been so successful because styrene melts as it is cut by the laser and re-glues itself.

There is an amazing variety of cast metal parts available from several manufacturers. It is difficult to find a specific part by looking in the *Walthers* catalog index. It is useful to read many construction articles because the author usually lists the manufacturer and part number of any parts used in the article. A simple pole-mounted transformer and a five-gallon propane bottle are the most recent parts hand-made by this author because no commercial parts could be found.

There have been some specific prototype kits manufactured recently. The Santa Fe Mission style station such as the ones at Hereford and Canadian were placed on the market in the last few years. American Model Builders and Blair Line are two manufacturers of Santa Fe-specific laser-cut kits. Even though other Santa Fe prototype kits are not available, plans for many of the standard Santa Fe structures are available in the *Kachina Press* series of books. They will have to be scratch-built.

Another recent development that helps model railroaders is the digital camera. Inexpensive models can be used to record details on anything still existing. The digital camera can also be used to quickly draw elevations for a prototype building needed in a specific location on the ARM layout. A 5-foot scale rule which can be placed on the building when it is photographed will simplify the drawing process. Otherwise the dimensions of the building will have to be scaled from standard dimensions such as rafter spacing, width and height of doors and windows or even the spacing of visible nail holes. A session with a magnifying glass, a calculator and a ruler can result in some very accurate drawings.

With so many things going for model railroaders, what do we have to complain about? Perhaps the most noticeable thing is the outlandish designs of some of the structure kits available today. In order for a kit to sell, it must be noticed and admired. This leads to unusual designs which would never be built by a reputable prototype builder. These structures don't resemble most of the plain structures we

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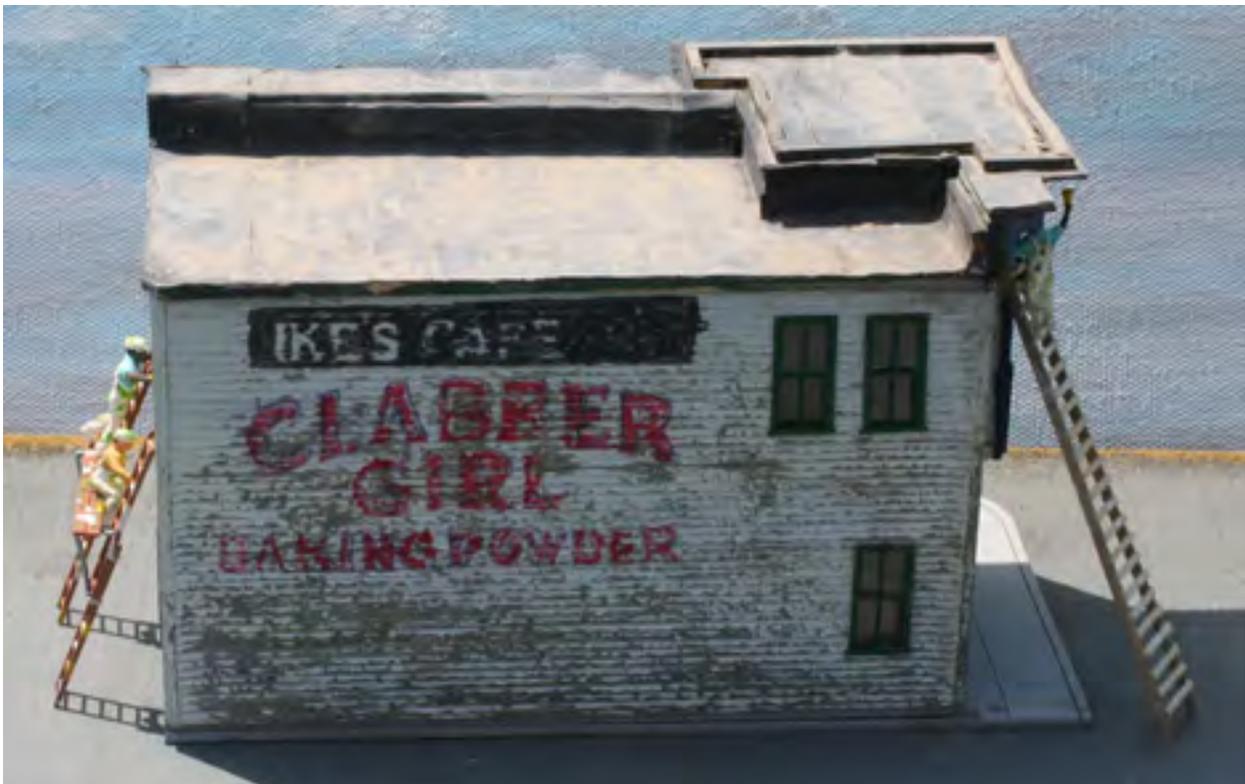
see every day. Most of the towns in the Panhandle were non-existent until the railroads came. It has been just a little over 122 years since the first railroad, the Ft. Worth and Denver, built through in the 1880s.

Another factor in creating unusual designs is the ease of cutting intricate patterns with the laser. Because they can, they do. Because they do, many of their buildings become less realistic. They appear dated and too Victorian for our towns.

Most of the buildings in small towns in the Texas panhandle are no more than two stories high because land was cheap, and there was little need for taller ones. Exceptions were churches and court houses, but these are not usually found next to the railroad itself.

The buildings found next to railroads are grain elevators, warehouses, petroleum jobbers, lumber yards, produce dealers, stockyards, cement plants, small manufacturers and feed mills. Some of these are spectacular with detail. Many of them will have to be scratch-built to match a specific location. Difficult-to-build parts such as steel stairs will need to be adapted from available parts. This is one of the handicaps in duplicating East Tower in Amarillo. Another is duplicating the poured-concrete look of some of the Santa Fe structures.

Most of these topics, from scaling plans, duplicating textures, and fabricating superstructure will require practice and at least some instruction. Our monthly clinics provide some instruction but not much hands-on experience. Perhaps when we have space for a workshop, with a paint-spray booth, work tables and other tools, we can provide that hands-on experience.



The back of one of the buildings to be featured in the upcoming clinic: *Detailing Kit-built Structures*.

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September 2009



President's Message

by Bob Roth

The Red Express. This was the theme for the 2009 convention of the Santa Fe Railway Historical and Modeling Society held in Naperville, Illinois on July 16-19. The name raised a lot of curiosity on the part of the membership of the Society since the conventions are usually based upon a theme related to one of Santa Fe's famous trains such as the Chief, the Super Chief, the San Francisco Chief, etc. There were questions if this was about a special train for Russia, but the answer was the Santa Fe actually did have a train that was named *The Red Express*.

This train was a relatively short-lived passenger train on the Santa Fe, but the significance of this train is that it was Santa Fe's first luxury train. This train operated between Chicago and St. Louis from December 21, 1890 until August 10, 1893. The name for this train may have been derived from the color of the passenger cars as the Santa Fe started painting their passenger cars red starting in 1888; the standard color scheme for their passenger cars prior to this had been yellow with black roofs and black underbodies.

A lot of history was made in the 1880's as the Atchison, Topeka and Santa Fe Railroad had completed their transcontinental rail line, merged with the Gulf, Colorado and Santa Fe Railroad, and had extended their eastern terminus from Kansas City to Chicago. During this period they had also gained control of the St. Louis & San Francisco (FRISCO) Railroad which interfaced with the Santa Fe in Kansas and with the GC&SF in North Texas thus the Santa Fe had good connections from St. Louis to the Gulf as well as to the West Coast but they wanted to make an additional connection from Chicago to St. Louis so they could claim a relatively direct route from Chicago to the Gulf Coast via St. Louis. This connection was through the Jacksonville Southeastern Line (JSE) as Santa Fe became partners with them. The Chicago to St. Louis corridor was already filled by several other railroads thus the only way for Santa Fe to break into this corridor was to operate a luxury train.

The Red Express was successful in attracting passengers to ride the Santa Fe, however their entry into this crowded market spurred a rate war between all the railroads operating in this corridor which came to a head in 1893. One particular problem was the Santa Fe did not own this route into St. Louis; their partner railroad, the Jacksonville Southeastern Line (JSE) owned and operated the last segment of approximately 150 miles into St. Louis. The JSE was accused of

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undercutting the price of the tickets for the train by several of the competing railroads. This led to a boycott of the JSE (and the Santa Fe by extension) by those other railroads and Santa Fe was not receiving any freight at St. Louis. The Santa Fe was forced to boycott the JSE themselves to protect their interests in freight exchanges elsewhere and the situation had become very ugly. The Santa Fe ultimately gave up on this connection from Chicago to St. Louis and as noted *The Red Express* was discontinued in August of 1893. There were other problems in 1893 as there was a major financial panic in the country which ultimately forced the Atchison, Topeka and Santa Fe Railroad into receivership on December 23, 1893. A result of this bankruptcy was that Santa Fe lost control of the FRISCO and the Colorado Midland, and ultimately they emerged from bankruptcy in 1895 as the Atchison, Topeka and Santa Fe Railway.

The information above was presented in a session Thursday evening at the opening of the SFRH&MS convention, but there was more that grabbed my interest as I found a few tidbits of information that supported some of the issues I questioned from the book *The Night Journal*. I was hoping to spend some of my spare time while at the convention doing some research to support the project for the Amarillo Public Library, but I just did not have enough time.

The convention was filled with several activities and good clinics. The activities I participated in included a bus tour to Logistics Park at Joliet, Illinois where the BNSF loads and unloads international containers they ship across the country; it was noted that activity at Logistics Park was down significantly due to the recession and we observed several large cranes sitting idle. We stopped at the Joliet Union Station and were able to see how this station had been restored. The Joliet Union Station still serves Amtrak and Metra trains daily. The last stop on this bus tour was at the Chicago Museum of Science & Industry where we were given a special tour of the new HO scale model railroad layout. First we were shown a vintage video of the original model train layout; construction of this layout had been sponsored by the Santa Fe Railway and had thus reflected the southwestern flavor of the Santa Fe. The old model railroad layout was cut into sections during a renovation of the one wing of the museum at which time a Boeing 737 was moved into the museum and suspended from the structure. We were told they attempted to re-assemble the old model railroad layout but were unable to get it together as it was originally, and determined they needed a new model railroad layout.

The story behind the new model railroad layout at the Museum of Science and Industry is that their team traveled around looking for ideas riding Amtrak on the Southwest Chief from Chicago to Los Angeles, taking the train up the coast to the north and returning to Chicago via the Empire Builder. They felt there was more diversity in the scenery over the Empire Builder's route thus it was used as the basis for the new layout. They looked around various cities and photographed several buildings from several different angles and took all their ideas back to their "base" where the ideas for the layout were compiled. Construction of the layout was subcontracted and there were several references to the \$3,000,000 layout.

The layout was set-up with a series of loops of track so that trains can be run continuously for the public and there did not really appear to be a beginning or an end to the layout, but they had several structures representing the downtown cores of both Chicago and Seattle. The buildings all appeared to be to scale and the skyscrapers in downtown Chicago stood approximately 8-feet

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above the layout while a small commuter train representative of the Chicago elevated commuter system ran around a loop at street level. From Chicago, the track ran one direction through a variety of countryside, farm fields, small towns and past various industrial scenes and ultimately into Seattle.

The layout had a number of interactive features scattered around where the push of a button initiated an action. In Seattle there was a ship loaded with containers and with the push of a button a container was lifted off the ship and moved over to the dock area behind the ship, or vice-versa. A distance away was a logging crew cutting down a large tree representing the timber industry. There was an area where a tunnel was being blasted through a mountain and with a push of a button there was a flash of light, the noise of an explosion and a chunk of rock dropped out of sight extending the depth of the tunnel. Near Chicago was a steel mill with blast furnace that would pour molten metal into specialized rail cars and then the rail cars would be shuffled to the next step in the steelmaking process. There were several additional interactive displays on the layout and several signs showing various industries served by railroads. It is a really well done model railroad for its purpose, which was to educate the general public about the role of the railroads in our daily lives.

Our layout will serve its purpose too. I am hopeful we will be able to incorporate some elements of interactive displays around our layout that may help in depiction of Panhandle industries. Things such as working oil pump jacks, possibly drilling rigs and windmills come to mind and I am sure that all of us can think of additional ideas.

Concerning the presentation for the Amarillo Public Library on August 1, I will cover this in October RUN 8.

We have received one new request. A gentleman that worked for the Santa Fe railroad asked if we have any photos of the Santa Fe's Amarillo roundhouse. I sent a response stating I would poll our membership to see if anyone has any photos of the roundhouse from several years ago while it covered nearly a half-circle.

Next Meeting: The next Business Meeting will be on Thursday, September 3 at 7:30 PM. Director Tracy Ball will cover spline roadbed construction in the clinic to follow the Business Meeting. It is interesting that when we established the schedule for these clinics several months ago we thought we would be past this point in the layout construction, but as we approach September, the timing seems to be very appropriate as we get closer to the point of constructing the benchwork from the helix through Canyon on the upper level and Zita on the lower level; we are planning to use spline roadbed to support the track in these areas.

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MEETING MINUTES

ARM Business Meeting
2009

August 6,

Old Business:

Meeting Minutes from July: Published in Run 8 and approved as published.

Treasurer's Report: A few printed copies were passed around for review.

Liabilities: Two checks written to the MPHS have not been cashed yet; one of those checks is over 2 months old. With those checks, MPHS is paid-off.

We are finally in the black. Jerry Michels accepted a trade-out of dues and custom car purchases against his loan to the ARM that reduced the sum amount we owe him. This amount is now below the balance of our accounts.

The Treasurer's Report was approved as Read.

Car Sales Report/Update:

Car sales have been extremely slow which is normal for summer; we had minimal sales this past month.

Layout Construction:

Sheetrock has been installed on the ceiling from the East wall all the way to the far end of Amarillo Junior Yard; we are exploring hiring the mud, tape & float work. Virgil Young had been working on the backdrop by the helix.

Building & Grounds Update:

The one Exit sign and emergency light in the Meeting Room were replaced. Guy Pigg attempted to work on the motion sensor light outside the front door; he gave-up and purchased a new fixture since he wasn't able to fix the problem. The new light still needs to be installed.

Presentation for Amarillo Public Library:

President Bob Roth related he had worked on a presentation essentially titled "Santa Fe Passenger Trains and Train Operations" for the Amarillo Public Library to assist with the promotion of the Library's summer reading program *Amarillo Reads*. The featured book for the summer reading program was *The Night Journal* by Elizabeth Crook. The rough outline of the story was about a young woman that was researching her family history and then launches into a journal of a relative, another young woman that was going to

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work at the Harvey House at Las Vegas, New Mexico in 1891 and on the way, her train had derailed coming down from Raton Pass. The request from the library had been if we might be able to do something to tie elements of the story – the Santa Fe Railroad and the Harvey Houses together.

The presentation was scheduled to be given on Saturday, August 1 at the downtown library. Bob Roth related that due to time attending the Santa Fe Historical & Modeling Society convention and subsequent vacation, he did not have much time to work on the presentation and he was still working on it up to five minutes before it was presented. It still is not finished at this time, but it may be something to consider as a clinic to follow one of our Business Meetings sometime in the future. The presentation did support some of the elements of the story.

Channel 7 showed up and took some video during the event and had a brief story on the news on Saturday evening, August 1. The second part of the event will be on Tuesday, August 11; the author will be in-town at the Amarillo Globe-News Center for the Performing Arts for a book signing.

Train Spotting Event: 24-hour train spotting event at the ARM. No contact to-date.

Housekeeping Schedule: Month of August: Linda Silva & Paula Young
Month of September: Jim Shook

New Business:

Guy Pigg set-up a group site on the internet.

The Executive Board approved the purchase of a small computer for \$399. Intent is the computer can be used with the Decoder Pro software and with financial records.

Member Jim Shook asked about planting flowers around the west end of the property.

Virgil Young mentioned we could use a paint brush dipped in Round-up around trees to kill bindweed. Spraying too close to the trees could kill them if there is any drift.

ARM Work Dates:

August 8
August 22
September 12
September 26

Next Meeting: Scheduled Date is Thursday, September 3, 2009.

Schedule of Clinics to be conducted following monthly Business Meetings:

August Detailing Structures by Virgil Young

RUN 8 September 2009

September	Spline Roadbed Construction by Tracy Ball
October	DCC Decoder Installation by Earl Carrell
November	Railroad Timebooks by Jerry Michels
December	Photographs by Norman Stuppi
January	A Three-room House on the Wrong Side of the Tracks By Virgil Young
February	Decoder Pro by Jerry Michels

The meeting was adjourned and the clinic on Detailing Structures was presented by Virgil Young



The Pioneer Zephyr Display at The Museum of Science and Industry in Chicago

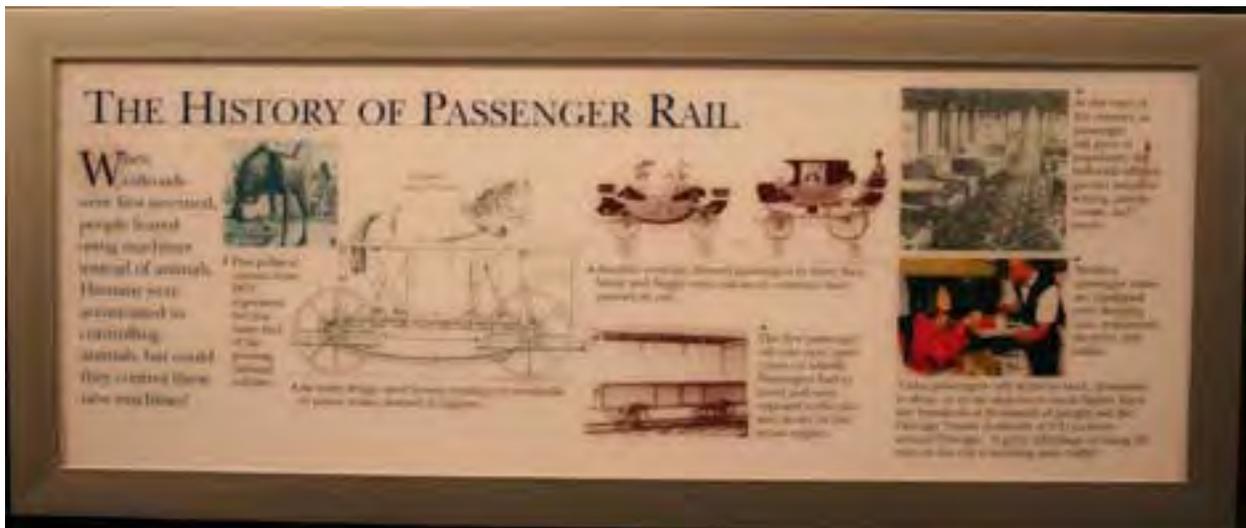


The three sections of the new model railroad. The city skyscrapers are in the foreground and the countryside and mountainous sections are beyond. This is under a suspended 737.

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The Ship Unloading Display behind the city skyscrapers. Containers are hoisted onto and off of a model of a container ship.



A plaque presenting the history of passenger rail service. This is located in the hall with the Pioneer Zephyr.

These photos were taken by President Bob Roth to illustrate the discussion in this issue's President's Message. Bob was attending the annual meeting of the Santa Fe Historical and Modeling Society

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First Annual Mid-Continent Prototype Modelers Meet

The First Annual Mid-Continent Prototype Modelers meet will be held in the Wichita, Kansas area on November 7 and 8, 2009. There will also be a large free-mo layout on display, so mark your calendars. For more information visit: <<http://www.midcontinentprototypemodelers.org>>

Prototype Modelers apply prototype details to their rolling stock, paint them appropriately and operate them realistically. A free-mo layout consists of detailed modules that can be arranged in any sequence without necessarily completing a closed loop. Good, accurate modeling will be displayed.



Tracy Ball, Bob Roth and Guy Pigg installing the locking bar which Tracy fabricated after finding the door was not secure even when locked by the usual door lock. The locking bar must be removed anyone is present in the building. A second locking bar is ready to be installed on the south doo. It too, must be removed when anyone is in the building.

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Tracy Ball's design locking bar installed and showing the pins that secure it. The bar must be removed if anyone is in the building.

Conduit and lighting boxes were installed along the east valance and around the Helix valance.





Dave Jusiak and Virgil Doyle continue to fill in the joints over the Amarillo Yard.

Interactive Displays

by Virgil Young

President Roth in his message this month talked about the new model railroad in the Chicago Museum of Science and Industry. He was very favorably impressed with the interactive features of the railroad and suggested that we might include similar interactive displays in the ARM layout. Among those President Roth suggested was a working rotary drilling rig, working oilfield pump jacks and operating windmills. To these scenes add a cattle-working scene, a working potato grader with workers inspecting, bagging, weighing and stacking 100-pound sacks of potatoes and loading them into a reefer.

There are also historical scenes showing an abandoned oil field where the power for the pump jacks came from a centrally-located stationary power which transfers power to the pumps via cables radiating from the stationary power. This was before the nation's widespread electrical grid was developed, and the individual wells could not be served by electric motors. The remains of such an installation exist on the north side of Highway 287 near Electra. A very comprehensive article on early oil field practices appeared in the January 1960 issue of Model Railroader on page 48. Written by a geologist, Gregory Webb, the article describes the early oil field equipment and presents some excellent ideas for animation.

Stationary steam engines were used as a source of drilling power into the 1930s. This author

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has pictures of abandoned boilers in an old oil field near Stinnett. The boilers were originally equipped with tall metal smokestacks supported by guy wires. These types of power were used mostly on cable tool rigs which required a walking beam to translate rotary motion to up-and-down motion. Depicting such a rig automatically introduces motion.

We have an opportunity to video tape the restoration of the baggage cart we recently acquired and transfer it to a DVD. It will require some planning and eventually video editing. It will be labor-intensive, but the end product would make a valuable contribution to our Amarillo Railroad Museum.

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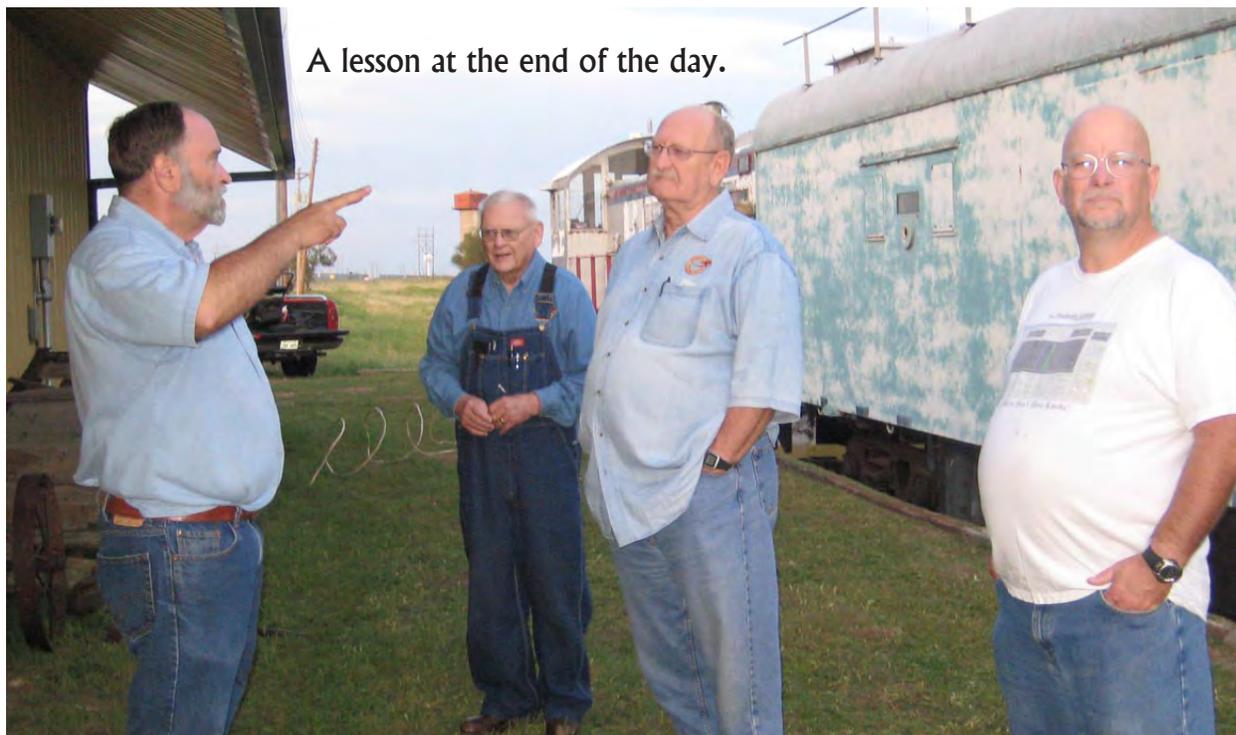
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A lesson at the end of the day.

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October 2009



President's Message

By Bob Roth

I assume the majority of our members have figured out that I am a bit of a railroad history buff with particular interest in the history of the Santa Fe and the other railroads that served the Texas Panhandle. Thus when we received the request to prepare a presentation for the Amarillo Public Library to support the Summer Reading Program's selection of the book, *The Night Journal* by Elizabeth Crook, I was a bit excited on the one hand to look in more depth at the history related to the Harvey Houses and their relationship with the Santa Fe but concerned with the relatively short time frame in which to do some research and put a presentation together. The request was received in mid-June and the presentation was to be done on Saturday, August 1.

The first issue was where to begin. I did not have the time to read the book but I did take a few minutes to read the piece in the book where the journal began with the derailment of the train going down from Raton Pass. A few specific features in this part of the story raised questions in my mind whether they were realistic or totally fictional. In this part of the story the main character was on a train travelling west as she was on her way to work at the Harvey House in Las Vegas, New Mexico. The train was travelling at night, it was dark and the electric lights in the train had been turned-off due to extensive sparking caused by the rain and wetness. The main character had fallen asleep in the darkness but was jolted awake when the train derailed. A bridge had washed-out causing the derailment. The main character recalled climbing into another car to fetch a doctor's bag and the water in the stream she had to wade through being hot due to the locomotive having fallen into the stream. With the setting of the story being in 1891, I had some real questions if trains had electric lighting at that time and if the locomotive wouldn't have blown-up if it had fallen into the stream.

I started developing the presentation with some basic history of the Santa Fe Railroad and I was looking for every shred of information I could find on early train consists, the type of equipment used, the development of the Harvey Houses and their relationship with the Santa Fe Railroad. What I found was interesting, at least to me. I did manage to find a few nuggets in my research that supported parts of the book. It was possible for the train to have had electric lights back in 1891 as the Santa Fe purchased four sets of brand new passenger cars in 1888 that had a generator located in a baggage car to power lights; the reference wasn't clear if the electric lights were primary or secondary to gas lamps that were used in passenger cars until around

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1895. Wash-outs of the track that cause derailments are still an occurrence today. I managed to find a Santa Fe Route system timetable for 1891 and found that all the trains were scheduled to cross Raton Pass during daylight hours so the premise of the train crossing the pass at night is questionable, however trains can run behind schedule thus this is a possibility too. Anyway, I was still working on organizing and inserting information and pictures in the presentation on August 1, up until about 5 minutes before I gave the presentation. It still is not finished as I write this, but I have been finding there is some interest in this presentation from people who missed the event at the Library so I will eventually develop it further. I would like to thank Richard Rand for his information concerning a potential source of information and Jeff Ford for forwarding a scan of a postcard of the Amarillo Harvey House Restaurant; I wasn't able to use this during my development of the original presentation, but I plan to work it in as I develop the presentation further. Generally speaking I think my presentation went fairly well especially given the material was pretty fresh in my mind.

I followed the presentation by attending the book signing event on Tuesday, August 11 at the Amarillo Globe-News Center for the Performing Arts. They asked the author to read a short piece of the story from the book which was followed by a question and answer discussion primarily between Stacy Yates, Spokesperson for the Library, and the author and this was opened to questions from the audience. The author explained how she originally didn't want to write historical-based fiction out of concerns for the time to do the research, but all of her books have been historical-based fiction. *The Night Journal* is historical-based fiction and she stated it took her 10-years to write it. She didn't work on it all the time and noted during the time she worked on it she was married, had kids and got divorced. She also mentioned she made four trips to Las Vegas, New Mexico doing research and she tied several historical events into the story line.

One particular question asked of the author was if the derailment in the story was an actual event; the author responded that it was not, but she had researched railroad wrecks and the parts of the story dealing with the derailment of the train were based upon actual events that had occurred, but not on any one wreck. The most interesting point was that the part concerning the derailment of the train was inserted into the story last. The author noted she had written about the young lady riding the train to go to work at the Harvey House in Las Vegas and that one of the book's early reviewers indicated it was lacking something and suggested that maybe a train wreck would grab readers' attention and interest thus she took this idea and following research, inserted it into the story making the book what it is today.

Other issues affecting the ARM: I did not hear back from anyone concerning photos of the Santa Fe's Amarillo roundhouse thus I will respond back to the gentleman that made the request with this response. The Executive Board has decided to purchase a limited quantity of books, *Postcard History Series – Amarillo* by Ron Smith. We will sell these books for their normal retail price of \$21.99. Also, please note the Scott-Free model railroaders will be set-up at Hobby Time during the month of October and we have received an invitation to come and run trains on their modular layout during the month of October.

One other item of interest: In the October/November/December 2009 issue of *The Railroad Press* there is an article covering the BNSF coal lines between Colorado and Texas. This article

covers 14 pages and contains a map and several photographs taken along the covered rail lines.

Next Meeting: The next Business Meeting will be on Thursday, October 1 at 7:30 PM. The clinic to follow the Business Meeting will cover Decoder Installation by Earl Carrell.

MINUTES

ARM Business Meeting

September 3, 2009

Old Business:

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

Treasurer's Report:

Treasurer Virgil Doyle presented his report. It was approved as read. The report is not published but is made a part of the minutes.

Car Sales Report/Update:

Director Jerry Michels was not present. Treasurer Doyle said that this was a slow month with 2 or 3 sales.

Layout Construction:

Tracy Ball said that the backdrop around the corner has been painted blue. Clouds have been painted on most of upper layer. The wired conduit and boxes have had lamp sockets connected and lights are on as far as the conduit was installed. Tracy has been working at taping, bedding and floating the seams in the ceiling over Amarillo Yard.

Building and Grounds Update:

The weather station at the Air Terminal reported 9 inches of rain in August. This abundance of moisture has caused a significant growth in grass and weeds together with an explosion in the mosquito population. David Jusiak, Guy Pigg and others have been pushing to get the mowing caught up.

Train Spotting Event:

24-Hour Train Spotting Event at ARM has been quiet with no contact to date. The event will likely not be held this fall.

Lone Star Region Convention Planning Meeting:

Randall Bittick called the day before the Initial Planning Meeting was scheduled advising prospective helping organizations when and where the meeting would be held.

Housekeeping Schedule:

Month of September: Jim Shook
Mont of October: Bob Roth

New Business:

Locking Bar: Tracy Ball has fabricated a locking bar for the Northeast door in the train room and is working on another locking bar for the Southwest door in the train room. Please remove the locking bars when anyone (including yourself) is present in the building; the last person locking the building should be certain the locking bars are in place before leaving the building.

Baggage/Freight Cart: Virgil Young purchased a baggage or freight cart at an auction. The wooden parts of the cart are in poor condition, but most of the metal parts can be salvaged or fabricated. Virgil Young formulated a plan for its restoration involving research into how the cart was painted when operable, measurement of all the component parts, documentation of how the parts are assembled, purchasing replacement lumber matching the dimensions of the original, careful disassembly of the cart and ultimate reassembly with new wood and sand-blasted old metal parts. Virgil recommended that the whole process be videotaped and edited into an interesting presentation.

Amarillo Globe-News: Guy Pigg has been in contact with the Globe-News and their photographer was out Saturday, August 24 capturing photos. Expect to see photos in the *Our Town* section of the newspaper. They have not appeared as of RUN 8 publication date.

Liability Insurance: The liability insurance against the ARM property has been renewed at the same price as before.

Connectors from Digikey: In the October issue of *Railroad Model Craftsman*, there appeared an article on installing a *SoundtraxxTsunami* sound decoder in a steam locomotive. Including a connection to a sound cam, six connections are needed between the locomotive and tender. The article used connectors available from Digikey, but no part numbers were given. See Virgil Young for part numbers.

Amarillo Post Card Book: A new book, published by Arcadia Publishing, is post cards

Driver for Local Buffer: Treasurer Doyle has received a local buffer and driver to be installed on the new little computer.

ARM Work Dates:

September 12
September 26
October 10
October 24

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Next Business Meeting: Scheduled for Thursday, October 1, 2009, at 7:30 PM.

Schedule of Clinics: Conducted after monthly Business Meeting.

October	DCC Decoder Installation by Earl Carrell
November	Railroad Timebooks by Jerry Michels
December	Lifetime Slide Collection by Norman Stuppi
January	3-room House on Wrong Side of the Tracks by Virgil Young
February	Decoder Pro by Jerry Michels
March	Open
April	Open
May	Installing New Gearbox and Motor in Brass Steam Locomotive (Tentative) by Virgil Young
June	Installing Tsunami Sound Decoder in Brass Steam Locomotive (Tentative) by Virgil Young

Cleaning Schedule for 2009:

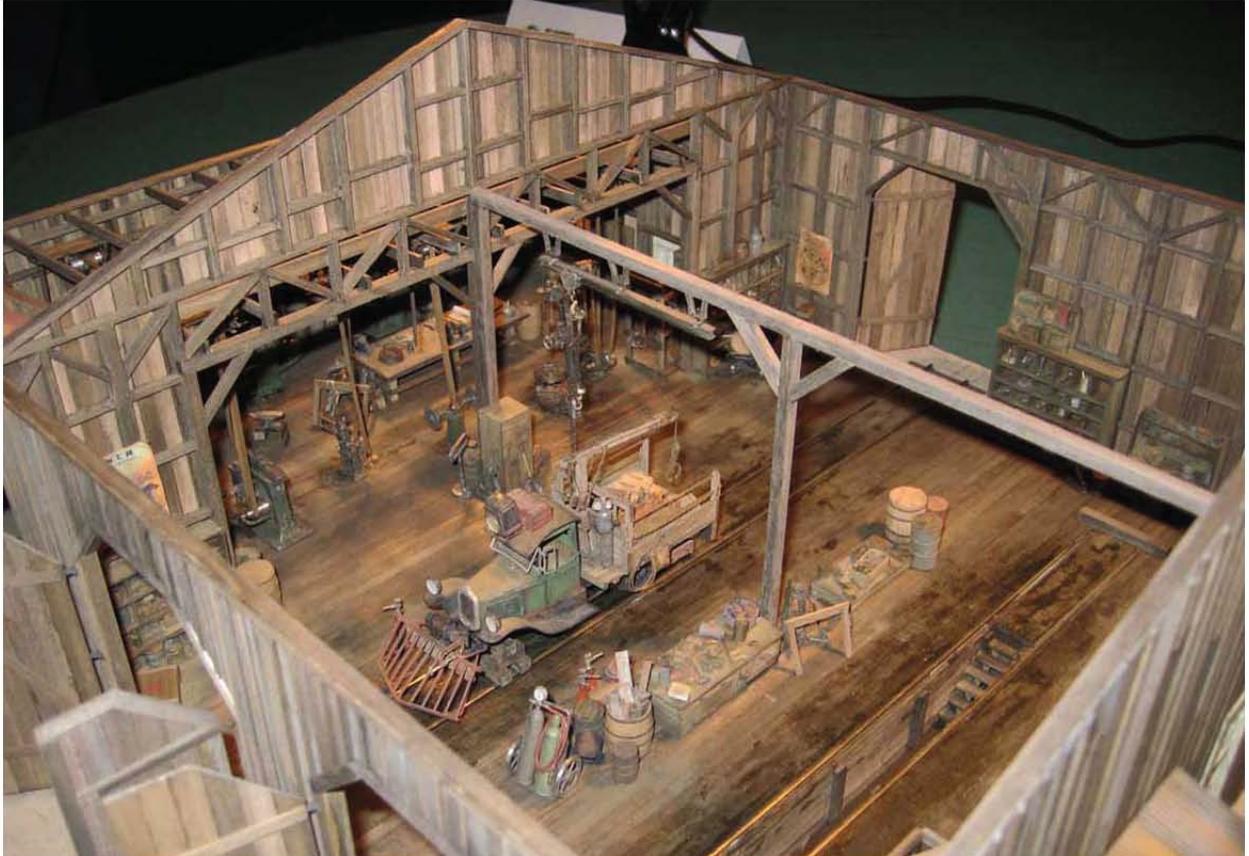
October	Bob Roth
November	David Jusiak
December	Jim Shook



The backdrop as it appeared on September 14 after some clouds were added on the lower level. Several events have slowed progress on the painting, but speed will pick up later this week.

On the next page are two views of the Enginehouse/Machine Shop which the Editor feels was the best structure in the 29th Narrow Gauge Convention at Colorado Springs.

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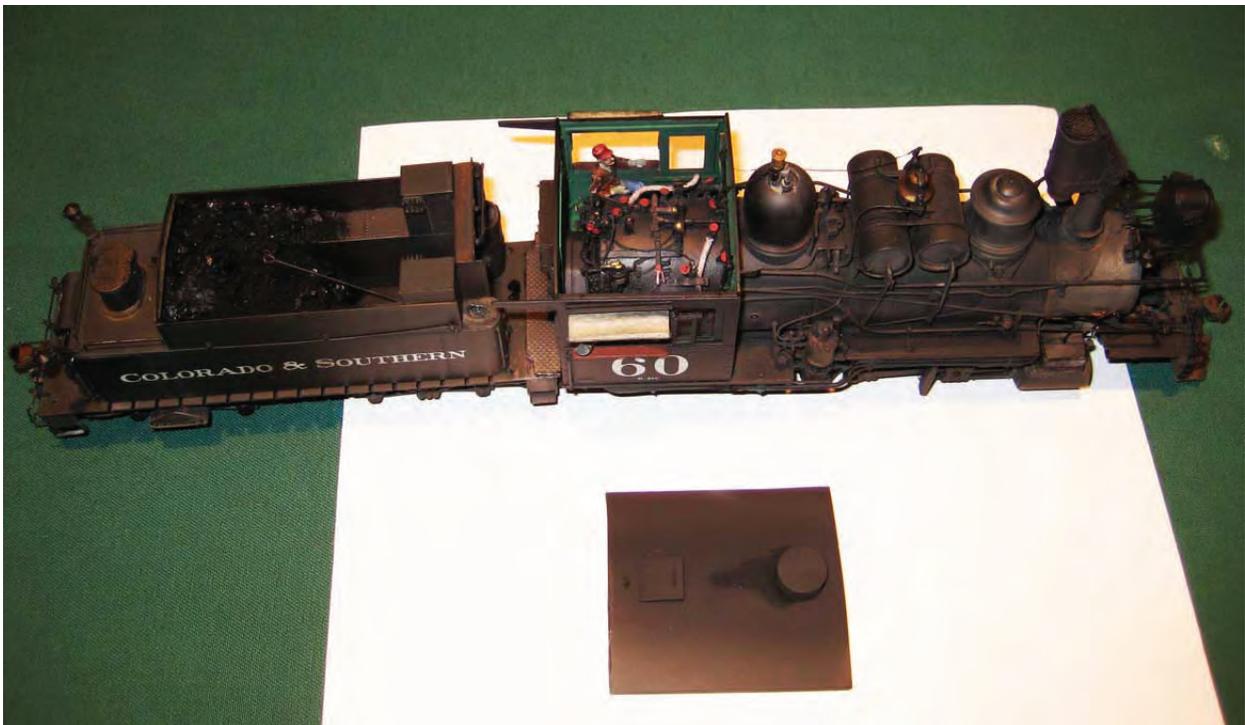


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RUN 8 October 2009

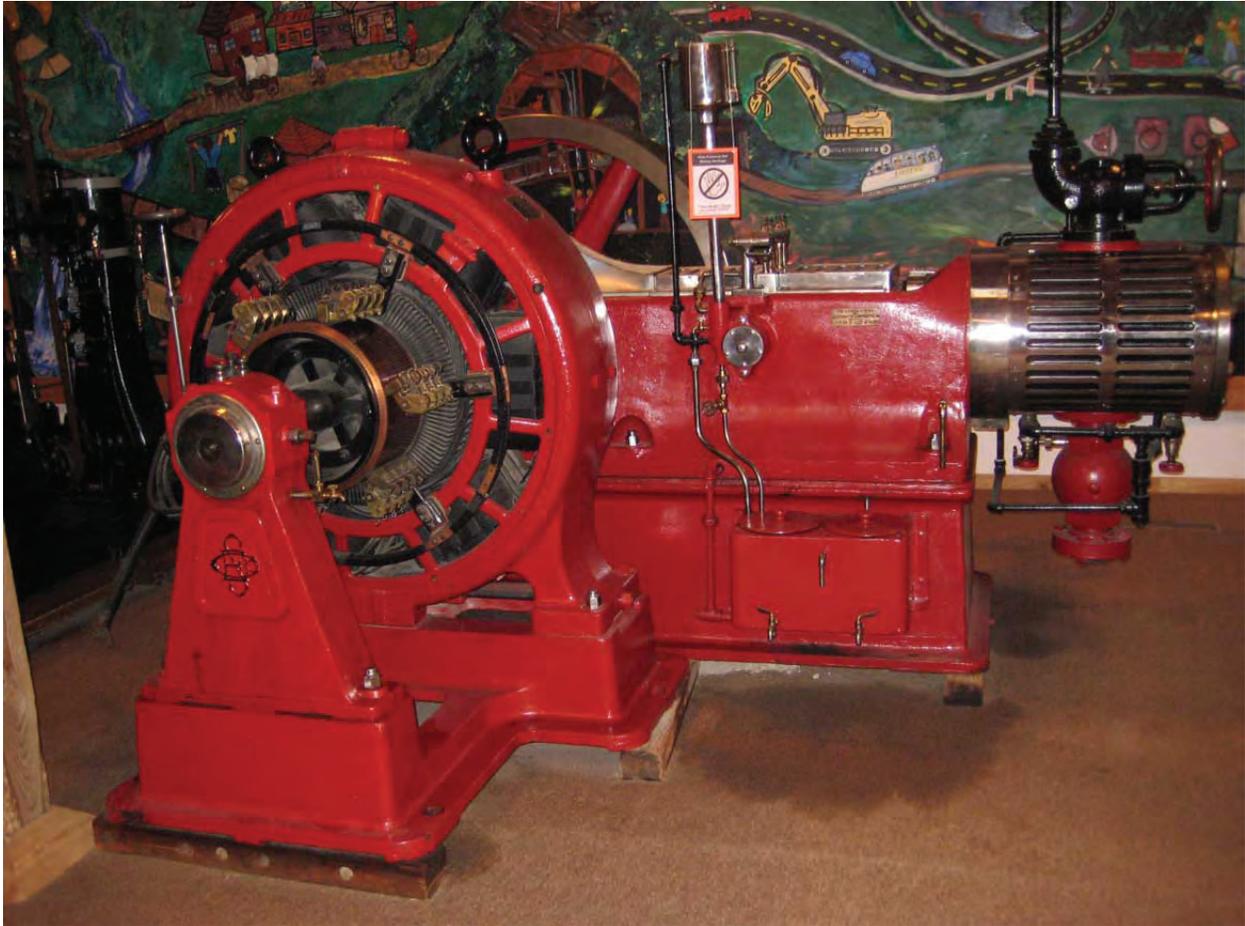


One of several beautiful steam locomotives entered in the contest is this O-Scale Climax.



Colorado & Southern #60, with a fully-detailed cab interior and characteristic C&S Bear-trap that accumulated cinders from the exhaust.

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The Western Mining Museum had many displays of mining equipment. This steam-powered generator provided electric power for lighting the mine shafts and powering the tools used in them.



One of about 100 BNSF boxcars, most with graffiti, stored on a siding near Clayton.

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Serendipity by Any Name

by Virgil Young

This author was fortunately able to attend the 29th Annual Narrow Gauge convention this past week at Colorado Springs, Colorado. Following several years of trips to Colorado, building a collection of slides on narrow-gauge subjects and accumulating several S scale locomotives following Rio Grande Southern prototype, this author had quite an interest in building a narrow gauge empire including Telluride, Vance Junction, Ophir and Lizard Head.

However, space available for a home layout was limited, and plans waffled until in 1993, Carter Osborne pointed out the advantages of membership in the Amarillo Model Railroad Association. It was hard to stay uninvolved in club activities with Carter's constant urging the members to participate. Carter's plans for a monthly publication found this author serving as Editor to the new publication, RUN 8. (Run 8 is the fastest transition on a diesel locomotive throttle).

Editorship led to the Secretary/Vice-president's Office, and as we made plans to move out of Western Plaza, this author volunteered for the Layout Planning Committee. Other members also found their roles becoming more complicated with increased responsibility as the club began construction of a new building and the total membership declined.

This author found himself suffering from Parkinson's syndrome, as have others, including this author's father. Activities suffered until new medicines were tried, resulting in an increase in activity limited mostly by balance problems requiring the need to keep both feet on the ground.

Meanwhile, an interest in narrow gauge has been maintained, and many activities associated with narrow gauge parallel those of standard gauge. Many model railroaders associate narrow gauge modeling with run-down, overly-weathered and poorly-maintained equipment. But accurate models of whole prototype scenes such as Ophir or Vance Junction seems to have begun with narrow gauge modeling, though in recent years, standard-gauge modelers have adopted the *Essential Elements* concept that bring model scenes close to prototype scenes by including models of prototype buildings and geophysical features that closely parallel the prototype scene.

Narrow gauge locomotives have also kept up with advances in sound and in the use of micro-motors for more realistic pulling power. Improved idler gearboxes have long been part of narrow gauge modeling. Narrow gauge modelers have pioneered in these improvements because they have had to. It is too onerous operating the small engines without these improvements.

This author attended six clinics that were not exclusively narrow gauge. Two of these covered the computer program PhotoShop and its contributions to all model railroading. Another clinic covered lighting for layouts. Conducted by a lighting engineer, it emphasized that we at ARM are on the right path to effective lighting, we mainly need to add some high-intensity spotlights for improved color and contrast. Another clinic placed emphasis on micro-lighting such as locomotive class lights, caboose marker lights, headlights and HO scale hand-held lanterns. The clinician tied his presentation with products available from Richmond Controls.

Two clinics covered the generation of sound in model locomotives and correct tuning of these systems for more effective usage. They were presented by a representative of Soundtraxx of Durango, Colorado.

The sixth clinic covered the improvements possible on forty-year-old brass locomotive models. These models usually had open-frame motors, non-idler gearboxes and flexible rubber tubing to connect the motor and the gearbox. Though some of the older models lacked the detail of later models, the materials used in the early models include steel crankpins and steel worm gears which are best for long-term operation.

Although the convention was narrow-gauge in focus, this author came away with a feeling of having received the unexpected.. Paraphrasing Mary Place in *The Big Chill*, it was like getting a good deal on a used car.



A Free-Mo module depicting Embudo, NM. The station agent cemented local rocks to the wooden walls of the station, making it rock-veneered.

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RUN 8

November 2009



President's Message

by Bob Roth

On November 14 a number of folks will gather in Topeka, Kansas to participate in a mini-meet of the Santa Fe Railway Historical & Modeling Society. This fall mini-meet is normally held in Kansas City, but this year the location was changed to Topeka in part to celebrate the 150th anniversary of the chartering of the Atchison, Topeka and Santa Fe Railroad. As I noted in my clinic, the original plan for this railroad was to connect the city of Atchison, Kansas with Topeka, Kansas and extend west from Topeka toward Santa Fe, New Mexico. The railroad grew significantly after that becoming the first railroad to own and operate its own line across the country from Chicago to the west coast. The Santa Fe changed a lot over the years growing ultimately to a system boasting of 13,200 track miles before starting to shrink itself by abandoning and/or selling-off branch lines and focusing on its core mainline route across the country before ultimately merging with the Burlington Northern Railroad to become the BNSF.

The railroad continues to change and evolve today. In May of 2007 BNSF experimented with 10,000 foot long trains, trains nearly 2 miles in length. This experiment was deemed a success and they've been running a number of these long trains since then (over 800 such trains since May, 2007 according to an August press release). Recently the railroad issued an announcement they are experimenting with 12,000 foot long trains (plus seven locomotives) between Los Angeles and Clovis, New Mexico. These trains are reported to have three locomotives at the front, two locomotives in the middle, and two locomotives at the rear. The tests between Los Angeles and Clovis have been deemed successful and they will eventually try pushing these trains all the way to Chicago.

Another experiment by the railroad occurred in Minnesota on July 30 on the Twin Cities Division where they coupled two 112-car grain trains together into one 13,000 plus foot long train. This train had two locomotives on the front, one distributed power unit in the middle, and one distributed power unit on the rear of the train and after traveling 225 miles, they broke the train into two segments to serve two different customers thus demonstrating a new way to utilize distributed power in a train.

The publicized reason for these long trains is that BNSF is looking to improve the efficiency of the railroad in serving their customers, but I believe it is also BNSF's attempt to relieve the

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congestion on the rails from the ever increasing volume of traffic (prior to the recession) on the TRANSCON. The world is changing as the Panama Canal is being widened to allow larger ships to traverse the canal and there is significant potential for many of the container ships that dock on the west coast to use the canal to ship their goods to alternative ports along the Gulf Coast or East Coast closer to their terminal destinations. This is a reason for this nation's railroads to keep changing and evolving to stay competitive on the world stage.

Whatever happens, it appears that trains will continue to get longer. As I pondered this subject I kept thinking back to our days at Western Plaza several years ago during some of our shows when Carter Osborn set-up and ran his 110 car trailer-on-flat-car (TOFC) intermodal train on the modular layout; it was a sight worth seeing with 4 or 5 locomotives at the head end of the train just like the prototype of the day. A number of visitors to the ARM marveled at model trains that were around 50 cars in length, but Carter's train eclipsed all of those trains and it would seem like it took forever for it to go by when it was running because it was so long. The long trains were not without problems; they could tie-up the railroad for a significant chunk of time when they were being set-up, there were not any sidings or yard tracks that could accommodate the long train thus it had to be broken-up to stage it, and derailments were a problem when this train wrapped around too many corners. I expect as the BNSF continues to experiment with longer trains they will encounter some problems similar to those of model railroads. Just think though -- Coming soon to a grade crossing near you – the endless train...

I placed the order for a limited quantity of books, *Postcard History Series – Amarillo* by Ron Smith that we will sell through our internet web site for their normal retail price of \$21.99. I was informed the books were out but more are coming thus we should receive our order around mid-November. If any of our internet members are interested in obtaining a copy of these books, I recommend you send an e-mail request to reserve a copy before they are advertised on the web site. Also, please note the Scott-Free model railroaders are set-up at Hobby Time through October 31 and we have an invitation to come and run trains with them.

Next Meeting: The next Business Meeting will be on Thursday, November 5 at 7:30 PM. The clinic to follow the Business Meeting will cover Railroad Timebooks by Jerry Michels.

MEETING MINUTES

ARM Business Meeting

October 1, 2009

Old Business:

Meeting Minutes from September were published in Run 8. Minutes were approved as published.

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

Car Sales Report/Update: Director Jerry Michels was not present, but he presented this update at the Executive Board Meeting on September 26.

ART cars in 33000 series are expected any day.

MKT mechanical reefers anticipate delivery possibly in Feb. No contract signed yet.

Executive Board met Saturday, 9/26 and discussed future custom car projects.

ART reefers: Idea is to follow the schemes: yellow with outline heralds; orange car with outline heralds; and orange car with N&W replacing Wabash herald.

Missouri Pacific Airslide Hoppers: The Board approved going forward with purchase of 360 airslide hoppers from Athearn. Hoppers will be delivered with logos but not numbers; we will obtain decals for numbers from Oddballs Decals and can present variations on numbering schemes by the railroad.

The Board also kicked around one additional idea for another potential custom car – a modern BNSF boxcar with graffiti; Virgil Young spotted a number of BNSF boxcars with graffiti parked on sidings to the north of Clayton, New Mexico on a recent trip.

Layout Construction:

Sheetrock has been installed on the ceiling; we are working on the mud, tape & float work.

Virgil Young has continued work on the backdrop painting on the East wall and we are getting close to the point where we can resume benchwork construction along the East wall.

Building & Grounds Update:

Mowers: An effort was made to repair the mowers; a new tire was obtained and installed on the one mower returning it to service. New belts were obtained for the older mower but problems were observed on Saturday, 9/26 where the mower deck is not setting properly and the new belt was being chewed-up. Diagnosis: the wheels need to be reinstalled on the mower deck. Mowing and weed-eating have started making a dent in the growth.

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Need to watch out for bees around the locomotive. We apparently had another hive move into the one traction motor.

Flag Pole: Virgil Young had offered a suggestion to install a flag pole in the triangular spot between the sidewalks out in front of the building and the idea was expressed this could be an area to start displaying our commemorative bricks.

Advertising:

The Amarillo Globe-News sent a photographer to the ARM on Saturday, 8/29 and a single photo was on the cover of *Our Town* insert in the newspaper on Wednesday, 9/09.

2011 NMRA LSR Convention:

The Lubbock Model Railroad Club held an organizational meeting. President Roth received a phone call from Randal Bittick, President the day before the meeting. While no formal correspondence has been received from Lubbock, their newsletter indicates they have a number of committee chairs selected and will offer other positions to us.

Housekeeping Schedule: Month of October: Bob Roth
Month of November: David Jusiak

New Business:

Scott-Free Model Railroaders The Scott-Free Model Railroad group will be operating trains at Hobby Time through the month of October. They will set-up modules on Friday, Oct. 2 and start operating on Saturday, Oct. 3. Norm Williamson invited ARM Members to operate with them.

Books from Arcadia Publishing: Last month I showed a flyer for a new book in the Postcard History Series – *Amarillo*. We received a call from Arcadia Publishing the week following our last Business Meeting inquiring if we would like to buy some of their books and re-sell the books. This matter was discussed with members of the Board and a decision was made to purchase a dozen of the books for sale via our internet web site. Other titles are available.

Clinics: Any interest in a clinic on re-gearing and re-motoring steam locomotive models?

Boxcar for Storage: President Roth reported that in a conversation with John Clark at Progress Rail Service, John stated that they were trying to obtain a boxcar for us. Director Tracy Ball reported that McDowell would move the car for ARM at \$2,000. They usually charge \$2,700 to \$2,800 to move such a car.

Schedule of Clinics to be conducted following the monthly Business meeting

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October: Member Earl Carrell was scheduled to present a clinic on installing decoders after the October Business Meeting. Earl was out of town that night and President Roth presented a History of the AT & SF Railway.

November: Railroad Timebooks by Jerry Michels

December: A Lifetime of Photography by Norman Stuppi

January: 3-room house on the wrong side of the tracks by Virgil Young

February: Decoder Pro by Jerry Michels.

ARM Work Dates:

October 24

November 14

November 28

December 12

Next Meeting: Scheduled Date is Thursday, November 5, 2009.

Cleaning Schedule for 2009:

September	Jim Shook
October	Bob Roth
November	David Jusiak
December	Jim Shook
January	2010
February	
March	
April	
May	
June	
July	
August	

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Reva applies contact cement to a panel of black formica before Tracy hangs it on the fascia.



Tracy Ball and Virgil Doyle fit the formica to the fascia.

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Jerry Michels solders wiring on the Helix. Jerry just keeps going in circles!



Meanwhile, down at the corner, the clouds are rolling in.

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We neglected to catch him doing it, but Dave Jusiak primed the rest of the ceiling over the Amarillo Yards while standing flat-footed on the floor!



The Last section of Formica is placed by Tracy Ball, Bob Roth and Virgil Doyle.

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Plain Old Buildings

by Virgil Young

The backdrop for the upper level of the North/South layout is approaching the South wall where the upper level tapers off to 12 inch depth at the West end of Canyon. Plans are being developed for the wholesale production of laminate strips for roadbed on the upper level. Is it possible that we are about to add buildings, streets, vehicles and people?

This brings us to the question: Which buildings? The Layout Planning Committee listed some trademarked buildings which automatically fixed a time and place for such a structure. The town Depot is the first building unique to the town. A second group of buildings unique to the town includes the bunkhouses, section houses and tool sheds along the line necessary for online maintenance, and the reason for the town's existence. The third group includes the elevators, petroleum jobbers, filling stations, grocery stores and any other buildings near the railroad that are proportional duplicates of the original buildings.

About fifteen years ago, this author photographed a corrugated iron elevator in Panhandle, Texas. It stood in a prominent place between the Santa Fe railroad and the highway. It has since been torn down, but it is a recognizable structure almost as familiar as the Panhandle depot. Also photographed was the water treatment plant, and there was a Gulf Oil jobber near to the elevator. Together with the depot, these three other buildings will make an accurate start to the town of Panhandle, Texas, as it appeared from Highway 60 in 1955. A modern concrete silo elevator, plus a few other buildings, patterned after those still in existence, will flesh-out Panhandle in the limited space available.

The above is an outline of one way to choose the buildings necessary to represent any of the towns along the right-of-way. But any way you choose, starting with the depot is a good move.

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RUN 8

December 2009



President's Message

By Bob Roth

Given this is the month of November, I would like to wish all of our members a very Happy Thanksgiving. I find that I have a lot to be thankful for personally, and I feel that members of the ARM also have quite a bit to be thankful for as we continue with construction of the model railroad layout inside our nice heated building. Thank you everyone for your contributions during this past year that have brought us to the point where we have started building the benchwork for the layout along the East wall of the building.

We turned on the heating system in the ARM on October 24 in anticipation of colder weather according to the weather forecast. I believe our timing was just right because within a few days after the heating system was turned on we had a very strong cold front come through that dropped temperatures below freezing. I mention this because our utility expenses will be higher for the next few months.

Concerning the layout, Virgil Young completed the painting of clouds on the East wall on both the upper and lower levels and we started building L-girders that will be the basis of the benchwork frame on the lower level. (The clouds painted on the backdrop are AWESOME! Thank you Virgil!) The first section of L-girder was installed on the lower level extending out from the helix and joists for this section were cut and installed thus we are finally extending the benchwork for the layout. I anticipate the benchwork construction will proceed fairly quickly until we reach the far end of the Amarillo Junior Yard area when we reach the end of the finished wall and ceiling. Very soon we will start installing spline roadbed on both the upper and lower levels.

I received a request to provide a presentation on the ARM to a Rotary club on Thursday, November 19, so I have started running around with my camera to get a few photos to use in my presentation. This will be a relatively short presentation basically giving a little bit of information on the ARM concerning who, what, where, why and when.

We had one major surprise this past month as we received a letter from "The Railroad Museum at the Historic Santa Fe Building." The letter indicated they have basically suspended fundraising activities at this time mostly due to economic conditions, but it noted they are

re-evaluating the situation with the Santa Fe building and are considering other alternatives. I am not surprised by the suspension of fundraising for the museum, particularly given the economy but I am surprised with the part concerning the consideration of other alternatives. The letter pointed out concerns with space constraints within the Santa Fe building, restricted weekend access to the Santa Fe building, security concerns due to county courts operating within the Santa Fe building, a lack of parking, and a lack of space for display of railroad rolling stock as reasons for re-evaluation of the placement of the museum in the Santa Fe building. I sent a letter back to Walter Wolfram stating that while we still support the museum, we were under the impression the whole reason behind the museum in the Santa Fe building was to satisfy the terms of the grant Potter County received for the renovation of the building. I also noted that as part of the coalition supporting the museum, we have land with railroad track on which we could help with display of railroad rolling stock thus saving them the cost to purchase land and I issued an invitation to Walter Wolfram to come out to the ARM and visit with us. I will wait to see what develops.

Have a Happy Thanksgiving; enjoy the football games and don't eat too much. Remember that Saturday, November 28 is a scheduled work day.

Meeting Minutes

ARM Business Meeting

November 5, 2009

Old Business:

Meeting Minutes from October: Published in Run 8. Minutes approved as published.

Treasurer's Report: Presented by Virgil Doyle, Treasurer. Report was approved as read.

Car Sales Report/Update:

ART cars in 33000 series are in Colorado and are expected any day.

Missouri Pacific Airslide Hoppers: The MPHS approved the project and contact is being made with Athearn for purchase of 360 of these hoppers. The assembled Hoppers will be delivered with logos but not numbers. Decals with several sets of numbers will be included. The Executive Boards of both the MPHS and ARM have approved a plan to bring out a different scheme every six months.

MKT mechanical reefers: The project is underway. The cars could be in as early as May.

Layout Construction:

Virgil Young has continued work on the backdrop painting on the East wall. We started building

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L-girder last week for the benchwork construction along the East wall. Benchwork construction will go very quickly to the SE corner of the train room. Jerry Michels laid the second track on the Helix and wired the tracks. Jerry has also placed wire in the east wall upper level joists for low voltage requirements. Tracy Ball has been cutting spline boards for the roadbed.

Building & Grounds Update:

Mowers: The Executive Board voted to hire someone to complete the mowing for this season since both of our mowers need repairs; the one needs new blades while the older mower is chewing-up the belts. The vegetation has essentially quit growing; this will allow us to focus our efforts inside on the layout.

Need to watch out for bees around the locomotive. Apparently another hive moved into one traction motor. We cannot save this hive. The hive we saved last year has been doing well and probably the source of the hive now living in the locomotive.

Flag Pole: The suggestion that a flag pole be installed in the triangular spot between the sidewalks out in front of the building has been preliminarily discussed by the Executive Board. Together with the flagpole, this could be an attractive area to display our commemorative bricks.

2011 NMRA LSR Convention:

No formal correspondence has been received from Lubbock.

Housekeeping Schedule:

Month of November: David Jusiak

Month of December: Jim Shook

A Sign-up sheet for 2010 was circulated during the Business Meeting.

New Business:

Books from Arcadia PubPostcard History Series – Amarillo; a dozen books were ordered and are expected around middle of November.

We received a request from Arcadia asking if we might be interested in compiling a book of Amarillo historical railroad photos. The Board discussed this and while we believe it would be

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a neat project, most of the Board Members have too many projects going to take on one more at this time and we desire to keep our focus on construction of the layout. The decision was made to see if individual members are interested. We perceive a starting point will be reviewing photos in archives at Amarillo Public Library collection and in the Panhandle-Plains Historic Museum.

ARM Work Dates:

- November 14
- November 28
- December 12
- December 26

Next Meeting: Scheduled Date is Thursday, December 3, 2009.

Schedule of Clinics to be conducted following monthly Business Meetings:

- November Railroad Timebooks by Jerry Michels
- December A Colorful Lifetime of Photography by Norman Stuppi
- January 3 Room House on Wrong Side of Tracks by Virgil Young
- February Decoder Pro by Jerry Michels
- March DCC Decoder Installation by Earl Carrell
- April Installing Gear Boxes in Locomotives by Virgil Young
- May Sound Installation in Steam Locomotives by Virgil Young

Cleaning Schedule for 2010:

January	Guy Pigg
February	Paula Young & Linda Silva
March	
April	
May	Andy & Beverly Lyle
June	
July	
August	
September	
October	Bob Roth
November	David A. Jusiak
December	



Above: Guy Pigg constructing an L-Girder

Below: Paula Young wiring light sockets



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Jerry Michels, Tracy Ball and Bob Roth build framework for the lower level bench.



Completed lower level bench. The Helix is in the far background.

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Virgil Young concentrates on painting that wisp of cloud.



Amarillo Yard Bench and newly-installed lights. Everyone, including Jerry Michels, is proud of the accomplishment.

RUN 8 December 2009

Gitty-up! Whoa!

By Virgil Young

We have made progress in the past few weeks. The backdrop has been painted around to the beginning of Amarillo Yard on the lower level and the end of Canyon on the upper level. Painting the remainder of the backdrop which stretches from Twenty-fourth Street to the long curve that ends beyond East Tower will include Tenth, Ninth and Third streets. Landmark buildings along these streets will include the Tenth Street overpass, Third Street overpass, York Tire Building, and other distinctive buildings adjacent to the railroad.

The buildings located right on the railroad will be reduced HO scale in proportions. A 10% reduction comes to mind. The Santa Fe Depot should also be reduced HO scale. Silhouettes of these buildings, both reduced and full HO scale should be prepared for comparison. We will have pinpointed the locations of the features listed in the first paragraph. Blocking in the silhouettes at the correct location will show how much of the twenty-four inches of vertical distance will be devoted to those in the immediate foreground.

The upper level will have more vertical space on the backdrop, but it will be far less detailed. From the west end of Canyon to Umbarger, the land will drop away from the tracks since the railroad follows the north edge of the break in land as it tapers from the railroad to the flood plain of the waterway it follows.

Working all of this into a believable backdrop will require more time than we spent on the preceding backdrops. Rather than attempting to lay spline roadbed on the Amarillo yard at this time, this author suggests that the crew devote most of its time on the levels from the Helix to the crawl space. These suggestions include:

1. Connect the Helix to the upper and lower levels along the east wall.
2. Lay the backbone of the spline roadbed on both levels from the helix around to the crawl space behind the Amarillo Yards.
3. Pinpoint the location of every turnout that connects to the main lines. Note the size and diverging route of each turnout.
4. On both levels, make backbone take-offs for every turnout that will attach to the main lines.

Concurrently, conduit and light sockets need to be attached to a valance covering the upper-level joists. Low-voltage wiring will need to be installed and the bottom of the upper level should be painted white.

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