



## Presidents Message

I hope that everyone had a safe and Merry Christmas and Happy New Year. So far, 2005 is already looking very promising for the Amarillo Railroad Museum.

During the Business Meeting on January 6, I was pleased to note several items of good news. First, we had three new members in attendance at the January meeting, Homer Damron, Dan Juliano and Bruce Siebold. Welcome aboard! Second, concerning the building, a City Code Inspector had been brought out during the month of December and we were given a very short list of actions required to obtain the Occupancy Permit for our building. Third, we received word the Union Pacific Railroad was agreeable to the donation of one of the former Rock Island boxcars to the Museum. Fourth, the West Texas A&M Small Business Development Center was willing to see if they might be able to help us; the Board will be working on this in the future.

**Building:** The short list identified by the City Code Inspector for us to obtain the Occupancy Permit for the building included installation of signs by the restroom doors, door hardware on the restroom doors, handicapped grab bars in the restrooms, covers on electrical boxes, a railing along the stairway, a "light storage only" sign on the second floor above the meeting

room, and painting parking spaces including two (2) handicapped spaces equipped with signs. A small dedicated group of members has continued to work on Thursday evenings and Saturdays and several of these tasks are being completed. Following the December Business Meeting, Beverly and Andy Lyle made a donation of \$150 to go toward the purchase of the remaining fixtures required in the meeting room and these fixtures were purchased and installed prior to our meeting in January. Thank you Andy and Beverly!

**Rock Island Boxcar:** Progress Rail Services had four of the former Rock Island Railroad boxcars that were being retired from service and thank you to both Progress Rail Services and the Union Pacific Railroad, one of these boxcars will be donated to the Museum. VP Earl Carrell, Director Tom Jones and myself met Bruce Siebold over at Progress and looked at all 4 of the boxcars to select the best one of the lot. We selected boxcar CNW #716147 still in its blue "Route Rock" scheme. The original Rock Island ID can be observed thru the

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### SPECIAL POINTS OF INTEREST:

- *Presidents Message*
- *Treasures Report*



## Presidents Message

*(Continued from page 1)*

paint and our goal is to preserve this car in its Rock Island scheme since the Rock Island was one of the three original railroads that served Amarillo. All we need is to get a switch installed in the lead to get the boxcar moved onto our property.

**Caboose BN #10061:** The caboose is still in Washington state, but a letter has been drafted to remind the BNSF that we still want it whenever it can be delivered. We finally received an estimate from Progress for repainting the caboose; \$2,500 will pay for a long-lasting polyurethane paint over epoxy primer. Progress will donate the labor if we buy the paint. This gives us another fundraising goal.

**Layout Design:** A number of folks were able to look at an alternative layout design drafted by member James Roberson a couple of weeks ago. At this point in time we are waiting for a preliminary design to be furnished for review.

In other news, the model railroad club in Lubbock is planning to have an auction of model railroad equipment at their February meeting, the first Monday in February. Any members interested in this auction might contact Andy and/or Beverly Lyle for further information.

On a sad note, we were informed that Ron Kutch, Director for Division 5 of the Lone Star Region of the National Model Railroad Association (NMRA) passed away earlier in the month. The funeral was held on Saturday, January 8. We took up a collection during our

Business Meeting for a Memorial for Ron. I had a good visit with Ron while attending the LSR convention in Houston this past June. He had been making an effort to visit the various model railroad clubs within Division 5 and had been up here to represent the LSR during our Train Show in 2003. Ron will be missed.

May, 2005 will mark the 15<sup>th</sup> anniversary of the Amarillo Model Railroad Association, the organization that persevered and evolved into the Amarillo Railroad Museum. In recognition of this anniversary we will look to have some special events during the year to commemorate the anniversary and celebrate our progress. One event discussed at the January Business Meeting was to have a "Hobo Breakfast" at the Museum on the second Saturday in May, May 14. We will probably have an Open House that day for the general public and show-off our building and grounds. I am looking for more ideas and a few more folks to assist with the planning of activities and events for this; if you have any ideas or would like to assist in the planning and preparation for the 15<sup>th</sup> Anniversary celebration, please let me know.

Bob Roth



## Treasures Report and Business Meeting

The following Financial report was given an approved at the January Business meeting.

Beginning Balance 4627.60

Donations	\$ 386.23	Monthly Bills	\$ 375.00
Dues	\$ <u>835.00</u>	Construction Cost	\$ 672.98
Total Income	\$ 1785.40	Misc Costs	\$ 11.66
		Bank Loan	\$ <u>478.69</u>
		Total Expenses	\$ 1630.67

Ending Balance \$ 4782.33

During the meeting Bob gave the membership a report on the requirements that still need to be met in order to obtain the final permits from the City, Items that were discussed where, signs for the restrooms, fixtures for the restrooms such as the Handicap rails, Stairway Rails, and Parking space markings that will be required.

Jerry gave a brief update on the Car projects that are pending, the NOKL / CNW Hoppers being the first cars that are expected to be finished, with test shots of the cars expected to arrive in the near future. The rerun of the PFE R40-25 1949 scheme refers are expected to follow shortly after the Hopper cars. The ART refers which is the clubs joint project with the MPHS are being retooled and expected some what later. The project that was in the works with Kadee, a SP 2 bay hopper will most likely be later in the year due to schedules that Kadee has already been committed to.

An update on the Layout design was given, there was the need of more track charts, particularly the CLICK charts of the areas west of Amarillo and these were offered by Robert Koch , along with some photographic information from Virgil Young ,and will be forwarded to the designer.

Tracy Ball gave a brief talk on the different track scales and associated costs of the track that has been discussed for use in the new layout, mostly the discussion being delayed till later when we have more information.

Caboose Update: The caboose is still in Washington state as last noted, Bruce Siebold did give an estimated cost of getting the car repainted back to the BN paint scheme by Progress Rails. Using only Photographic examples to go by, he thought that it could be repainted for around \$2000.00 and that Progress would donate some labor to order to get it ready, and if the membership could supply some of the labor to prep the car for painting. Bruce also informed the Membership that the Union Pacific was acceptable to donating one of the Rock Island Box cars that have been determined to be un-repairable for road service, also that Progress has accepted the project to repair the car to acceptable levels to the ARM, workable doors, and making sure that the car is water tight, and that it could be moved by the BNSF to our track.

**New Business :**

The upcoming 15th Anniversary of the ARM was discussed with the decision being made that we would make and attempt to have an open house to celebrate it on the week end of May 14th with suggestions being gathered for the event, the first being a HOBBO Breakfast and an Open House to show off the progress that we have made.

The WT Small Business Development Center has agreed to have a look at our organization to see if it can find a way to help the group with a wide array of business, marketing, and financial questions that the board has been putting together, it will be a great deal of help in running the organization if this is to accomplished.

There was a suggestion made for the club to have a group trip or activity for some time later this year, the opening suggestion was for the club to travel to a point on the AMTRAC route and catch a ride out to Pasadena, leaving on a Friday, spending Saturday in Calif and then returning home on Sunday.



# UP News—LA Basin Embargoed

## West Coast Service Update



**Updated January 28, 2005 10:00 a.m.**

Effective immediately, Union Pacific has cancelled the embargo on all westbound intermodal traffic to the Los Angeles Basin. In addition, we have cancelled the embargo for on-dock locations moving eastbound intermodal traffic. The embargo and permit process will continue on all other eastbound intermodal traffic from the Los Angeles Basin.

Union Pacific will continue to monitor our service capabilities. Opportunities to support additional eastbound intermodal train services will be communicated on an on-going basis via the customer bulletin process.

Texas North Western Railway Company (TXNW) filed a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonment's to abandon a 21.9-mile line of railroad known as the Capps Spur located in Moore, Hutchinson, and Hansford Counties, TX. The line extends from milepost 20.0 at Capps, TX, through milepost 29.9 at Morse, Junction, TX, to the end of the track at milepost 34.0 in Morse, TX (14.0 miles), and from milepost 29.9 at Morse Junction to the end of the track at milepost 37.8 in Pringle, TX (7.9 miles).

Permian Basin Railways, Inc. (Permian), a noncarrier and short line railroad holding company, has filed a verified notice of exemption to acquire control through purchase of 100% of the outstanding stock of West Texas and Lubbock Railroad Company, Inc. (WTLRR), a nonoperating Class III short line railroad. The transaction was scheduled to be consummated on or about December 1, 2004.



## **BNSF Adopts New Corporate and Subsidiary Logos and Changes Name of Railway Subsidiary as Part of Tenth Anniversary Celebration**

FORT WORTH, Texas, January 24, 2005:

New corporate and railway subsidiary logos and a new name for its railway subsidiary – BNSF Railway Company -- were unveiled today as Burlington Northern Santa Fe Corporation (NYSE: BNI) Chairman, President and Chief Executive Officer Matt Rose rang the closing bell at the [New York](#) Stock Exchange. The corporation will retain both its name and ticker symbol.

"During the 10 years since the merger that created BNSF, much has changed in the railroad landscape," Rose said. "BNSF has identified itself as progressive, vital, approachable and resourceful -- a strong part of the global transportation network. As we look to the future, we believe that our identity should reflect those core attributes."



The new BNSF identity will be phased in over a period of time. It will appear on locomotives and other rolling stock, stationery, signage, the BNSF Web site, logo merchandise and other promotional items.



## **Club Projects**

### **Building Construction Projects & Progress**

**Ceiling—Installed**

**Rain gutter down spouts—in progress**

**Insulation - mostly installed a few touch ups needed to finish.**

**Up stairs**

**book cases**

**Clean Up- some items can be moved upstairs to the storage closets at this time.**

**Carpeting**

**Lighting— Installed**

**Doors—all are installed except the one double door for the Train room, Waiting on Trim for them to be finished.**

**Floor tile**

**All the tile has been installed except the Kitchen which will wait till the Kitchen Cabinets is installed.  
And the Mop Boards in the Bathrooms**

**Caboose**

**storage - arranged for  
status with BNSF - waiting on notice of delivery  
repaint & sandblasting**

**movement to Club's tracks**

**Switch**

**installation  
upgrade**

**Lay Out**

**Layout committee due to meet on revised plans for design**

**Collecting assets**

**rail @ Tracy's  
switch boxes @ Richard Ruffs  
scrap iron for sale  
dispatch panels**



## Members Information

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

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

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

335-3333

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



## Amarillo Railroad Museum

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Phone: 806-335-3333  
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*We are a  
501 (c)(3)  
nonprofit  
Organization*

We're on the Web @  
amarillorailmuseum.com



### The View From Dumas Jct. MP 1.01

Each week as we go forward brings us a little bit closer to finishing with the building construction and moving in to the big room and starting to do much more fun projects, the doors are nearly finished, trim is nearly installed, there is a lot of painting still to do and lots of cleanup to finish the meeting room, but is just around the corner. So now is the time to give that extra little effort to finish the hard work that we have been striving to complete for the last year and a half. Thanks to all of those that have put in so much time and effort to make all of the hard work come to a reality.

Now is a good time to start looking forward and start making plans on how to start us-

ing this great facility that we have worked so hard to finish, suggestions are requested on activities that we can start doing for the membership, peoples names would be nice to invite to come and give lectures or discussions and a list of folks that the members would like to have come and give modeling seminars . If you have any of these ideas or know of some on that you would like to have come visit us please come forward and let me know and lets see what can be worked out.

# RUN 8

## Presidents Message

Let me apologize for missing the February Business meeting; I needed to attend a performance of band ensemble groups in my son's high school band as they were preparing for competition. Since I was unable to attend the meeting, I will rely upon my right hand man, your Vice President, to convey information from the meeting.

These are exciting times for us. We have strong potential to have a switch installed in the near future, the paperwork is being processed for the donation of one of the ex-Rock Island boxcars to the Museum, the building is progressing very well and we have the preliminary design for the layout now available for review.

**Building:** The painting of the baseboard and trim is nearly complete after Saturday February 12 with only minor touch-up work needing to be done. The list of required tasks to obtain the Occupancy Permit is getting shorter every week.

**Layout:** Per information conveyed to me from the meeting, the preliminary layout design is being transmitted in the Run 8 to give each of the members an opportunity to review it and provide comments. The comments will be reviewed by our Layout Com-

mittee and compiled to recommend revisions to the design that will be forwarded to our layout designer. If you have particular concerns with the layout design, please make sure you write-down your comments and transmit them to us by the end of the month.

In May, as well as it being our 15th Anniversary, we will be electing 2 Directors. Please give consideration if you might want to run for one of the Directors positions.

Bob Roth



VOLUME 2 ISSUE 2

MARCH 31, 2005

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## **Directors Election**

Each year the ARM has Board of Directors Elections and this year it is the two at large seats that are up for re-election, these seats are currently being held by Tom Jones and David Jusiack.

Neither member has stated that they are not running for election so they will be considered as incumbents for their respective seats. Members that wish to run for either seat is more than welcome to do so, or if you have a member that you wish to nominate for either seat, now is the time to do so.

In order to be eligible a prospective member has to be current with his due's and have been a member for the past 12 months.

The voting for this years election will be held during our May Business Meeting, May 5, 2005.

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## **15th Anniversary — Hobo Breakfast**

Members decided to move the Hobo Breakfast back a week to the 21st of May due to the fact that the master chief Tracy Ball will be out of town the previously picked week. Any one that wishes to help plan the event should contact Tracy or Bob and make your self available as soon as possible.

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## **Treasures Report**

Ending Treasures Balance for this month of March 2005 was \$ 3835.25

Members that have not made an effort to do so should check with Virgil and see that they get their dues up to date.

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## **Make A Wish Car Show**

Members are gathering together to host a both at the Make a Wish car show March 5-6 so if you would like to join them please let Bob or my self know what type of help you could do.



**Notes of Interest**

“Quartz Mountain Flyer” passenger excursions will be offered to the public on eleven Saturdays this year, beginning January 29. Two-hour narrated round trips for up to 130 persons will depart from Quartz Mountain (intersection of Routes 44 and 44A) at 10:00 a.m. and include a brief stop-over at Lone Wolf. Coach ticket prices are \$16 for adults and \$11 for children aged 4-12; infants ride free. A very limited number of one-way locomotive cab rides are available for an additional \$25. Call 580-846-9078 or e-mail [cityoflonewolf@swoi.net](mailto:cityoflonewolf@swoi.net) for information and reservations to assure seating. Follow up the train ride with lunch at the spectacular Quartz Mountain Resort, an afternoon enjoying the recreational amenities of Quartz Mountain Park, and overnight accommodations if desired. The "Flyer" is a cooperative presentation of the friendly people of Lone Wolf, Farmrail and Oklahoma Department of Transportation. -- <http://www.farmrail.com/quartz2.htm> 2005 Public Excursion Schedule All rides are scheduled to depart Quartz Mountain at 10:00 am.

January 29    March 12    April 16    July 2    July 16    August 6  
 August 20    September 3    October 15    November 26    December 10

For more information, please call 580-846-9078 or e-mail [cityoflonewolf@swoi.net](mailto:cityoflonewolf@swoi.net).

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For you photo buffs see if you can find this car UFIX 2091 has orange billboard BIRWICK BATHTUB lettering, the only one marked as such.

UTILITY FUELS INC. (HOUSTON LIGHTING & POWER), ORANGE END, CARS ARE NUMBERED IN 110 OR 160 CAR TRAIN SETS (1001-1110, 2001-2110, ETC),

UFIX 10001-10160 160 BFF 11-78 46-10 12-5 4200 UTILITY FUELS INC

UFIX 11001=12110 220 BFF 3=4-79 46-10 12-5 4200 UTILITY FUELS INC

UFIX 19001=22110 440 BFF 3=5-81 46-10 12-5 4200 UTILITY FUELS INC

Utility Fuel Inc. is the contract company for Houston Power to unload their coal trains and manage their coal being fed into the power plant. Several power companies subcontract this out to manage the unloading and processing the coal into the power plants. I believe they are also hired to manage the coal trains and that is why the coal cars are lettered for the contract company. Smithers Lake unit coal train that comes thru Amarillo on a very regular basis.



## Texas Zephyr

I stole this off the Internet and thought it was very interesting. Hope that every one finds it as interesting as I did, if any one has additional information I would be interested in up dating it.

### **FWD/C&S passenger consists in the 1950s/1960s**

#### Train #1 & 2 "Texas Zephyr" (August 1940-1957)

One A-B set of EMC E-5's (either C&S 9950A-B "Silver Racer-Silver Steed" or FW&D 9980A-B "Silver Chief-Silver Warrior") see note 1

One Budd lightweight baggage-RPO (either FW&D Silver Messenger or C&S Silver Tidings) see note 2

One Budd lightweight baggage-dorm (FW&D Silver Peak or C&S Silver Mesa)

Two lightweight Budd chair cars (C&S Silver Mine or FW&D Silver Fox, Silver Bow, or Silver Ore)

One lightweight Budd dinette-chair car (C&S Silver Spur or FW&D Silver Top)

Three modernized heavyweight Pullman sleepers (C&S Castle Crest, Lariat Crest, Spanish Range or FW&D Castle Range, Lariat Range, Spanish Crest)

One Budd lightweight diner-lounge-obs. (either FW&D Silver Tray or C&S Silver Bowl)

#### Train #7 & 8 formerly the "Gulf Coast Special" (1940-December 1966)

One or two baggage-express (FW&D 109-110 or C&S 240-243) see note 3

Two heavyweight baggage-express (FW&D 101-104 or C&S 217-222)

One heavyweight baggage-RPO (FW&D 31-34 or C&S 252-256)

Two heavyweight chair cars (FW&D 201-206 class or C&S 549-554 class)

\*One heavyweight diner (FW&D 263 or 265 or C&S 705-706)

\*One or two heavyweight sleepers (FW&D Anaconda, Maximillian or Wadena)

\* sleepers and diner removed about 1960

#### Train #1 & 2 "Texas Zephyr" (1958-March 1965)

One baggage-express (FW&D 109-110 or C&S 240-243) see note 3

One Budd lightweight baggage-RPO (FW&D Silver Messenger or C&S Silver Tidings) see note 2

One complete C&S 12 car Budd lightweight articulated/semi articulated ex-Denver Zephyr train set (now lettered for Texas Zephyr)



## Texas Zephyr

### Train #1 & 2 "Texas Zephyr" (March 1964-December 1966)

One Budd lightweight baggage-RPO (FW&D Silver Messenger or C&S Silver Tidings) see note 2

One baggage-express (FW&D 109-110 or C&S 240-243) see note 3

One Budd lightweight baggage (FW&D Silver Peak or C&S Silver Mesa)

Two Budd lightweight chair cars (FW&D Silver Fox, Silver Bow or Silver Ore or C&S Silver Mine)

Two sleeping cars assigned from the Pullman pool (could be from any road). Examples usually observed include C&EI, L&N, GN, CB&Q, MP, UP, SP.

One Budd lightweight diner-lounge-obs. (either FW&D Silver Tray or C&S Silver Bowl) FW&D heavyweight diner-lounge #263 held in reserve for TZ service. see note 4

### Train #2 & 7 "Texas Zephyr" (December 1966-September 11, 1967)

Same as above except... FW&D or C&S heavyweight head-end equipment or heavyweight chair cars were added (see equipment from Trains #7 & 8).

One Budd lightweight diner-lounge-obs. (FW&D Silver Tray or C&S Silver Bowl) see note 5

FW&D heavyweight diner-lounge #263 used as reserve for a Budd diner-lounge-obs.

Note 1: E-5's were operated between Denver-Ft. Worth with a FW&D 4-6-2 used between Ft. Worth and Dallas. This lasted until about 1955.

Note 2: Baggage-RPO's operated between Ft. Worth and Denver.

Note 3: These cars were rebuilt in May 1947 from USATC K-100 series WW-II Army kitchen cars. Originally sold to CB&Q, then sold to FW&D in Oct. 1953. The four C&S cars were purchased by the C&S in July 1955.

Note 4: FW&D diner-lounge #263 was modernized in 1950 and held in reserve for TZ service. There is one scene in my "Memories of the FW&D" video showing this car operating on Train #2 departing Wichita Falls.

Note 5: Diner-lounge-obs. were in rotation between Ft. Worth and Amarillo during final year of TZ operation.

Data compiled by Steve Goen



C&S/FW&D No. 1 Texas Zephyr Summer 1964 all cars Denver-Dallas

RPO-baggage Auxiliary power-RPO-baggage (RPO inactive)

Coach 64-seat (articulated)

Coach 36-seat (articulated)

Diner-lounge (articulated)

Sleeper (4 roomette, 4 duplex single room, 1 DR, 1 compartment, 4 BR)

C&S/FW&D No. 7 Summer 1964

Storage mail -Denver-Pueblo to ATSF

mail-express -Denver-Pueblo to ATSF

baggage-mail-express -Denver-Pueblo to ATSF

baggage-mail-express -Wich Falls-Fort Worth

baggage-mail-express -Denver " -Dallas

baggage-mail-express -Denver - Dallas

RPO-baggage -Denver - Dallas

RPO-baggage -Amarillo - Dallas

storage mail Amarillo - Dallas

coach (heavyweight) Amarillo - Dallas

coach (heavyweight) Denver - Dallas

sleeper (6-6-4) Denver - Dallas

diner-lge-observation Denver-Wichita Falls

coach 44-seat Denver -Pueblo to ATSF

coach 44-seat Denver -Pueblo to ATSF



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45-4499-8805 pelle@soeberg.dk

**Sowle Paul** - 3206 Oakdale  
Ama. TX. 79103  
373-7570 pbjarb@arn.net

**Sweeney, Joe** - 6208 Rutgers  
Ama. TX. 79109  
355-1581

**Young, Virgil & Paula** - 4209 King-  
ston  
Ama. TX. 79109  
352-4498/h 584-4363/ m  
vyoung5622@aol.com

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

For those of you who are not aware of the fact that the Phone at the Club House is in operation, Well It Is.  
335-3333

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



**Amarillo Railroad Museum**

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

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

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

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



**The View From Dumas Jct. MP 1.01**

I broke my foot the last weekend of February while I was at work, and while it would seem that I would be able to set at a computer and do all of this typing for a Run 8, it is not as easy as you would think, to set some where when you are suppose to be keeping that throbbing foot elevated, as you would think.

- Dan Juliano, Homer Dameron, & Bruce Siebold.

I hope that with the next months weather turning nice that we will see a increase in members coming out and helping prepare for the Hobo Breakfast, there is a lot of work to do in order to make the Building presentable for such an undertaking.

I did notice that we have picked up a couple of new members the last couple of months and I would like to welcome them to the organization and I hope that they feel comfortable. Please join me in making them feel at home and get to know them as our future will depend on them and several more like them so welcome aboard.

# RUN 8



VOLUME 2 ISSUE 3

APRIL 27, 2005

## Presidents Message

This month has been extremely busy so far for me with work as well as business for the club and work around home. For those folks that missed the Business Meeting, we had a former member rejoin the club, a discussion on the club's membership policy as well as the session on feedback on the layout design. As stated, a lot has been going on.

**Membership:** During our Business Meeting on March 3, Carter Osborne re-joined the club. Carter is a great modeler and it was seeing some of Carter's models that encouraged me that I could do more than just "shake the box." The hot topic concerning membership concerned our membership policy. The Executive Board is discussing various options that will be presented to the membership

**Make-A-Wish Car Show March 5-6:** Bruce Siebold and Dan Doane, a close friend of Bruce's, set-up a good sized G-scale layout on tables and attracted the attention of many folks. Bruce's 1-inch scale boxcar also attracted a lot of attention. We owe Bruce and Dan major thanks for performing yeoman's duty at the Make-A-Wish Car Show. I visited with a number of folks at this show and I believe we have potential to gain at least one new member from our attendance at this show. Thank you to everyone that

helped with this show; just being out in front of the public is a tremendous boost to our organization.

**Building:** The painting of the baseboard and trim is complete, the handrails have been installed along the stairway and much of the required door hardware has now been installed. The list of required tasks to obtain the Occupancy Permit continues to shrink with the main tasks remaining to be done being the installation of the handicapped rails in the restrooms and the striping of the linear parking lot. We will be looking at a Saturday in the next couple of weeks to work on the parking lot outside.

**Layout:** There was some good feedback from the club at the close of the March Business Meeting. The Layout Committee is currently working on feedback on the preliminary layout design given the feedback received from the club.

In May, as well as it being our 15<sup>th</sup> Anniversary, we will be electing 2 Directors. These positions are currently

*(Continued on page 2)*

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## Presidents Message

held by David Jusiak and Tom Jones. Please give consideration if you might want to run for one of the Directors positions and send me an e-mail message if you are interested in running for one of these Director's positions.

Looking Ahead:

**Lone Star Region NMRA Convention** will be held in Fort Worth June 1-5.

**Santa Fe Railroad Historical & Modeling Society (SFRH&MS)** Convention will be June 21-26 in Pasadena, California. Bob Roth and the Young's Virgil and Paula have plans to attend.

**Clovis Model Railroad Club** will host a Train Show July 16 & 17.

**Union Pacific Historical Society** will be in Denver Co. July 20-23. Jerry Michels and Virgil Doyle have plans to attend.

Bob Roth

## Elections— Board of Directors— May 5<sup>th</sup> 2005

For those of you who have not been informed, Our next Business Meeting will also involve electing TWO AT LARGE DIRECTORS for the following two years, these seats are currently held by Tom Jones & David Jusiak.

Both of them are at this time running for re-election, but Nominations are still being taken for other interested persons so if you have a person that would be interested in running for these positions, there nominations would have to be made to the Secretary as soon as Possible.

Requirements of Eligibility is simple, ONE year membership and be current with His or Her Dues with the Treasurer.

### Duties of a Board Member

The Board is responsible for the Business operations of the Association, which involves the day-to-day activity, and the future growth of the ARM normally done thru regular Board Meetings and Committees.



## Treasures Report

At our March Meeting 4/07/05, Virgil gave our current statement of accounts as:

Beginning Balance: \$ 3835.25

Income	Expenses
Car Income \$ 823.53	Utilities \$332.25
Dues 225.00	Construction 115.78
Donations 100.00	Bank Loan 478.69
	Misc. 28.93
	Insurance & Car Fund 180.47
Totals Income \$1,148.53	Expenses \$ 1172.60
Ending Balance as of 4/07/05	\$2898.69
Insurance escrow and Custom Car Fund Total	<u>\$1119.33</u>
	\$4018.02

Tax abatement with Atmos Energy was approved for our Organization, which will save us some money on our energy cost.

## Make a Wish Car Show

Several members made the effort to help the Club out and attend the Make a Wish car show that they held March 5-6. There were several members that brought items that they displayed and Bruce Siebolt brought some of his G scale trains and set up a small layout.

Members of the Make a Wish Model Car Club attended our meeting on the 7<sup>th</sup> and thanked us for attending, and awarded members Plaques for different items that was displayed, Bob Roth - Best Caboose, Virgil Young - Best Store & also Best Freight Station, and Bruce Siebolt - for his layout. They also invited us back again next year in February, so start getting your Models together and making them ready, maybe we can have an even bigger display next year if members would like to participate.



## Building Up Date

The main focus for the Building has not changed much for the past month, with it being primarily on getting the last remaining items on our list finished so that we can gain our Occupancy permit finalized.

- 1) Handicap Rails in restrooms,
- 2) Electrical panel cover installed,
- 3) Handicap parking spots marked,
- 4) Stair way rails installed,
- 5) Clean up -something that always needs doing.

Board members are working on the installation of the Carpet, both for the upstairs and downstairs rooms. We hope to be able to have this finished in time for our May Hobo Breakfast. More later.

It has always been a regular occurrence this time of the year, that the weed and grass grow with the help of a little bit of Rain, which means that the Property will need all of our help keeping the Grass and Weeds mowed and trimmed to an acceptable level. Also Amarillo College has complained.

**So Please Make an Effort To Do Your Part.**





## Car Projects and Layout Design

I understand from Jerry, that the Intermountain projects, C&NW Hopper and the PFE R40-25 "49" scheme cars are progressing on their some what slow schedule and we should be seeing the Hoppers some time this early summer.

**KaDEE PS-2 Southern Pacific Hopper** Alan Vezzani, GM of Kadee, notified us the project is a go! They will be sending a contract very soon. Production is still set for June. They also want to work with us in the future to do more models. So if this run does well, maybe it's time to look at the M&StL car that is a real eye-catcher.

**ARM/MPHS ART Reefer** On the ART project, I got the third test shot yesterday, and it looks like a go also. Ed Hawkins (MPHS) agrees, so that project should get underway as soon as Intermountain gets it in production.

**Future Projects** Virgil Young mentioned to me a few weeks ago about looking into Life Like's 50' boxcar being done as a Santa Fe express box car. The catch there would be if Life Like would be willing to do a streamline casting for us. I will start the ball on this soon. I think it would be an excellent model for the ATSF group meeting in 2006. Much better than doing an Intermountain ATSF reefer in Amarillo ice service (neat car, but very limited appeal). I know this is silly, but I'll ask anyway. Anyone have a contact with Life Like?

**Layout Committee** Has submitted a revised set of prerequisites to our Lay out design engineer and they are awaiting his response to those changes, which include some revisions in regards to the feedback that the members gave over the last couple of months. Primarily the relocation of the Round house, FW& D Yards, realignment of a couple of the towns to better meet other changes such as hidden loops and other things to numerous to bring up in this short message. MOSTLY BECAUSE I DON'T KNOW. I'm not on the Committee. Ha-ha



## 15<sup>th</sup> Anniversary Open House & Hobo Breakfast

Over the last couple of months we have been kicking around the upcoming Hobo Breakfast and Open House that we all elected to hold on May 21<sup>st</sup>. There is a lot of work to do in order to make this an enjoyable occasion that everyone will be proud to be a part of.

Tracy has graciously volunteered to be the Head cook; material that is needed is also going to be gathered by Tracy, such as the Bacon & Eggs. The rest is going to be left up to us the general membership to get our act together so that we can have a good presentation for those that we wish to invite.

The original plan was to have a simple open house where we could invite folks that we know to simply come by and see what we have been doing for the last year and a half. There was a general consensus that we wanted to invite some of the better-known Railroad Enthusiast of our area such as the ( Railroad folks, TPRHS, maybe Walter Wolfram, the Hobby Shop owners just to name a few) and just have a good visit and show off our building.

I can hear you all ready "but we don't have any thing to show" which I personally don't buy what is wrong with showing off our building as it is, lets be PROUD of it. Well it needs a little help, doesn't it? Such a little thing like carpet would be nice, and we will have to do some serious cleaning up to do, like picking up and straitening up all of the stuff we have collected and moving them to a less offensive position. Which also goes for the outside also, cutting weeds and picking up and so forth. The Main jest of this article is simply this, we have 31 days to accomplish all that we can do. Its either another Tin Building or a Good looking building that has folks that care no matter what it looks like. Who knows with a little luck and a few phone calls maybe a switch and a Rock Island Box Car to look at.

### TPRHS News

The TPRHS will be hosting a Retired Railroad Employees Picnic, scheduled for June 11<sup>th</sup>. They will also will have their Modular Layout set up for exhibition during the months of Sept and Oct at the Square House Museum in Panhandle TX. They plan on doing the same thing in Dec - Jan at the Fritch Museum. They have extended an invitation to ARM members that would like, to bring your trains and run on their layout.

Contacts for each of the different towns are Panhandle - Richard Raff, Fritch - Brian Hampton.



## Potter County Rail Road Museum

As most of you already know, Potter County has a commitment to provide the county citizens with a Museum inside the renovated Santa Fe Building as part of the state grants that was given for the renovation projects. And also most of you know that the County Commissioners also approved Amarillo Lawyer Walter Wolfram to be Project Manager of this Museum back in November 2004.

The County commissioners at their last meeting April 12, 2005 elected to pick a board of Directors. Once established, it will create a corporate entity to oversee the museum, select a museum name, develop a charter and lure in charter members who can become members with a \$100 donation, and seek tax-exempt status.

"Basically, we're just appointing the board of directors," County Judge Arthur Ware said. "They are going to oversee the museum, they are going to raise the money and they are going to solicit donations of equipment, money. etc."

Wolfram said he has created a proposed board with a range of experience to establish the museum. Once it's established, Wolfram anticipates that the board will hire professionals to help design the museum, which will highlight Santa Fe Railway history and document its importance in Amarillo's establishment.

So far, Wolfram has had lots of offers from history buffs who have collected items from the Santa Fe's heyday.

"We have accepted nothing because we don't have any place to put it," he said. "We've been offered a complete conductor's uniform with his pillbox hat. ... All kinds of photographs, correspondence and memorabilia."

But Wolfram said the museum board, if approved by county commissioners, might want to have a professional archivist document the items.

"You need professional people to do that, to archive it," he said

And the new board is:

Wolfram; Dr. Fred Rathjen, professor emeritus from West Texas A&M University; Jim Thompson, senior vice president from Amarillo National Bank; Realtor Carol Whittenburg; Dr. Madeline Coury, DDS; Sloan Kritser



## **Potter County Rail Road Museum**

of Kritser Investments; attorney Vincent Nowak; attorney Ginger Nelson; and business owner Roni Swindell.

## **PROGRESS ENERGY ANNOUNCES SALE OF RAIL SERVICES SUBSIDIARY**

RALEIGH, N.C., Feb. 18 /-- Progress Energy (NYSE: PGN) has signed a definitive agreement to sell its subsidiary, Progress Rail Services Corp., to subsidiaries of One Equity Partners LLC (OEP), a private equity unit of J.P. Morgan Chase & Co.

The sale price will be \$405 million, and the transaction is expected to close within 90 days. Progress Rail Services Corp. and its subsidiaries are among North America's largest and most diversified suppliers of products and services to the rail-road industry. In addition, the Progress Rail group of affiliates forms one of the largest integrated processors of railroad materials in North America. The group has a number of operating locations in the United States, Canada and Mexico. Progress Rail offers a full range of railcar parts, maintenance-of-way equipment, rail and other track material, railcar repair facilities, railcar scrapping and metal recycling. The company currently employs approximately 3,500 people.



# Photo Gallery



Top Left - Tracy's handiwork it still looks neat , Top Right— the meeting room,  
Bottom left—the Young's coming to work tools in hand, Bottom right— Dan J making them paint touch ups



Well you get the idea I hope, I never could get in a position to get the whole car in the same frame, taken from the Maywood Curve parking lot.



NE 3rd, and Bull Rd just north of the stockyards, see the guard rail, for some reason they could not get around the signals and the rail so they backed up to the Mill and spent the night.



for more pictures of the load and of this engine go to the website below as he has pictures of the movement from the time it left Houston till it was unloaded in Denver. It seems that it took almost 2 weeks to move it

<http://perroux.us/pages/reactor.html>



## Members Information

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

### AMARILLO RAILROAD MUSEUM

13000 East U.S. Hiway 60  
P.O. Box 31105  
Amarillo TX. 79120  
806-335-3333  
Club House Phone  
amarillorailmuseum.com

**Ball, Tracy** - 4203 S. Harrison  
Ama. TX. 79110

371-9503 tracy@amaonline.com

**Bates, Irene** - 6807 Club Meadows Dr.  
Ama. TX. 79124

355-4385 Honorary Member

**Carrell, Earl** - 3313 Oxbow Trail  
Ama. TX 79106

352-2751/h 372-5781/w 679-4517/m  
anthonycarrell@cox.net  
earl@paloduromeat.com

**Damron, Homer**—3100 Polk St  
Ama Tx 376-7804

**Doyle, Virgil** - 6208 Fannin  
Amarillo TX. 79118

356-0659 vldoyle@aol.com

**Fritsch, Ken & Donna** -  
10201 Snowball Ama. TX. 79108  
383-8022 trainmasterk@aol.com

**Griffis, David** - 6009 Hatfield  
Ama. TX.  
358-3615 dgriffis@pantx.com

**Horton, Darrell** - 13450 Baywind Cir  
Anchorage Ak. 99516  
dkhorton@gci.net

**Jones, Tom** - 2902 Teckla Blvd  
Ama. TX. 79106

355-1144/h 570-9909/m  
tomtherailnut@cox.net

**Jusiak, David** - 3606 E. 31st Strt  
Ama. TX. 79103  
372-3796

**Juliano, Dan**— 1200 Jasmine  
Ama Tx.79107 383-4919

**Koch, Robert** - 7601 Mary Rose Lane  
Ama. TX. 79118  
622-1380 robert154@worldnet.att.net

**Letzerich, Louis** -3133 Buffalo Speed-  
way Apt# 6204 Houston, Texas 77098  
713) 850-0571

[lletzerich@sgtc.com](mailto:lletzerich@sgtc.com)

**Lyle, Andy & Beverly**  
PO Box 3551 Ama. TX 79116  
353-2559

**Macri, John R.** - 362A Whitewater  
Dr Apt 304 Bolingbrook Il 60440

**Michels, Jerry** - 133 Dewey Rt 6  
Ama. TX 79124  
376-6548/h 354-5806/w 654-9567/m  
asychis@aol.com

**Morris, Tommy** - PO Box 1133  
Los Alamos Nm 87544  
505-661-1816 milomorris@aol.com

**Osborne, Carter**— 6302 Dreyfus  
Amarillo Tx. 79106

**Roberson, James** - 2424 Walnut  
Ama. TX. 79107  
383-4251

**Roth, Bob** - 6701 Alpine Lane  
Ama. TX 79109  
358-9774 broth@arn.net

**Soeborg, Pelle** - Farumsodal 18, DK—  
3520 Farum, Denmark  
45-4499-8805 pelle@soeborg.dk

**Sowle Paul** - 3206 Oakdale  
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For those of you who are not aware of  
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If you would like to call and see if any  
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Amarillo Railroad Museum

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Email: amarillorailmuseum.com

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



**Layout Tour**

We have an invitation to visit the G Scale layout of Mr. John Emerson on Friday, April 29.

Scheduled time for the visit is 7:30 PM.

John Emerson  
#6 Pine Valley Lane  
Amarillo

John's home is located in the newer area growing in northwest Amarillo near the Country Club.

John created the space for his layout in his attic after considerable effort to re-brace the roof rafters and thus open-up the attic space. His layout is still under construction but he has it set-up to be able to run trains; he initially laid snap-type track and is replacing it with hand-laid track as his time permits.

John asked if we might be able to show-up around the same time since the layout is upstairs in his attic. It would be nice to have a rough head count prior to Friday if folks could let me know. So this should be considered an **R.S.V.P.** invitation.



# RUN 8

VOLUME 2 ISSUE 3

JULY 20, 2005

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**APPROVED**

DATE 06-22-05 ADDRESS 13000 HWY. 60

THE BUILDING FINAL HAS BEEN BUILDING

INSPECTED AND FOUND TO CONFORM TO THE APPLICABLE  
ELECTRICAL PLUMBING MECHANICAL CODE REQUIREMENTS OF  
THE CITY OF AMARILLO.

 CODE ENFORCEMENT DEPARTMENT

LARRY ZAMORA  
INSPECTOR

## Finally

At last the Building is Officially Approved by the City, and we have our official building occupancy documentation to move forward with our building.



## Presidents Message

June-July, 2005

By the time you receive this issue of Run 8 I am sure that most of you have heard the good news – we finally received the building Occupancy Permit from the City. This is a major milestone for the Museum! Part of the delay in issuing this month's edition of Run 8 was the waiting for the news. Just prior to the June Business Meeting a lot of effort was made to stripe the required number of parking spaces and to get carpet laid in the Meeting Room. The initial inspection revealed 3 deficiencies we had to correct including installation of weather-stripping around the doors, raising the handicapped signs on their posts and adding our address on the building. These tasks were completed and the City approved the changes upon re-inspection of the building.

Let me note there are a number of other minor projects associated with the building that still need to be completed to “finish” the building. The plan is to utilize the second and fourth Saturdays thru July and August to work on these minor projects necessary to complete the building; specific projects will be planned on Thursday evening before the work day.

In other good news, the C&NW hoppers have arrived from Intermountain. The cars are in the dark green scheme and while the plan is to provide sets of decals so the cars can be modeled as they currently are seen out on the rails with AOK and NOKL reporting marks, you can get your cars now. These cars are already selling well, so if you want some for yourself I recommend you buy your cars soon. The latest set of R40-25 PFE refrigerator cars with 4 brand new numbers should be coming soon.

**Membership Dues:** Effective July 1, membership dues in the ARM are increasing by \$5.00 per month. The Board has been concerned that amount collected in dues was insufficient to cover the operating costs and it was decided that an increase in dues was required to reduce the monthly shortfall. The dues increase was discussed during our Business Meetings in April and May with the formal announcement of the increase at the June Business Meeting. Concerning membership, we have a new member that joined this month: Brian Chapman. Brian is moving to Amarillo from the Houston area. Welcome Brian.

**Layout:** As I write this there is no fresh news on the layout design; comments were sent back to the layout designer some time back and we are waiting for the next installment. In the meantime, we have a need to develop our layout construction standards. Members Tom Jones and Tracy Ball volunteered to serve as “Construction Managers” when construction is underway, but we could use a few volunteers to establish the standards to which the layout will be constructed. Robert Koch also volunteered to serve as a Construction Manager over signaling and wiring of the layout. We will have some clinics devoted to the layout construction in the future.

*(Continued on page 3)*



*(Continued from page 2)*

The summer has proven to be busy so far with a lot of events. Virgil and Paula Young and I attended the 2005 convention of the Santa Fe Railroad Historical & Modeling Society (SFRH&MS) in Pasadena, California where the theme for this year was a combination of the Chief and the Super Chief since both of those famous trains passed thru Pasadena on their way to and from LA. The 2006 convention is scheduled to be held here in Amarillo next summer, July 20-23 with the theme for the convention being the San Francisco Chief – the passenger train that ran thru Amarillo from 1954 until Amtrak's take-over of passenger train operations in 1971. We have been asked to assist in hosting this convention next year. More information will follow as plans for the convention are continuing to evolve. We were approached by the members of the SFRH&MS Convention Committee that is planning next year's convention about the possibility to produce a model car for the convention; an ice bunker refrigerator car with the San Francisco Chief slogan on it. We are exploring the possibility to create a new car model with Intermountain and will have to see if they can produce the car within the year.

Looking ahead we will plan to resume conducting clinics following our monthly business meetings. One of the first clinics will be video I shot at the SFRH&MS convention so that everyone can get a flavor of their typical convention and see some of the San Diego Model Railroad Museum's layout in addition to several other sights from the convention. The SFRH&MS has approximately 2100 members with 340 in attendance at this year's convention in Pasadena.

Don't forget the Clovis Model Railroad Club will host a Train Show in Clovis July 16 & 17. Robert Koch has offered to open his layout on the last Thursday of the month for folks that want to run trains; we will plan to visit Robert's layout the last Thursday in July in lieu of meeting at the Museum.

Bob Roth



# Treasures Report

**5/04/02**

Beginning Balance \$ 3,478.52 + 900.28 = \$ 4,378.80

Income		Expenses	
Cat Income	\$ 478.70	Utilities	\$ 325.82
Dues	\$ 505.00	Construction Costs	\$ 86.80
Donations	\$ 61.00	Bank Loan	\$ 478.69
Misc	<u>\$ 00.00</u>	Misc.	\$ 57.65
		Insurance and Car Fund	<u>\$ 299.13</u>
Total Income	\$ 1,044.70	Total Expenses	\$ 1,248.09
	Ending Balances as of— <b>4/30/05</b>		\$ 3,275.13
	Insurance Escrow and Car Fund Account		<u>\$ 1,199.41</u>
	Total		\$ 4,474.54

**6/05/05**

Beginning Balance \$ 3,275.13 + 1,199.41 = \$ 4,474.54

Income		Expenses	
Car Income	\$ 50.90	Utilities	\$ 268.41
Dues	\$ 260.00	Construction Costs	\$ 2,225.75
Donations	\$ 121.00	Bank Loan	\$ 478.69
Misc	<u>\$ 4,500.00</u> *(carpet)	Misc	\$ 163.24
		Insurance and Car Fund	<u>\$ 223.00</u>
Total Income	\$ 4,931.90	Total Expenses	\$ 3,359.09
	Ending Balance as of— <b>5/30/05</b>		\$ 4,847.94
	Insurance escrow and Car Fund Account		<u>\$ 1,422.41</u>
	Totals		\$ 6,270.35

**7/07/05**

Beginning Balance \$ 4847.94 + 1,422.41 = \$ 6,270.35

Income		Expenses	
Car Income	\$ 1,856.69	Utilities	\$ 245.76
Car Loan	\$ 9,023.46 *	Custom Car Payment	\$ 9,023.46
	CNW & SP Cars		CNW & SP Cars
		Car Loan Payment	\$ 1,684.74
Dues	\$ 375.00	Construction Costs	\$ 386.65
Donations	\$ 0.00	Bank Loan	\$ 478.69
Misc	<u>\$ 262.88 (shirts)</u>	Misc	\$ 298.57
		Insurance and Car Fund	<u>\$ 223.00</u>
Total Income	\$ 11,518.03	Total Expenses	\$ 12,340.87
	Ending Balance as of <b>7/07/05</b>		\$ 4,025.10
	Insurance Escrow and Car Fund Account		<u>\$ 1,645.41</u>
	Totals		\$ 5,670.51

Notes: \$4500.00 in June is payment for Concrete cracks to pay for carpet, \$9023.46 in July is advance loan for payments to Inter-mountain & Kadee Products for CNW & Southern Pacific Custom Cars.



## Directors Election

The Membership held our yearly Board of Directors Elections as planned with Three members running for the two open chairs, David Jusiak, Tracy Ball & Tom Jones. There was a good turn out of members for the election with a silent written ballot turned in by each member for the two positions, and it was extremely close with only one vote difference between two of the candidates.

The winners of this years elections were Tracy Ball and David Jusiak who will hold these positions for the following two year term. Welcome to the management of the ARM.

Remember next year the elections will be for three important positions, Officers. The positions of President, Secretary, and Treasurer will be up for elections.

## 15th Anniversary — Hobo Breakfast

Our Hobo breakfast was held with out to many problems other than Tracy had problems cooking the food fast enough with the people that showed for breakfast, there were several quests that made the event worth while. While he was unable to attend Mr. Walter Wolfram with the Potter County Museum board came out the Thursday before and took the tour of the building. And Maybe a couple of new members will materialize. A Great round of Thanks should go out to the guys that did so much to make it a great event and especially Tracy who was swamped all day with the cooking chores.

## Missing In Action

There has been a couple of members missing meetings of late, Ken Fritsch and Joe Sweeny due to ill health, Ken has been taking Chemo treatments for several months and Joe had a debilitating ailment that had him sidelined for a couple weeks, you should see his new training wheels. Our best goes out to both of these gentlemen and we hope for a speedy recovery for both of them, If their health permits we encourage them both to come out and see us, both during meetings and work week ends, we promise not to hit them with a board or something and will let them have a job of pointing a finger if they would like.

## Thursday Meeting — July 28, 2005

Next Thursday, that's July 28th our meeting will be held at Robert Koch's house. We will all be there at the normal regular time, to run trains on Roberts great layout. For those that have not been lately he has the second level in and has been working on the back drops. It is a DCC layout for those that want to bring your own trains, otherwise he has plenty of units to run of his own, I think about 4 is max at one time. If you have not been there or need a reminder it is south on Grand St to Grand Ave Estates, take the second turn off right or west, to Mary Rose Lane, turn left—south, first house on the left with the big building in the back, that's where the layout is. Phone number is in the back page of the Run 8. 622-1380 See you there.



## New Members

We have had a few new faces appear out at the building in the last few weeks and hope that we will see several more in the coming months:

Brian Chapman— the new Provost at WTAMU came out to the business meeting and spent some time with members prior to the meeting.

Danny Auburg— drives for Affiliated Foods and is a member of the Randall county fire dept. and likes woodworking as a second hobby. Came out and spent the evening last week.

Also we have a new Internet member:

Rich Randall— 301 Forrest Drive Gettysburg, PA 17325 United States of America  
rrand4449@aol.com I understand that Rich was a former resident of our area.

If you have time check the list of members at the end of the news letter and see if you find any mistakes. And please let me know so I can make corrections.

## Club Member Shirts

These shirts are all one brand, Tri-Mountain, because more sizes are available in this brand. Generally speaking, all of these shirts are 100% cotton and may shrink 5% in normal laundering.

Denim shirts, both long and short-sleeved and ladies' and men's will be available in three shades of Indigo: light, medium and dark. Men's denim shirts will also be available in black. I have included khaki twill (not denim) in the quotes for those who want a light shade of tan.

In the Polo shirt (AKA Golf shirt), the following colors will be available: White, Heather Gray, Sand, Pale Blue, Khaki, Red, Jade, Navy, Maroon, Black, Forest Green and Royal Blue. All men's Polo shirts will have a breast pocket and ladies' Polo shirts will not have the pocket.

Men's sizes generally run from XS to 6XL. In addition, tall sizes begin with LT and go to 6XT. Chest sizes, measured one inch below the armpit, are: XS-19", S-21", M-23", L-25", XL-27", 2XL-29", 3XL-31", 4XL-33", 5XL-35" and 6XL-37". Tall sizes are 1.5 inches longer in body and sleeve length.

Ladies' sizes run from XS to 5XL. Corresponding ladies' dress sizes are listed after descriptive sizes: XS-(2-4), S-(6-8), M-(10-12), L-(14-16), XL-(18-20), 2XL-(22-24), 3XL-(26-28), 4XL-(30-32).

*(Continued on page 7)*



(Continued from page 6)

All Prices include the ARM logo embroidered over the left breast.

Prices for Men's sizes in Long-Sleeve denim are:

**Reg.** XS to XL-\$22.84, 2XL-\$24.84, 3XL-\$25.84, 4XL-\$26.87, 5XL-\$27.84, 6XL-\$28.84. **Tall:** LT-23.84, XLT-\$25.84, 2XLT-\$26.84, 3XLT-\$27.84, 4XLT-\$28.84, 5XLT-\$29.84, 6XLT-\$30.84.

Prices for Ladies' sizes in Long-Sleeve Denim are:

XS to XL-\$22.84, 2XL-24.84, 3XL-\$25.84, 4XL-\$26.84

Prices for Men's sizes in Short-Sleeve Denim are:

**Reg.** XS to XL-\$22.45, 2XL-\$24.45, 3XL-\$25.45, 4XL-\$26.45, 5XL-\$27.45, 6XL-\$28.45. **Tall:** LT-\$24.45, XLT-\$25.45, 2XLT-26.45, 3XLT-\$27.45, 4XLT-\$28.45, 5XLT-\$29.45, 6XLT-\$30.45

Prices for Ladies' sizes in Short-Sleeve Denim are:

XS to XL-\$22.65, 2XL-\$24.45, 3XL-\$25.45, 4XL-\$26.45

Prices for Men's Polo (Golf) shirts with breast pocket:

**Reg.** S to XL-\$23.62, 2XL-\$25.62, 3XL-\$26.62, 4XL-\$27.62, 5XL-\$28.62, 6XL-\$29.62.

**Tall:** LT-\$25.62, XLT-26.62, 2XLT-\$27.62, 3XLT-\$28.62, 4XLT-\$29.62, 5XLT-\$30.62, 6XLT-\$31.62.

Prices for Ladies' Polo (Golf) shirts without breast pocket:

XS to XL-\$22.84, 2XL-\$24.84, 3XL-\$25.84, 4XL-\$26.84.

The employees of the Rustler will be gone for vacation July 1 through July 11. If we can finalize our order before July 1, they will be able to order the sizes and colors of all shirts desired. It will take about one to two weeks after we finalize our order until the shirts arrive, we try them on for size, and about two more weeks for the Rustler to embroider the logo to complete the order. Payment to the Rustler is due when shirt order is completed. I suspect we will have to pay sales tax on our order. **Money is due from members before we finalize the order.**

**Virgil Doyle is taking money for these shirts, I believe that the first order is already in the works so if you would like one please see either of the Virgil's and get yours turned in.**



## **Building Update**

As you may have noticed or heard by now that we have gained a big milestone by finally getting the final inspection approval from the City in regards to the Building. Unfortunately that does not mean that we are finished with construction projects on the building, there are a multitude of projects that still have to be finished before we will be ready to say it is finished, its just that we can take a little slower pace than before, so to prevent burn out and let the workers have a little bit of their life back, the board has decided that we should have regularly scheduled work days on every 2nd and 4th Saturday so that members can make plans to attend and give every one time to plan projects for those days. And there is still plenty of things to do. Here is a partial list of projects that need to be finished, perhaps you would like to take one of them and be the supervisor of it and see it completed.

- |  |                                     |
|--|-------------------------------------|
| Retaining walls for parking spaces           | Book shelves for upstairs           |
| Staining of stairway hand rails              | Touchup painting on stairway        |
| Completion of sprinkler system               | Installation of Kitchen Cabinets    |
| Storage bins for Car room                    | Taping of Insulation                |
| Painting of guy wires in Train room          | Designing Building signs            |
| Designing & construction plans for back dock | Floor electrical outlets both rooms |

Or if you don't like any of these projects perhaps you can come up with one of your own, just let me know and I will add it to the list that is if you don't want to take care of it your self, there is always something to do just ask our resident gardener and grounds keeper Dan J, he seems to always finds a few weeds to whack every week.

## **Raps News**

The latest news from the RAPS Group is that the foundation is finished and they are waiting on the City to remove excess dirt from around the foundation, and Messer Construction to give them word that they are ready to move the engine. The relocation of 5000 will be documented by 44Blue Productions. This company makes all of the History Channel episodes for "Mega Moves". They will send a crew to film the relocation as soon as I can let them know a date. At present we have only one more thing left at the new site to do. That is remove some excess dirt. Then we can schedule Messer for the move. The Mega Moves episode of the relocation of 5000 will highlight the engines historical significance, spotlight RAPS effort to house the engine, and then film the relocation work. I hope you and your members can all come out. It will be fun to watch the move and see a professional film crew at work.



## Members Information

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

### AMARILLO RAILROAD MUSEUM

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355-4385 Honorary Member

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ston

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room for some more members,  
any one know of a prospect?

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

335-3333

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



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

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



**CNW Hopper Cars are Here**

Our order of CNW hoppers from Intermountain have arrived, they are great looking cars, can't wait to get my set of four, Jerry says that they are moving well having sold numerous sets all ready.

**Number's**

181421      181519      181921      182609

We are anticipating the arrival of decal sets to re-mark these cars for either the **NOKL** or the **AOK** which currently have these cars in their service. Be sure to get yours soon as there is no current plans to reorder these cars.

The down payment for the Kadee Products hoppers have been made and they are currently being scheduled for production later this year.

The Intermountain PFE Reefers are hoped for before winter.





# RUN 8

VOLUME 2 ISSUE 3

JULY 20, 2005

## Inside this Issue

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**Omaha, Neb., July 30, 2005** – Union Pacific Chairman and CEO Dick Davidson today unveiled new Heritage series of locomotives that will honor the people and the railroads

*(Continued on page 10)*





## Presidents Message

President's Message

August, 2005

So far this has been an extremely busy summer between work, travel and projects at home and I am hoping that things will slow down sometime soon so that I can catch-up and do some railroading in-between all these other activities.

Out at the Museum, a handful of individuals showed-up on the Saturday work days on July 9 & 23 and a number of tasks were completed. Please be aware there are still a number of projects associated with the building that still need to be completed and we will plan our next Saturday workday on August 27. We will have a list of the tasks that need to be done available on Thursday evening before the planned work day. There are always things needing to be done at the Museum including mowing, weed-eating and spraying weeds, so if you have time to spare, please come out and attack the worst looking spots around the Museum grounds. The rain that is falling as I write this will only help the weeds grow...

To date, the sales of the new C&NW covered hoppers have been good. This week we finally received the decals to add AOK or NOKL reporting marks to the hoppers so they can be modeled as they currently are seen out on the rails. The latest set of R40-25 PFE refrigerator cars in the 1949 scheme with 4 brand new numbers should be coming soon and more models are expected in September.

As I write this there is no fresh news on the layout design; we are waiting for the next installment of the layout design that hopefully will give us enough information we can use to start building some of the bench work.

The biggest news this month relates to the Madam Queen. I'm sure that most folks around the Amarillo area saw the article in the newspaper indicating the Madam Queen is to be moved on August 19 & 20. The History Channel will have a crew film the move for their series "Mega-Movers." I have talked with Sam Teague and the latest word is that the move is now planned to be executed on Saturday, August 20. The City requested the move be made on Saturday to minimize impacts on traffic. Messer Construction will attempt completion of the move in one day. Anyone that might be willing to assist with security of the locomotive until the City completes the fence around the site is requested to contact Sam at 358-6303 or 674-0472. You can check on progress at the RAPS website at [www.railroadartifactpreservation.org](http://www.railroadartifactpreservation.org).

Bob Roth



## Thursday Meeting — July 28, 2005

On July 28th Robert Koch invited the members out to his house to run trains and check the progress of his layout. He has made some great progress since the Club has been out last. For those that have not been there Robert has a 40'x50' garage building that he has turned 25' x 50' in to a train room. His layout is a dual level layout with the first level in the shape of a four legged E and the second level shadowing three legs of the E. The first leg as you enter the room is the Engine facility & round house, passenger station and a 9 track storage yard. There is an 8 track staging yard under the lower level at this point. The lower level currently has 285' of track with 3 passing sidings ranging from 30' to 21'. The curves are 30" and 32" radius turns. At the end of the fourth leg he has an incline grade going up to the second level with a 60' long 2.72% grade all on a 32' curve.

The second level is currently 120' long and when completed will be approximately 255'. The middle leg on the second level will be 45' branch line which is at this time incomplete. It runs along the back of the E to the first leg and then follows the E back to the leg that has the incline and then back to the first level.

Robert has it worked out to be able to run 35 40' cars or 25 40' and 20 50' cars plus 4 power units and caboose. These types of consist will work in the size of sidings that he has on the layout. It is wired for DCC and when completed he will be able to run the entire layout from his office and work shop next door which is connected to the engine yard via a fold down bridge and a passage way thru the wall.

Several members came out to run trains, David Lane a former member was there with his Broadway Limited NYC steam engine and was the first on the track, he ran fine till he came up against the big hill and then the single engine just wouldn't pull the grade with 8 passenger cars in tow, he had to cut a couple cars off in order to run up the hill. Ken Fritsch brought a pair of real nice Atlas Gp38's in Rock Island paint fresh out of the box and started running behind David but didn't have any better luck with the grade on the big hill what with a full 30 car train behind his power. While Ken was fighting the grade to the second level Jerry Michels had his pair of MP Gp9's running up behind him with a light power move, and Virgil Doyle brought his UP Turbine engine and after both Ken and Virgil added some power, Ken added a Southern Pacific engine and Virgil headed his train up with his Union Pacific big boy both were able to finally make the climb to the second level. Since then Robert has added a siding for helper service in order to make it up the grade. With all of these trains running, 8 powered engines on four trains, all at the same time it made for some very interesting running especially Virgil's big boy which is sound equipped, with the turbine behind it made a good looking consist. While all this was going on Virgil Young and Joe Sweeny was busy over in the engine yard test running some of Virgil's steam engines around the round house.

It has been suggested that we start making a regular evening event on the last Thursday of each month at Roberts so the members can have a chance to run their trains. If you have not been there I highly recommend that you try and make an attempt to do so.



Joe and Virgil check Virgil's steam engines out on the round house track, and Ken runs his RI train up and around the grade to the second level.



# Treasures Report

08/04/05

Income		Expenses	
Car Income	\$ 2,131.96	Utilities	\$ 166.88
Dues	\$ 95.00	Car Loan Payment	\$ 867.69
Donations	\$ 0.00	Construction Costs	\$ 0.00
Misc	<u>\$ 0.00</u>	Bank Loan	\$ 478.69
Total Income	\$ 2,226.96	Misc	\$ 105.30
		Insurance and Car Fund	<u>\$ 0.00</u>
		Total Expenses	\$ 1,618.56
	Ending Balance as of <u>7/28/05</u>		\$ 5480.73



## BNSF NEWS

This could actually go under track expansion, but I want to list it as traffic as it deals with the way trains move through Amarillo. On July 5th, BNSF removed the former FW&D (BN) diamonds at East Tower in Amarillo where the BNSF Red River Valley Sub Crossed the Hereford Sub. The Hereford Sub is the Transcontinental main line while the Red River Valley at this point is the west/northbound track of the direction running between Amarillo and Pueblo. Removing the diamonds means that the empty coal trains must have another route to use and they now do. The new Dalhart Connection was established on July 5th. This is a new track that allows trains running west on the Hereford Sub to go north on the Dalhart sub without making a reverse move. This also allowed trains from the Red River Valley to use what was built a few years ago as the New Connector to reach the Hereford sub then use the crossovers at West Tower to enter the new Dalhart Connection and continue on towards Pueblo. The empty coal trains from Celanese at Kingsmill, TX will also use this connection to avoid the back up move made necessary by the directional running. The new connection is exactly the same spot that the old Maywood connection was between the ATSF and the BN that was removed a few years ago. The track is only about 1000 feet long and is CTC controlled by the Panhandle East dispatcher (DS6 or 101 depending on the time of day) between the two main lines. On the Dalhart Sub, a new control point of Dalhart Junction has been established while the new connection falls between the limits of West Tower on the Hereford Sub. The former main line of the Red River Valley that is on the north side of the Hereford Sub, now runs directly into the West leg of the wye that was formerly the Boise City sub main line.

On July 15th, the only remaining ATSF water tank between Wellington and Amarillo almost fell to scrappers. The water tank at Waynoka is owned by a private individual in Waynoka but still sits on BNSF property. BNSF has been dismantling all the ATSF old Water tanks along the way as they have been building the second main track. In this case, there is no second main going in here as it is already two main tracks. For some reason, the contractor started to dismantle the tank and had cut away a few sections of steel before a local resident got them stopped. BNSF is now negotiating with the Waynoka Historical society to see about moving the tank to the grounds of the Historical Museum which is part of the depot & Harvey House complex at Waynoka. The contractor and BNSF contact in Albuquerque told the owner of the tank that the tank had to be moved to make way for the new track. The closest that the new track was to come to this location is about 1.5 miles west (south) of the tank.

*Is'nt there a couple of these still left standing west of Amarillo? Would it be of interest to us to see if these are due removal and could we save one for our self?*

On July 19th, the 2nd main track on the Panhandle Sub was extended east from Heman to West Waynoka completing a 4.3 mile link between two segments of existing two main tracks. This is the portion of new track that has the new bridge over the Cimarron River. Now the two main tracks on the Panhandle Sub is in operation between East Avard at MP 335 to Eastern at MP 550.5 (Amarillo). A new double crossover at Heman has not been put into service yet nor has the new double crossover at East Waynoka. Both will be in place by the end of August allowing greater flexibility of traffic in the Waynoka area.



## Visiting Members

Internet member:

**John R. Marci** — 362A Whitewater Dr Apt 304 Bolingbrook Il 60440

Earlier this summer John Marci paid us a visit while traveling on vacation to California, John works for the BNSF in Illinois although he states that he comes from the BN side of the operations prior to the merger with Santa Fe. John caught me at the club house working on the rail gutters and I gave him and his mother, who was traveling with him a tour of the building and explained our goals and operation to him. Hopefully John will sent us a report of happening from his area occasionally and let us know what is happening in his area as I'm sure he has lots of things that we would find interesting to us.

Internet member:

**Rich Randall**— 301 Forrest Drive Gettysburg, PA 17325 United States of America  
 rrand4449@aol.com

"ARM Member Rich Randall from Gettysburg, PA, visited the ARM World Headquarters on August 22nd. Rich is pictured on the left with Virgil Young and Virgil Doyle. Rich is an active model railroader, constructing an O-scale layout depicting the Milwaukee Road electric, steam and diesel operations in Avery, ID. He is also active in the Baltimore and Washington DC area clubs. We're glad he could visit and see the progress we've made."





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## **Building Update**

Sept 10 Saturday - start at Autocraft providing Tracy is available, to load dispatcher panel and display case and what ever else.

Finish metal shelf's if not done, finish coat room shelf's if not done, install floor outlets and wire in, paint - coat room shelf, manifold doors, repaint doors. If finished start moving RR mags out of storage room and put in steel shelf's- Joe, Paul, Ken, can you three do this?

Sept 15 Thursday - hopefully we will be ready to start on the book case by this time, please have suggestions and ideas turned in by this time so that if we can we can work on the book case during the next couple of days. storage room doors hang and trim out. finish painting projects.

Sept 22 Thursday - Book cases and doors. Base board trim on the west wall of the train room, crown molding upstairs walls, Painting projects if not finished

Sept 24 Saturday - Bookcase and doors. Painting can we get it finished by then?



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**Damron, Homer** -3100 Polk St

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Ama. TX. 79109

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

Ama. TX. 79109

352-4498/h 584-4363/ m

vyoung5622@aol.com

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

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

335-3333

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



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



**UP Heritage Trains –MP, MK&T, WP**

*(Continued from page 1)*

that have made the company what it is today. Each locomotive will feature a unique paint scheme, incorporating elements of one of the six major railroads that have merged with Union Pacific. The Missouri Pacific and Western Pacific locomotives will be followed in coming months by locomotives painted in the style of the Missouri-Kansas-Texas (Katy), Chicago & North Western, Southern Pacific, and Denver & Rio Grande. "It is important that we take an historical perspective of who we are and how we got here," Davidson said. It is time we pay homage to those railroads and the generations of men and women who helped to build a great nation and the foundation for our future." The Heritage Series marks the fifth time in company history that Union Pacific has painted locomotives in colors other than the traditional UP "Armour Yellow" paint scheme. Previously, locomotives were custom made in 1991 to honor UP employees serving in the Persian Gulf War, in 1994 to call attention to the United Way Campaign, in 1996 for the Atlanta Games Olympic Torch Relay Train, and in 2002 for the Salt Lake City Games Olympic Torch Relay Train.



# RUN 8



VOLUME 2 ISSUE 8

SEPTEMBER, 2005

## Kadee® PS-2 Two Bay Hopper

#8017 Southern Pacific (SP)  
Hat Rib & Tube Defect Card Holder  
Alkali Resisting Light Gray



In conjunction with:



The Amarillo Railroad Museum  
13000 Highway 60  
Amarillo, TX 79120  
[www.amarillorailmuseum.com](http://www.amarillorailmuseum.com)

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We recently received our order of the Southern Pacific PS-2 hoppers made for us by Kadee Products,

The cars are made in conjunction with Kadee's release of their own hopper cars so they are made with the same detail quality that Kadee is famous for. Kadee graciously included the ARM in their website advertisements including a link to our web site.

The ARM released the cars with two numbers # 401306 & #401131 with Kadee using # 401155 & #401289 making a nice 4 car set. To the left is a copy of their web site.



## Presidents Message

Out at the Museum, we have a lot going on. Please remember that we have designated the second and fourth Saturdays of each month as work days at the Museum to work on building-related projects. Although we obtained the Occupancy Permit for the building back in July, we still have a number of small projects to finish the building and a number of these projects need to be completed before we start building the layout. A list of tasks was formulated, and lacking any other volunteers, Earl Carrell is attempting to coordinate a schedule of work activities. Please check with Earl on Thursday evenings to see what you can do to assist us in continuing to move forward. At the same time, thank you to everyone that has shown-up and helped with the work to-date.

With all the rain showers around the area back in August, the weeds have been growing and there is a lot of mowing and weed-eating needing to be done. If you have time to spare, please come out and attack the worst looking spots around the Museum grounds.

We had one new member join during the month of August, Danny Auburg. Danny is a driver with Affiliated Foods and is usually out of town on Thursday evenings thus we will not see much of him at our regular meetings, but he has helped us with his talent by building the new bookshelves being installed upstairs. Thank you Danny!

Car Sales: Initial sales of the new C&NW covered hoppers have been good; we received the decals to add AOK or NOKL reporting marks to the hoppers so they can be modeled as they currently can be seen out on the rails. The Southern Pacific 2-bay hoppers have been received and they are really good looking cars. The ART refers and the latest set of R40-25 PFE refrigerator cars in the 1949 scheme with 4 brand new numbers should be coming soon.

Layout Design: The Layout Design is moving forward and the first set of CAD renderings should be received around the first of October. We are hopeful the drawings will be sufficient to allow us to start construction of the bench work for the layout while the design for the track work is further refined.

Pantex "White" Train: We are working to have remnants of the infamous "White" train formerly used to ship nuclear weapons from the US Department of Energy Pantex Plant to various sites around the country moved to the Museum grounds for public display. Remnants of the train have been stored on tracks inside the Pantex Plant ever since shipment of nuclear weapons by rail was terminated around 1987. The cars were originally white in color, hence the name, but the cars were all painted a variety of colors in 1986 in an attempt to disguise the train when it was in transit. A number of decisions have yet to be made by the DOE, particularly whether the cars will be donated to the ARM or loaned for display, and whether we will get all the remaining cars or just some of the cars.

*(Continued on page 3)*



## Treasures Report

09/05/05

Income		Expenses	
Car Income	\$ 827.29	Utilities	\$ 209.41
		Car Loan Payment	\$ 0.00
Dues	\$ 255.00	Construction Costs	\$ 0.00
Donations	\$ 0.00	Bank Loan	\$ 478.69
Misc	<u>\$ 0.00</u>	Misc -	\$ 37.60
		Club Shirts	\$ 337.61
		Layout Design	\$ 500.00
		NOKL - AOK decals	\$ 248.25
		Insurance and Car Fund	<u>\$ 0.00</u>
Total Income	\$ 1,082.29	Total Expenses	\$ 1,811.56
		Ending Balance as of <b>8/31/05</b>	\$ 4,597.57
		Insurance and Custom Car Fund	\$ 1,425.77

## Presidents Message

*(Continued from page 2)*

The BNSF will be removing the switches from their main line that serve the Pantex wye in the future and the issue is in-part to remove the rolling stock from the plant before it becomes permanently land-locked at pantex. A goal is to have the train at the Museum for display prior to the Santa Fe Railway Historical & Modeling Society (SFRH&MS) convention next July.

We will continue meeting at Robert Koch's home to run trains on his layout on the last Thursday of the month so if you want to get your models out and run them, the opportunity is there; come and join us.

Bob Roth



## Lay Out Design Update

During the last Board meeting, held the first week of September members of the board decided to make an effort to expedite the process of the Layout Design as quickly as possible so contact was made with the designer Byron Henderson in order to check the status of the design.

There was some loose ends in regards to the contractual requirements which were finished up and additional monies were paid to complete the first stage of the contract.

With the legal requirements finished, the board requested an estimate of the time required for the design information to be delivered to us. Byron presented us with a tentative schedule and a preliminary list of details involved with each stage of the design which is listed below.

1st Stage CAD drawings - will include to-scale staging and the main lines through all towns, bench work outlines, and grades but may not have complete trackage in each town nor complete yard configurations.

The scheduled time frame for this set of drawings was originally scheduled for delivery to us the week of Sept 12. The Layout Committee would at that time review them and would send back to Byron an approval with any improvements or changes requested.

Byron has contacted us with a request for an extension for this deadline until Sept 26-27 due to difficulties working in FW&D and RI trackage which is requiring him to set track elevations at this stage instead of the 2nd set of drawings. Since then he has requested more dimensional information for the building but has not completed the first set of drawings

2nd Stage CAD drawings - Upon approval of the first set of renderings Byron would work on the second phase of the drawings which would include any changes to - trackage for all staging, main lines, towns, and yards. Byron's schedule for this phase would be 3-4 weeks upon notice from the Layout Committee.

3rd Stage & Final CAD drawings - To be commenced with approval of the previous stage from the Layout Committee. Involving any changes that will be encountered from the previous drawings. A 3 week completion schedule is anticipated by Byron.

In reviewing the proposed time lines and scheduled delivery dates for the design drawings, 1st set by the 1st week of October, 1 week for review, 3 weeks for the 2nd set of drawings, 1st week of November. Last set of drawings hopefully by the last week of December. It brings up some serious questions as to when we will be ready to start putting them to use. If we have enough information when we receive the 2nd set of drawings we should be able to start construction of bench work by the middle of November or the first of December at least. Which brings up the most important question of all will we be ready. At this time we are not and it only gives us 6-8 weeks to complete some important tasks before then.



## **Construction Updates**

Construction projects continue with some completion of projects being accomplished, base-board installed, library shelves installed, relocation of hobby magazines is started, coat room is finished, display case's, file case and dispatcher panel retrieved from Tracy Balls. Danny Auburg has installed one of the book case's, and Dan J has started painting stair way hand rail.



## News

### KCS to renumber international locomotive fleet

KCS has recently begun the process of renumbering its international locomotive fleet in a sequence related to horsepower, age and special capabilities. KCS' U.S. and Mexican operations currently manage a fleet of more than 900 locomotives, including seven different switching models, three medium horsepower local models and soon to be 10 over the road models, ranging in age from 45-years old to brand new. In addition to being more descriptive, the new numbering scheme allows for future growth, improves consistency and ease of fleet management and prevents numbering conflicts between the U.S. and Mexican fleets.

Nearly every locomotive will receive a new international number. The renumbering process began with the SD45's which will be changed from the 4500 series, making way for the TFM's AC4400's. Next to be renumbered are the smaller GP38's, which will be given new numbers in the 1900 and 2000's to make way for the new SD70ACe locomotives, which will be delivered with their new 4000 number series within the next few months. It is anticipated that the renumbering process will take about six months.

Union Pacific Railroad announced today a project to help reduce nitrogen oxide emissions in Texas over the next 10 years by introducing low-emission, fuel-efficient locomotives for yard operations in Houston/Galveston, Dallas/Ft. Worth and San Antonio. Union Pacific's plan will introduce 111 new technology locomotives in 2006 and 2007. Ninety-eight of these low-emission rail yard locomotives, called the "Generator-Set," or "Gen-Set," switchers, will be built by RailPower Technologies Corp. The units are powered by two or three state-of-the-art small diesel engines commonly used in over-the-road trucks. The two-engine models are hybrid locomotives, operating both on the twin diesel engines and a bank of batteries that provides additional power. By mid-2007, Union Pacific will introduce the new locomotives as follows: 56 units in Houston, 46 units in Dallas/Ft. Worth, 9 units in San Antonio. Some units are being purchased with a grant from the taxpayers of Texas.



## Members Information

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

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

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



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**We're on the Web @  
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**UP Hybrid Engine**



See News note on page 6

# RUN 8



VOLUME 2 ISSUE 9

NOVEMBER, 2005

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Happy Thanksgiving! Hopefully this issue of Run 8 will reach you before the Thanksgiving holiday. We've been having some difficulty in getting the monthly issues of Run 8 prepared in a timely manner and hopefully we can get caught up in the near future. Irregardless, I believe that we all have a lot to be thankful for and this time of year is good time to stop and reflect. I feel that I personally have been blessed to be a part of such a great group of people that have accomplished so much over these last fifteen years. I am very thankful for the membership of the club that has hung together thru the last two and a half years despite not having the ability to run our trains at our facility due to the extended construction of our building. I am thankful for everyone's contributions to the club over this past year.

We have another new member in our organization. Dr. Brian Chapman, the new Provost at WTAMU has joined our organization. Welcome Brian.

Out at the Museum, there is still a lot of work to be done. The Kitchen has been furnished with a full set of cabinets thanks to a very generous donation by Virgil and Paula Young and the efforts of Tracy Ball with assistance primarily from Virgil Doyle and Jerry Michels. At this point the meeting room end of the building is essentially complete and work efforts will be moving out into the Layout Room. Please remember that we have designated the second and fourth Saturdays of each month as work days at the Museum to work on building-related projects and hopefully soon the layout itself. Earl Carrell is attempting to coordinate a schedule of work activities. Please check with Earl on Thursday evenings to see what you can do to assist us in continuing to move forward. At the same time, thank you to everyone that has shown-up and helped with the work to-date.

Concerning the layout design, I was hopeful that we would have received the first CAD rendering of the layout a long time ago, but our layout designer has had his own set of trials to overcome these last few months that have taken his time away from our layout design. Hopefully we will have the drawings soon and be able to start working on the bench work in December.

Car sales have been good and sales have picked-up since we mailed a catalog of our offerings to our mailing list. Anyone that missed the meeting on November 3 missed-out on the effort to prepare the catalogs for mailing. Even

*(Continued on page 2)*



## Presidents Message

*(Continued from page 1)*

if you missed-out on the catalog preparation, you can still help-out with the effort to pack the car orders every Thursday. Jerry Michels has been asking for assistance in the application of AOK and NOKL decals on some of the C&NW covered hoppers in anticipation of demand for these models. Concerning the SP hoppers, sales are going very well and if anyone is wanting to buy a pair of these cars for themselves, I recommend you make your purchase soon.

Oklahoma City Show: At the moment we do not have a booth reserved at the OKC Show. I called and talked with the show chairman and the report was the OKC Fire Marshall had looked at last year's attendance figures and mandated the aisles be widened to a minimum width of 15-feet. The net effect of this mandate was a loss of approximately 18 booths. Some of us can still get together and make a trek over there to go shopping and drop-off some flyers and catalogs that people at the show can pick-up. Last second plans will be finalized on Thursday, December 1 since the show will be conducted on December 3 & 4.

In other news outside the Museum, the word from the Railroad Artifact Preservation Society (RAPS) is that the episode of Mega-Movers covering the relocation of the Madam Queen will be televised sometime during the Spring; no specific date was given. There was an article in the September issue of CTC BOARD covering the Trains of the Texas Panhandle with a lot of local area photographs. Hobby Time has moved from the strip plaza off the west end of Westgate Mall to their new home at Tradewind Business Park off 34<sup>th</sup> Street. In case anyone missed it, I will also report that Norm closed his model railroad shop that had been located on 6<sup>th</sup> Street.

We will continue meeting at Robert Koch's home to run trains on his layout on the last Thursday of the month (except for Thanksgiving Day) so if you want to get your models out and run them, the opportunity is there; come and join us.

Bob Roth



**Treasures Report**

**9/30/2005**

Income	Expenses
Car Income \$ 2,164.19	Utilities \$ 146.23
Dues \$ 00.00	Car Loan Payment \$ 0.00
Donations \$ 1,958.59	Construction \$ 2,119.52
Misc \$ 0.00	Bank Loan \$ 478.69
	Misc \$ 149.76
	Insurance and Car Fund \$ <u>223.00</u>
Total Income \$ 4122.78	Total Expenses \$ 3,117.20
Ending Balance as of <b>9/30/2005</b>	\$ 5,902.53
Insurance and Custom car Fund	\$ 1,225.77

**11/03/2005**

Income	Expenses
Car Income \$ 2,184.31	Utilities \$ 166.13
	Car Loan Payment \$ 0.00
Dues \$ 265.00	Construction Costs \$ 624.79
Donations \$ 350.56	Bank Loan \$ 478.69
Misc \$ <u>0.00</u>	Misc - \$ 124.61
	Insurance Premium \$ 350.00
	Insurance and Car Fund \$ <u>1,000.00</u>
Total Income \$ 2,799.87	Total Expenses \$ 2,744.22
Ending Balance as of <b><u>11/03/2005</u></b>	\$ 6,181.18
Insurance and Custom Car Fund	\$ 2,207.62



## **Lay Out Design Update**

Last news in this project is that Byron has been having problems making the track grades for the proposed FW&D & RI yards coincide with the ASTF yard trackage and we needed to make a decision on which would be the most desirable for our usage, the FW&D trackage was chosen by the layout committee .

## **Car Project Update**

Jerry Michels gives us a report that the new cars are selling well, with the exception of the Santa Fe hoppers. He is working on a set of C&NW NOKL / AOK decal cars in anticipation of orders for these cars.

The latest run of PFE R40-25 reefers and the ART ice reefers are not expected to arrive till the first of the year. And there is no word from Intermountain in regards to the SFRM&HS Convention car.

He is working on a end of the year catalog to mail out of past customers and will need help with the assembly of it and envelopes for the mailing.



## Construction Updates

Detail projects continue although at a somewhat slow pace, Tracy Ball, Virgil Doyle and the Young's have combined to finish of the installation of the Kitchen Cabinets and hopefully will have it in place before the holidays are on us.

Dan Juliano has been busy painting the newly installed base board on the train room wall and when finished will start doing touch up work on the banister rail and manifold doors.

Joe Sweeny and Jerry have been busy working on getting our library back in operation, which is a time consuming ordeal considering how many box's of books and magazines that we have in storage, some more help here would be well appreciated by all. They need to be resorted cataloged and inventoried, and the extra issues grouped together for future disposition.

Danny Auburg has installed the bookcases along the wall upstairs and will have the final trim installed and volunteers have stepped forward to do the finishing staining on them.

Virgil Young and myself have spent the last couple of meetings getting bases built for the dispatch panels for upstairs.



## News

All the Panhandle Capacity expansion projects and the Cajon Pass expansions have definitely been needed. During the 3rd quarter of 2005 BNSF moved 2.6 million units of freight (cars, containers or trailers). That is 100,000 more units than BNSF moved in the third quarter of 2004 and 800,000 more than they moved in the 3rd quarter of 1996, the first 3rd quarter that BNSF had after the 1995 merger. That translates into about 2,700 more trains per month than BNSF moved in 1996! For the third quarter BNSF reported all-time record earnings by posting a profit of \$414 million, or \$1.09 per share

---

The old South Orient Railroad line is up and running. It's just not real busy yet.

A freight train rolls through San Angelo about once every week, but that should pick up as more repairs are done to the line that stretches 391 miles from the San Angelo Junction, near Coleman, to Presidio, said Doug May, Fort Stockton's economic development director. Between \$15 million and \$20 million already has been spent repairing a quarter of the line in various stretches, Williams, vice president of operations for Texas-Pacifico Transportation Ltd said. An additional \$70 million will be required to finish the work on the line. Much of the work is adding ties to the line to increase its strength. The state is repairing bridges and railroad crossings, and controlling vegetation along the line, he said. The track is functional at different speeds in different locations, from 10 to 25 mph. Trains should be running about 45 mph after all repairs are done, Williams said.

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*We are a  
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**We're on the Web @  
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**UP Heritage Trains**



Picture of the UP engine #4141 to commemorate the opening of the President Bush Library



# RUN 8

VOLUME 2 ISSUE 10

DECEMBER , 2005



## Convention Information

July 20-23,  
2006

Amarillo,  
TX

Clinics

Registration Form

[Model Contest Entry](#)

[Model Contest Rules](#)

[Photo Contest](#)



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**You don't have to be a member to attend!**

**Updated 12-09-05**

Many of the details of the 2006 convention are still being worked out. Firm plans will be posted by February 1, 2006.

Activities will begin Thursday morning July 20 and continue through Sunday afternoon, July 23.

Highlights will include a Thursday night Texas style bar-b-que at the restored

*(Continued on page 2)*



(Continued from page 1)

Santa Fe General Office Building with tours provided by Potter County (owners of the building).

Friday night will feature a radically new program designed around the modeler with a roundtable, hands-on workshop featuring the best modelers in the Santa Fe community.

Saturday's awards dinner will include a celebration of our own history with a special presentation of 25 years of Santa Fe conventions.

A rail fan's guide to the busy area will be sent with paid registrations. All that will be required will be your cameras, a lawn chair, and a cooler.

*Special convention cars will be offered by the Amarillo Model Railroad Club, our hosts in this operation. A special effort is also underway to expand the buy-sell-swap portion of the convention. ??????*

The Ambassador Hotel (800-817-0521) has 175 rooms blocked for the nights of Wednesday July 19 through Saturday July 22 at a rate of \$89.00 for up to four people. Anyone making reservations should ask for the Santa Fe Railway Historical & Modeling Society rate. The cost of the facility to the society is determined by the number of rooms rented, so be sure to mention us in your reservation. Rooms will be held until June 18, therefore reservations should be made prior to that date.

Bryan Moseley and Jay Miller are our convention planners.

Additional information, Contest Rules and forms can be found on the SFRH&MS web site at

<http://atsfrr.net/society/index.htm>



# Treasures Report

**11/30/2005**

Income		Expenses	
Car Income	\$ 4,337.09	Utilities	\$ 220.83
		Car Loan Payment	\$ 0.00
Dues	\$ 350.00	Construction Costs	\$ 14.99
Donations	\$ 0.00	Bank Loan	\$ 478.69
Misc	<u>\$ 0.00</u>	Misc -	\$ 273.62
Total Income	\$ 4,687.09	Total Expenses	\$ 988.13

Ending Balance as of <b><u>11/30/2005</u></b>	\$ 9,880.14
Insurance and Custom Car Fund	<u>\$ 2,207.62</u>
	<b>\$ 12,087.76</b>

As a sad note the Lyle's informed me that they had seen an obituary in the newspaper indicating that Irene Bates, Honorary Member, wife of former member George Bates, passed away. Per the newspaper, she passed away on Sunday, November 20. Funeral Services where to be on Wednesday, November 23 at 10:00 AM at the Memorial Park Funeral Home Chapel (along I-40 East).

This information from Jerry in regards to our ARM Website,- the website has had 6,888 visitors this year to date, that's an average of 20 per day, 567 - 629 per week.

New Membership Cards should be ready shortly as they have been printed and are currently being laminated.



## Lay Out Design Update

As of our last conversation with Byron our designer, he has been in a hospital ill for the last week and a half, and has been unable to work on our project. He is now out and has promised some material for us by December the 15th.

In our plans of the Layout, it has been decided to use Code 83 #8 turnouts, as these are expensive and sometimes hard to get, Virgil the elder has brought up the subject of making our own turnouts, so with the help of a track laying jig purchased from Fast Tracks, he has volunteered to start a testing program to see if it will help lower the cost of laying our track and purchasing of the large number of the turnouts that will be needed.

## Car Project Update

ART Reefers– It is our understanding that the parts for these are made and is awaiting paint and marking art work to be finished. Upon completion of the art work and an approval of the finished sample the cars would be assembled and shipped with a possible 1st quarter arrival of next year.

PFE R40-25 1949 Reefers - These are currently in transit and should have an arrival schedule of mid December, just in time for a last minute run for them on E-bay and our website.

Car sales have been real good this year with the addition of the new cars that we have had, with over 133 orders so far this year, with the C&NW cars leading the way followed by the Kadee SP hoppers, the ATSF hopper sales have been slow.

Jerry states that the C&NW cars have paid for them selves leaving only the SP cars that have not done so but with them being our newest cars and the amount of sales that should not be the case for long. If you still haven't purchased yours, don't forget that we have the NOKL / AOK decals for the C&NW cars on hand to give them that modern day look.

With the arrival of the ART and PFE cars in the near future that will bring to an end of the planed productions, which means that in order to make any kind of a continual flow of cars to sell the ARM needs to start making plans for next years car projects. With a lead time of any where from 6 months to a year in order to meet production schedules, plans need to be started now, so if any member has ideas for car projects please contact Jerry or a board member with your ideas.



## Construction Updates

Construction projects continue to slowly gain completion despite the holiday seasons interruptions. The biggest project to report on is thanks to the fabulist donation from the Young's is the completion of the Kitchen Cabinets. The Young's donated the cost of the cabinets both the lower and upper cabinets at no small expense to there selves, Tracy and Virgil Doyle spent a couple of days doing the installation and plumbing in of the water and drains, and Bob and Tracy had to do some rewiring of the kitchen outlets so that every thing is in working order in regards to the microwave and the refrigerator.

The project to complete our magazine library is still undergoing some work and is still in need of some volunteer workers to complete. Jerry has started a computerized inventory with Joe S doing some of the unloading and sorting of the magazines but there is still several box that still need to be gone thru.

Dan J has finished the painting of the train room baseboard and the doors to the heating manifold and is now doing touch up work on the wall, there is some repair work on the stairway rail that needs to be done before the last of the painting can be done.

Volunteer time is needed on almost all of these projects for those of you that have the spare time.



## News

RUSK - The Texas State Railroad will cut back the number of rides next season after the Texas Parks and Wildlife Department announced plans to lay off 17 railroad and state park employees Monday.

Reported changes at the Texas State Railroad, Rusk Tx [texasstaterailroad.com](http://texasstaterailroad.com)

3 train crew have been let go: 1 Engineer, 1 Fireman, and 1 Hostler; along with 3 full time personnel from the park

Train attendants from the Palestine Depot will not be rehired in the spring, because next year

**\*\* THERE WILL BE NO TRAINS DEPARTING ROUND TRIP FROM PALESTINE \*\***

which means there will be no meet at Meshaw siding -the Victorian trains and gambler trains will still run from

Palestine, but you will not be able to get on a train in Palestine next year for a round trip.

The cut employees were given NO notice, since yesterday was there last day. Turn in your keys, return your uniforms, and then you get a 2 month pay severance check.

BNSF sells rail line in New Mexico

BNSF Railway Co. said Monday that it had reached an agreement with the New Mexico Department of Transportation to sell the nearly 300-mile rail line between Belen, N.M., and Trinidad, Colo., for \$76 million. The sale, to help create a commuter rail line, also includes 13 acres of its Albuquerque rail yard. The Fort Worth-based railroad will retain freight easement rights on the line.

### - Plano Prototype Modelers Meet

- Saturday Jan. 14th 2006 1:00 pm to 5:00 pm

Holiday Inn Express East 700 Central Parkway East

Admission is \$10.00 unless you bring a model you built, then it is only \$5.00 More details and info will be posted on my web page as the show gets closer. In the meantime, spread the word of the meet and get your models ready to display - finished or not.

Thank you and I look forward to meeting you.

Keith Hapes

Plano Model Products

More than 100 people will lose their jobs early next year when FM Industries, a maker of rail-car components, shuts its operation in south Fort Worth after its sale to a competitor.

Progress Rail Services of Alabama, FM's corporate parent since 1994, announced Thursday that it sold the company's assets, which include a 200,000-square-foot manufacturing facility at 8600 Will Rogers Blvd. in the Carter Industrial Park, south of Interstate 20. The buyer, ASF-Keystone, a subsidiary of Amsted Rail Group of Chicago, said it intends to close the Fort Worth facility Feb. 1 and consolidate production at its facility in Camp Hill, Pa.



Convention Year: \_\_\_\_\_

Entry #: M- \_\_\_\_\_

Santa Fe Railway Historical and Modeling Society

Official Model Contest Entry Form

I. INDICATE PROPER CATEGORY:

**Steam Locomotive** – All types of locomotives representative of steam power.

**Diesel Locomotive** – All locomotives except steam types and passenger revenue carrying types, such as RDC or Doodlebugs.

**M/U Diesel** – All Diesel Locomotive types described above with two, but not more than four units. **Passenger Car** – All types of passenger revenue carrying equipment, including RDC, Doodlebugs, rail buses, observation, combines, baggage, and RPO.

**Freight Car** – All types of freight revenue carrying equipment including express box and reefers.

**Caboose** – All types, including bobbers, drovers, transfer, etc.

**Maintenance-of-Way/Non-Revenue** – Right of way and track maintenance vehicles, rail and inspection cars, railroad cranes and track controlling devices including turnouts, crossings, etc.

**Intermodal Equipment** – Individual or grouped containers or trailers, rolling stock, cranes, tractor trailers and/or ancillary equipment; e.g., Santa Fe or Trailer Train/TTX car, emblem, or reporting marks.

**Structure** – All buildings housing personnel, machines, or equipment; stationary piggyback van loaders; stations; water towers; bridges, etc. (containing no supplemental scenery).

**Diorama** – A group of models or a model which includes supplemental scenery not pertinent to the functioning of the model or primary structure. For example, a piece of rolling stock sitting on a section of ballast track, or a building with anything more than a foundation, is considered a diorama. **Diorama size limited to 2'x3' maximum dimension.**

II. DESCRIPTION:

Type: \_\_ Class: \_\_ Wheel Arrangement:

Locomotive: \_\_\_\_\_ Car Number:

III. CONSTRUCTION:

**Ready to Run (RTR)** – includes models with upgraded trucks and/or couplers.

**Kit Built or Kit Bash** – using only parts supplied in kit (upgraded trucks and/or couplers O.K.)

or; a major alteration of parts from one or more kits or RTR, repainting and lettering is required.

**Scratch Built** – the builder has fabricated all parts. (Pre-formed stock materials are considered basic materials for scratch buildings, and motors/ wheels are exceptions for locomotives and cars.)

IV. CONFORMITY: (no more than 2 lines)

What standards were used for your Santa Fe prototype and what era is represented? (I.e.) class, etc.

V. FINISH & LETTERING (check all that apply):

Weathered	Not Weathered	Spray Painted	Brush Painted
Decal Lettering	Decal Striping	Hand Lettered	Hand Striped

I declare that this entry is mine and all model work is my own.

Name (print) \_\_\_\_\_ Signature \_\_\_\_\_

Is this your first time entering the contest? Yes No

Is this your first time entering in this category? Yes No



## Official Contest Rules For Model Entries

1. Fill in contest entry form completely. A separate form is required for each entry.
2. Only **two models** per category **per person** are allowed.
3. Contest is limited to Santa Fe Railroad equipment prior to the BNSF merger. Except for the following: Intermodal rolling stock, ancillary equipment, containers or trailers. May include ATSF, SFLC or TTX reporting marks. Must either bear Santa Fe heralds or logos.
4. After completing entry form, return it to the Contest Officials to receive your entry number. Place your number in front of your model.
5. **Retain claim check** – it must be presented when you pick up your entry.
6. Models may be displayed on flex track only – any other constitutes a diorama.
7. Additional data, information, or one photo may be placed in front of model using one 3x5 card. (Contest room will supply blank cards or entrant may bring a pre-prepared 3x5 card).
8. The Contest Officials reserves the right to display the entries as they see fit.
9. No model shall be removed from the contest room without the permission of the Contest Officials.
10. The Contest Officials will retain all contest forms. Persons requesting additional information on contest entries should contact the Contest Chairman.
11. **First, Second, and Third place ribbons** will be awarded in each category.
12. **“Best of Show”** awards will be presented to the most popular model in the contest.
13. Prior winning models and other Santa Fe items will be welcome as “Display Only”.
14. Any entry submitted but not meeting the entry criteria may, at the discretion of the Contest Chairman, be placed in an area set aside for “Display Only”.
15. In the event of any question or dispute, the Contest Chairman shall determine the appropriate category.



## Members Information

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

### AMARILLO RAILROAD MUSEUM

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

**335-3333**

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



**Amarillo Railroad Museum**

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501 ( c )( 3 )  
nonprofit  
Organization*

**NYS&W #3618**

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

