

RUN 8

January 2008



President's Message

by Bob Roth

I would like to wish all the members of the Amarillo Railroad Museum and our friends a very Merry Christmas and a Happy New Year!

Overall, I believe that this has been a pretty good year for the Museum. We received track materials from Pantex for maintenance and upgrade of our existing railroad track. We made a significant payment to reduce the outstanding principal on our building loan. We completed the layout design and started on the construction of the layout. We also did very well on our car sales during the year. The only things that could have made the year even better would have been for us to have commenced with operation of trains on the layout and to have increased the active membership of the ARM. These will be our goals in the New Year.

Concerning the layout, although we do not have any track laid as I am writing this, folks have started laying-out the locations for the switches in the Staging Yard so that we can complete our initial loop of track that will allow us to start running trains. There is a possibility that we may get some track laid before the end of December. Most of the Homesote base material has been installed on the bench work thru the Staging Yard. The only piece lacking is the table for the temporary loop at the west end of the Staging Yard. Tracy Ball has the helix leveled and is working on installation of cork roadbed on the helix. The exciting aspect of the layout construction is not just that we are close to the point where we can start operating trains, but that it will not take a major effort to complete the bench work for Zita on the lower level and Canyon on the upper level thus giving some possibility for running up and down the helix and a little bit more.

So close...

Next Meeting: The next Business Meeting will be on Thursday, January 3 at 7:30 PM.

Old Business:

Meeting Minutes: Minutes of the September Business Meeting were published in Run 8.
Minutes from September were Approved as published.

Minutes of August Business Meeting had been held in abeyance:
Minutes from August were Approved as Amended.

Treasurer's Report:

See new format for Treasurer's Report. (Separate Item)
Treasurer's Report was read.

Checking Beginning Balance:	\$ 7,689.73
Expenses:	\$ 4,776.95
Income:	\$ 1,472.67
Ending Balance:	\$ 4,385.45

We have Insurance Savings in the amount of \$2,000.00 and Car Savings in the amount of \$5,698.85

The Treasurer's Report was Approved as Read.

Car Sales Report/Update: Director Jerry Michels was absent and we had no report for this month.

Pantex Switch Materials: We still have switch materials at Pantex. A request had been received to move the switch materials as soon as possible.

Layout Design Status: We have received the final design plan. Final payment to Byron of \$1,000 is due.

Building Research: Volunteers:

Tom Jones: Hoover thru Canadian
Virgil Young: Hereford & Black
Earl Carrell: Pampa
Jerry Michels: Bovina & Umbarger
Bob Roth: Canyon

Need more folks volunteer to research towns along the railroad; this is becoming more important as construction is progressing.

Layout Construction: Progress

President Bob Roth noted that work has progressed this month; following the plan laid-out last month, Phase 1 consisting of the construction of the helix support table was complete and Phase 2 consisting of the bench along the East wall was nearly complete. Tracy Ball was working on fabrication of the supports for the upper level that will be required, so it is coming along.

Open House:

Last month we had discussed having an Open House on Saturday, October 27 to take advantage of the situation with the “Scott-Free” model railroaders being at Hobby Time to promote the ARM, but it had been noted there was a conflict on that date with an Open House by the Texas Western Model Railroad Club. A number of our members expressed an interest in seeing the Texas Western club’s layout. The subject was discussed and the consensus was to defer our own Open House at the ARM until our next scheduled Saturday work date, November 10 since we will be short on our members on October 27. Tracy Ball suggested we could have a fajita luncheon at the ARM on November 10. It was noted that November 10 will be Veterans Day weekend and some of our members will be participating in the parade downtown that day so the luncheon may be delayed a little while.

Building: Update on Projects: Cargo Door on Baggage Car
Building Repair: We accepted a bid for the repair of the East end wall in the amount of \$1,350.
Maintenance Issues: Front Light isn’t working properly; need to mow.

Digitrax Orders: Jerry has not processed the order yet; will probably process the order in October since he is out of town most of this month.

Cub Scout Visit: The Cub Scout visit on 9/22 went very well. We received a very nice thank you from one of the Cub Scout groups that is posted on the bulletin board inside the door. Thank you to everyone for assisting with this visit.

Housekeeping Schedule: Month of October – Tracy Ball; Joe Sweeney in November.
Paula Young and Linda Silva will clean in December.

New Business:

Materials received from Pantex: 5 jacks, 2 axle sets and 2 step units. The one set of 4 electric jacks are 35 ton jacks that are capable of lifting the locomotive. Tracy Ball suggested the jacks possibly have a value of approximately \$15,000 apiece. They look to be brand new. Tracy will attempt to find out an approximate value for the jacks.

Black widow and brown recluse spiders were found inside the ARM building so it was recommended that members keep their eyes open. Those spiders were killed after they were found, but we will probably find more spiders.

Garage Sale: There will be a garage sale to benefit Earl Carrell’s daughter this coming weekend. She had been off-work for approximately 2 months due to illness and had no insurance. The garage sale will be at Earl’s home.

Homesote: Mention was made of the poor condition of the foam that had been laid on the plywood deck of the lower level of the Staging Yard and we had not yet laid any track. Virgil Doyle mentioned how the Texas Western Model Railroad Club uses *Homesote* for their base. He noted that $\frac{1}{2}$ inch *Homesote* will run approximately \$21 per 4x8 sheet; $\frac{5}{8}$ inch *Homesote* would be special order. Virgil sent some information on *Homesote* to Earl.

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MEETING MINUTES

ARM Business Meeting

December 6, 2007

Old Business:

Catch-up: Treasurer's Report from September – Published in Run 8. Approved as Published.
Meeting Minutes from October – Published in Run 8.

Approval of the Minutes from October was Tabled to give folks time to read them.

Meeting Minutes from November: Not Published, thus not provided for approval at this meeting.

Treasurer's Report: Summary was read by Treasurer Virgil Doyle

Checking Beginning Balance:	\$
Expenses:	\$3,360.37
Income:	\$1,806.64
Ending Balance:	\$

See attached Treasurer's Report for the detailed information.

Car Sales Report/Update: Jerry Michels reported he will have a summary of the whole year's sales at next month's meeting. We are sold-out of the Pennsylvania express boxcars and the ART cars are selling very well.

New Cars: Branchline Rock Island boxcars – hopefully these cars should be in next month.

Intermountain Rock Island/C&NW hoppers – expected in April/May.
Intermountain ART reefers – expected in April/May.

Jerry related he is looking at Red Caboose for other possibilities; we need a steady influx of new cars. Jerry is talking with Intermountain to let them know we are disappointed with their delay in production of our two orders of cars and to see if we will be stuck waiting another year for any future cars we might want to order from them in the future. It was noted that Intermountain has significantly increased their planned production of models and we have lost our exclusive rights to our R40-25 reefers as Intermountain is planning to release the cars in the PFE and NP schemes themselves in the Spring.

Pantex Switch Materials: The remaining switch materials at Pantex had been retrieved; all that was left primarily were bad ties and tie debris. The question was asked if there had been any issues raised with the debris left behind; none so far, but no effort has been observed to clean-up the remnants.

Layout construction: This is exciting because each week we have made visible progress.

Next Step: Start Laying Track. First we need to locate exactly where the switches are to be located on the layout so that we can lay those switches that will come out of our initial

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operating loop. Jerry Michels indicated he would look at the file in the 3rd Plan-It program when he gets back from travel.

Building Research: This item is getting more critical as the layout construction is progressing; we need Volunteers to research the towns along the railroad to identify those businesses we need to represent. We have the following volunteers:

Tom Jones: Hoover thru Canadian

Virgil Young: Hereford & Black

Earl Carrell: Pampa

Jerry Michels: Bovina & Umbarger

Bob Roth: Canyon

Building: Update on Projects: Cargo Door on Baggage Car

Heater: Bob Roth picked-up the parts that Tom Jones had ordered and Tracy Ball had installed them; the heating system is working now.

Maintenance Issues: Front Light; weatherstripping; need to mow.

Bob Roth has been looking for a new sweep for the front door. The thought is that the better we can seal the building, the lower our heating bills should be thru the winter.

The cargo door on the baggage car is getting more important because we need to move the tractor mower out of the building. It was noted that this is winter and the growing season has ended. The concern is we have a field of tall (dead) grass to the south side of the DOE train and with this being a La-Nina year, we will be dry and the tall grass poses a fire hazard. We need to cut the tall grass to relieve the fire hazard thus we need the capability to move the mower in and out of the baggage car.

Miscellaneous: We need to get a new tarp to cover the electric jacks to protect them. Tracy had put the original tarp over the jacks to screen the cables from view; the action of the wind had torn the old tarp.

Housekeeping Schedule: Month of December – Paula Young & Linda Silva

A schedule was being passed around for Sign-up for 2008.

New Business:

No new business.

Next work dates: December 8 – Main project will be laying the Homesote roadbed.
December 22 – Cancelled; too close to Christmas.
January 12
January 26

Announcements: Dan and Pat Juliano noted this was Joe Sweeney's birthday so they had brought

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some Pizzelles to share with everybody.

A call was received from Chris concerning several Lionel O-27 engines, some cars and structures for sale. The house with the train room belonged to Chris' father-in-law, who died recently. The house is also for sale. Chris gave only his first name and his phone number, 236-2665.

Cleaning Schedule:

January	Earl Carrell
February	Dan Juliano
March	Jerry Michels
April	Joe Sweeney
May	Andy and Beverly Lyle
June	
July	
August	
September	
October	
November	
December	

Editor's Note:

On Page 7 is a first attempt to present the Treasurer's Report in a format that shows accruals and savings in separate columns but still includes them in the actual account. Note that in the first four rows of this report Beginning Balance, Expenses, Income and Ending Balance contain the figures usually reported. The columns labeled Car Savings, Insurance Accrual, Check Book Total, Savings and Total representing amounts that are accumulated in the account, but have not been shown in past RUN 8 Treasurer's Reports.

Car Savings: A certain percentage of each month's car sales are set aside in this account.

Insurance Accrual: \$100.00 is added each month to pay for a large fee occurring once per year.

Check Book Balance: A sub-total of all accumulations except Savings, a separate account.

Savings: A separate account to be used for emergencies.

Total: This is our cash net worth. (Check Book Balance plus Savings)

The Treasurer must account for all of these accumulations and does so with Microsoft Excel which is one of the best programs to keep track of finances. RUN 8 is arranged for printing using Adobe InDesign. When moving a formatted report from Excel to InDesign, some columns may be lost. This occurred with the left-hand column which had to be typed in but the lines do not exactly correspond. It is hoped that next month these problems will be resolved. Any mistakes in this explanation are the fault of the Editor.

TREASURERS REPORT

DECEMBER 1-31 2007

			Car Savings	Insurance Accrual		Check Book Total	Savings	Total
Beg balance			\$1,686.58	\$6,205.07	\$2,200.00	\$10,091.65	\$2,281.42	\$12,373.07
Expenses			\$1,555.08					
Income			\$890.56					
End balance			\$1,022.06	\$6,279.63	\$2,300.00	\$9,601.69	\$2,281.42	\$11,883.11

Expenses:	Electricity	\$69.53
	Nat Gas	\$97.62
	Water, Sewer,	\$74.87
	Telephone	\$37.78
	Train Fuel	
	Bldg/ lumber	
	CC Fee	\$41.81
	Discover CC	
	Car Postage	
	E-Bay	
	Loan	\$478.69
	Extra Pmt.	\$100.00
	Supplies	
	Printing/Copy	
	Layout Supplies	\$479.52
	200 ft code 100	
	Bldg Repair	
	Track/Train	
	Insurance/Bldg	
	Intermountain	
	Subscriptions	
	Rabern Rental	
	Capitol One	\$175.26
	Layout Design	
	Mower Gas	

Income	Custom Car Total	\$745.56
	Paypal	\$181.35
	BankCard	\$190.75
	Car Sales Checks	\$299.56
	Bankcard	\$73.90
	Donations	
	Dues	\$105.00
	Hat Sales	
	Digitrax Sales	\$40.00
	TOTAL INCOME	\$890.56

Month of December Liabilities/ Deposits

Layout Costs	
Bldg/Lumber	
Office Supplies	
E-Bay	(46.71)
Postage	(40.45)

Total (87.16)

Dec
Insurance
accrual \$100.00 \$2,300.00

Dec Car Accrual \$74.56 \$6,279.63



Joe Sweeney turned 80 in December. At the end of the Business meeting, Dan and Pat Juliano held an impromptu celebration. We now have a new octogenarian among our members.



Dan and Pat Juliano had more fun than anyone serving Pizzelles and all the diet Dr. Pepper you could drink in celebration of Joe Sweeney's birthday.



Installing the joists supporting the upper level benchwork. The L-Brackets provide no-sag support while the wood joists provide an attaching surface for the plywood above.



The Rock Island and Ft. Worth and Denver yards are approximately six and one-half inches above the lower level of the staging yard. This ten-inch wide ramp will allow trains from those yards to enter the staging yard lower level.

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What? No Tank Cars?

by Virgil Young

One of our members pointed out that we would have nothing but grain elevators serviced by boxcars and covered hoppers. He said that we were making no plans for industries that would utilize anything but boxcars and covered hoppers. A different type of car, the tank car, is widely used in the Panhandle of Texas. Every bulk oil distributor in every town received tank cars of fuels and boxcars of grease and motor oil. Fertilizer dealers would also receive tank cars and boxcars, while feed mills would receive tank cars of molasses. Packing houses shipped out excess fats in tank cars.

All of these uses of tank cars does not compare with the number of tank cars utilized by the petroleum industries. These industries located along the Canadian river follow the buried Amarillo Mountains, the underground formation that has produced most of the oil and gas from the Panhandle of Texas. This oil and gas production, coupled with the petroleum-based chemical production in the Panhandle provides a high volume of traffic in tank cars. We can easily increase our use of tank cars because models are available in great variety. Even more significant, we need more structures representing *originators* of tank car traffic. Commercial kits of these structures are not so readily available. Before we can fill that need, we will have to build from scratch.

Most of these structures will be located in the oil-producing area roughly from Canadian to Amarillo. Where do we obtain kits or plans for these structures? It is similar to the situation in the model railroading publishing community when subscribers often ask, "When are you going to publish an article on chemical plants or oil refineries?" They often forget that the articles come from among the readers. Likewise, you, I and the other members will have to build these structures from photographs or plans we draw of existing facilities.

These structures will be larger than a general store. They will be more complicated and will require research to build. They will be unique to their location and easily-recognized. They will be the most essential structures built for a city after the depot is built.

Building these structures will require skills that many have not developed. They will require that some members teach others the necessary skills for researching and reproducing these unique models. None of us has to be taught to run screws into an L-girder or to paint a sheet of homosote; we've been doing similar things most of our adult lives. But we haven't been studying the operation and design of an oil refinery, for instance, and building a believable and realistic model. That is the direction we will have to move to finish the **MUSEUM** aspect of the layout upon the bench work we are now constructing.

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Editor's Note: Please correct Earl Carrell's mobile phone number to 679-4517. Correct David Jusiak's home phone number to 372-3796. Add Andy and Beverly Lyle's home phone number 353-2559.

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site
Amarillorailmuseum.com

Ball, Tracy

901 Whitehills Trail
Amarillo, TX 79124
654-4278/m, 374-7665/w
tracy@amaonline.com

Carrell, Earl [Sendy]

3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-451
anthonycarrell@suddenlink.net

Doyle, Virgil

6208 Fannin
Amarillo, TX 79118
356-0659 vldoyle@aol.com

Ford, Jeff

5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

Fritsch, Ken & Donna

10201 Snowball Trail
Amarillo, TX 79108
383-8022 trainmasterk@aol.com

Jones, Tom [Melodi]

2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.co

Jusiak, David [Gail]

3606 E. 31 St.
Amarillo, TX 79103
3796-37 gmjusiak@yahoo.com

Juliano, Dan [Pat]

1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly

PO Box 3551
Amarillo, TX 79116

Michels, Jerry [Judy]

133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]

PO Box 1133 Los Alamos, NM 87544
505-661-1816 milomorris@aol.com

Osborne, Carter [Michelle]

6302 Dreyfuss
Amarillo, TX 79106
osborne6302@nb-online.net

Pigg, Guy

913 S. Louisiana Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]

6701 Alpine Lane
Amarillo, TX 79109
358-9774
broth6701@sbcglobal.net

Silva, Linda & Junior, Angel

613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

Soeeborg, Pelle – Farumsodal 18, DK

– 3520 Farum, Denmark
45-4499-8805

pelle@soeeborg.dk

Sowle, Paul & Janet

3206 Oakdale
Amarillo, TX 79103
373-7570 pbjarb43@aol.com

Sweeney, Joe [Ella]

6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula

4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvirg@sbcglobal.net

Special Mailing

The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members

Good, Brian

578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell

13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul

pacopeland@cox.net
McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich

301 Forest Drive
Gettysburg, PA 17325
rrand4449@aol.com

Spadini, Dennis

100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.

PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A

van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz

PO Box 1175
Powell, OH 43065

Harry Carpenter

1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

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Frederick W. Thompson
651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

Roberts, Carl
121 Springbrook Road
Old Saybrook, CT 06475
860-388-2565
eagleu18b@sbcglobal.net

Durbin, Brian
7-19 Forest Glen Circle
Middletown, CT 06457
860-613-0215
bhdurbin@yahoo.com

Coffman, Randall
1500 River Circle
Richmond, KY 40475
859-527-0476
randy@coffmaneng.com

RUN 8

February 2008



President's Message

By Bob Roth

Although this New Year has just started, it is already turning out to be very busy and filled with surprises. Among the more interesting issues that we will discuss at our next business meeting:

BNSF is looking at moving the two railroad cars that belong to the National Atomic Museum from the ARM to Albuquerque.

We were asked about participating in an event that might bring the ATSF 4-8-4 steam engine #3751 to Amarillo.

We were asked if we might be able to assist in providing some historical information about the Rock Island rail line that formerly ran through Amarillo.

I assisted with the Railroading Merit Badge at the Boy Scout Merit Badge University.

The request for information on the Rock Island line was huge. As a Museum we need to be able to provide such information because a part of our mission as a Museum is to educate the general public about the railroads that served this area. While our layout will represent primarily the Santa Fe main line across the Panhandle with minor representation of the Fort Worth & Denver and the Rock Island railroads, we need to be able to tell the histories of the parts of these railroads that ran across the Texas Panhandle. I have already started looking for information on the Rock Island line. If anyone has information and/or photos, let's visit following the Business Meeting. Next month I hope that I can include a short summary of information on the Rock Island's *Choctaw Route*.

Layout Construction Notes: For those that missed the January Business Meeting on January 3, you missed witnessing a major milestone when a video clip was shown of the first train running on the ARM layout. This train wasn't run on the temporary operating loop that we are installing; Tracy Ball had completed one full loop of track on the helix and with temporary wiring had been able to run a Santa Fe F-unit with a few passenger cars around that loop of the helix on December 31. A question was asked if he had any accidents and Tracy showed another clip of the train making the loop and a second after the train had disappeared beyond the view of the camera there was a clunk followed by an exclamation of "Oops!"

The Executive Board has looked at the current status of the layout and has prioritized the tasks required to complete the initial operating loop. Given our current financial status, the Board decided to forgo the purchase of additional building materials at this time; however, the purchase of the DCC system was approved so that we will have the equipment required to operate trains when the loop is completed. The highest priority is to locate the switches in the staging yards; once the switches are installed, it will be easy to run the straight tracks between the switches. The wall at the west

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end of the layout room was started on Saturday, January 26 so the benchwork that will support the temporary return loop at the west end of the Staging Yard can be installed. With our focus on the right tasks in the proper sequence, it looks like we should be able to start running trains before Easter.

Next Meeting: The next Business Meeting will be on Thursday, February 7 at 7:30 PM.

MEETING MINUTES

ARM Business Meeting

January 3, 2008

Old Business:

Catch-up: Meeting Minutes from October – Published in Run 8. Minutes Approved as Published.
Meeting Minutes from November: Not Published thus not up for approval at this time.
Meeting Minutes from December: Not up for approval.

Treasurer's Report:

Checking Beginning Balance:	\$1,656.58
Expenses:	\$1,555.08
Income:	\$ 890.56
Ending Balance:	\$1,022.06

Car Sales Report/Update: Jerry Michels handed-out copies of a report on car sales thru 2007.

2007 ranked as our second best year for car sales profits. From our inventory we sold 1,022 cars for a net profit of \$12,995. This total includes profit that was reimbursed to the Missouri Pacific Historical Society for their share of the investment and profits from the joint project that produced the ART reefers. This year was exceeded only by the year 2000 when we had strong sales of our R40-25 steel reefers and Fort Worth & Denver boxcars. Since 1995 when the custom car program was started we have sold 8,471 cars for a net profit of \$83,522.

In 2008 the following projects are planned:

1. Intermountain ART steel reefers Phase 2 in multi-herald 1953 paint scheme. Expected arrival is in April-May 2008.
2. Intermountain ex-Rock Island covered hoppers repainted for C&NW. Expected arrival is April-June 2008.
3. Branchline Rock Island 50' repainted boxcars. Expected delivery is February-March 2008.
4. There are potentially 2 additional projects with Red Caboose depending upon financial considerations.

Projects 1-3 were expected to be available in 2007, however suppliers were slow, or were unresponsive to our requests for speedier delivery. The recommendation is that in the future we should look to as many suppliers as possible in order to keep a continuous flow of new models.

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If anyone would like to assist with research on new cars or has ideas for new cars, let Jerry Michels know.

A suggestion was made to consider sending flyers to hobby shops out on the west coast (former Southern Pacific territory) to help advertise our SP covered hoppers. It was also suggested we could try an advertisement in the SP Historical Society newsletter.

Layout Construction:

Next Steps: Start Laying Track. First issue is locating the switches.

Building Project Update:

Cargo Door on Baggage Car: Tracy Ball reported he has the parts and pieces to install the winch on the cargo door. While we want to get the mower out of the building so we can build the temporary return loop at the west end of the Staging Yard. President Bob Roth expressed a concern over the need to be able to get the mower out. The concern is that conditions are dry and we need to mow the tall grass and weeds to the south side of the DOE train to provide a fire break.

Exterior Lighting: An attempt had been made to install a new light fixture under the front overhang near the front door but the attempt was stopped due to the cold.

Fan: Tracy Ball reported he had all the parts for the planned jack-shaft fan and it should be ready to go up in about a week.

Housekeeping Schedule: Month of January – Earl Carrell

Sign-up for 2008: The sheet was passed around again for sign-up.

Comment: Let's try to maintain our Meeting Room in a condition for meetings and guests; let's not leave projects out.

New Business:

First train was run on the layout on 12/31/07. Tracy Ball showed a few clips of video.

Meeting of the Santa Fe Museum group – Wednesday, January 9. President Bob Roth will attend and inquired if any of the other Executive Board members would be able to attend.

Received a call from “Chris” – looking to sell an 027 Lionel layout; fits in a 12'x20' room; they had several engines. They are trying to sell their house. 236-2665

Guy Pigg, a former member rejoined the ARM.

Next work dates: January 12
 January 26
 February 9
 February 23

Next Meeting: February 7, 2008. Meeting is to start at 7:30 PM

Cleaning Schedule:

January	Earl Carrell
February	Dan Juliano
March	Jerry Michels
April	Joe Sweeney
May	Andy and Beverly Lyle
June	Tracy Ball
July	Guy Pigg
August	
September	David Jusiak
October	
November	Tracy Ball
December	



East side view of the new twin walls constructed Saturday, January 28. These two walls will support the temporary return loop bench work. Later they will support parts of the East Tower vicinity in the Amarillo yard on this side and the Canadian yards, including the wagon bridge and the railroad bridge on the west side. The upper level will support Umbarger on this side and Texico, NM on the west side.

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L-girder which will tie into the L-girders of the lower staging yard (at left). The staging yard throat will occupy the table supported by these new L-girders (now covered with tools and junque).



Earl Carrell and Tracy Ball cooling off after installing the L-girder that supports the table in the foreground. Jim Shook and Virgil Young also helped.



Homosote for the return loop has been placed inside the rods supporting the helix. Homosote is in the process of being placed for the tracks connecting the loop with the lower staging yard.



Most viewers will agree that this building needs repainting. A former occupant has left his sign advertising Ike's Cafe. See the next picture for repainting plans.



The corner tower has been repainted in the new colors. To emphasize this, extension ladders will have to be built and painters posed on the ladders painting the purple upper corbels and the lower golden color. Notice the immediate former occupant's sign has fallen over from under the stairs



TA Manufacturing has purchased the former Walschanger Motors building and is adding a shop area at the rear. The show windows have been boarded over for protecting manufacturing secrets. Watch for the Grand Opening Party where fajitas and beer will be served. New signs are on order.

RUN 8 February 2008
1950-1955

This is the era we have chosen for our model railroad. Over fifty years have elapsed since then, longer than some of you have lived. What was the Panhandle of Texas like at that time?

The war that ended the Great Depression was over in August of 1945. War production contracts were canceled immediately. Hundreds of defense plants closed; thousands of workers were out of a job. There was some government assistance available for unemployed defense workers. A large number of the Armed forces were discharged immediately, adding to the supply of unemployed citizens. Congress had passed the G.I. Education Bill; over half of the discharged veterans took advantage of it and returned or enrolled in college. These first G.I. Bill students graduated in large numbers in 1949-'50. Fortunately, many workers had saved some money out of the high wages and few available products of wartime years.

Demand for new products was high, but resumption of production was slow. New cars appeared in 1946, but they were face-lifted 1942 models and the waiting list was long. It was 1948-'49 before new designs appeared and Ford had one of the most-changed designs. Large numbers of prewar models continued to operate through the nineteen sixties. We would expect car models from the 1930 Ford Model A through 1955 models to appear on our model railroad, with over 99 percent of them American-built.

Housing was also slow to resume. Many barracks and other buildings were moved from decommissioned bases to nearby towns to become school buildings, apartment houses and other uses. There had been air bases at Clovis, Dalhart, Pampa, Amarillo, Lubbock and Childress. There was a prisoner of war camp at Hereford. These bases provided some materiel relief, but it was almost 1950 before large housing developments with their zoning restrictions began to be built. Since few new housing developments were built near the railroad, we would have the usual prewar mixture of unzoned and unrestricted housing on our railroad..

This author lived for several years in a house built in 1946. The returning veteran who built the house was desperate for private living space. He described the difficulties he had had in obtaining materials and the make-do philosophy in using what was available. 2" x 4" lumber was especially scarce, so the framing was built on 24-inch centers with a cap plate only; there was no floor plate or tie plate. It had beautiful oak flooring, but there was no sub-floor. Remodeling that house was an adventure in itself.

Following the lean years of the Great Depression, there was an unusually high birth rate immediately following the war. A new phrase, *Baby Boom*, was coined to describe this phenomenon. It brought an increase in the demand for schools, health-care facilities and government buildings. It also caused an increase in property tax rates, encouraging businesses, including the railroads, to get rid of excess structures.

Until the end of World War II, railroads had maintained buildings which had decreased in use or had lost their principal function due to changing operational practices. At one time, these buildings were located about every ten to fifteen miles to serve the maintenance crews stationed there. Among these buildings were the ten and twelve-room bunkhouses, section houses and maintenance-of-way sheds. These began to be removed in the fifties and sixties, but some remained and were sold in place to

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private users. Placement of some of these structures along the right-of-way would be appropriate on our railroad.

During the years immediately following the war, there were efforts to modernize the appearance of older buildings with sheet metal or masonry facades. In many cases, the rear of the building was not touched, and the old signs, windows, fans, gas and electric meters, downspouts, conduit and trash receptacles remain. In some cases, the rear of buildings is more interesting to model and more likely to present that side to the railroad. Look for opportunities to model and detail the backside of a building that is one of the essential elements.

Scenery should contain dated scenes. Think of a scene that can be detailed to reflect the fifties. Each of you has the capacity to think of a scene that is humorous, interesting, appropriate to the times and fairly easy to blend in with the regular scenery. This author has built several buildings that are planned to be part of a scene and, at the same time, to honor a club member. If you have an idea for a scene, talk it over with another member for help in developing the idea. Our railroad will be better for it!



One side of Paul Sowle's Auto Artistry building. The roof will be plexiglass so that the work being done on automobiles can be appreciated. This is another building honoring a club member. Watch for Joe Sweeney's Anhydrous Ammonia, V.L Doyle, Inc., Jusiak's Controlled Burn Co. and Jerry Michels' Environmental Pest Control. Other businesses are being built as a name and theme come to mind. Positive suggestions are welcome Pictures will be published as time and space permit.

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Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site

Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m, 374-7665/w
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796 gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551
Amarillo, TX 79116
353-2559

Michels, Jerry [Judy]
133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]
PO Box 1133 Los Alamos, NM 87544
505-661-1816 milomorris@aol.com

Osborne, Carter [Michelle]
6302 Dreyfuss
Amarillo, TX 79106
Osborne6302@nb-online.net

Pigg, Guy
913 S. Louisiana, Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]
6701 Alpine Lane
Amarillo, TX 79109
358-9774
broth6701@sbcglobal.net

Jim & Sandra Shook
3300 Patterson Drive
Amarillo, TX 79109
322-0002
drgjim@arn.net

Silva, Linda & Junior, Angel
613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

Soeeborg, Pelle – Farumsodal 18, DK
– 3520 Farum, Denmark
45-4499-8805
pelle@soeeborg.dk

Sowle, Paul & Janet
3206 Oakdale
Amarillo, TX 79103
373-7570 pbjarb43@aol.com

Sweeney, Joe [Ella]
6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula
4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvrg@sbcglobal.net

Special Mailing
The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members
Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
(610) 940-1626 B3good@comcast.net

(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net
McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
rrand4449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz
PO Box 1175
Powell, OH 43065

Harry Carpenter
1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

Frederick W. Thompson
651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

Roberts, Carl
121 Springbrook Road
Old Saybrook, CT 06475
860-388-2565
eagleu18b@sbcglobal.net

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Durbin, Brian
7-19 Forest Glen Circle
Middletown, CT 06457
860-613-0215
bhdurbin@yahoo.com

Coffman, Randall
1500 River Circle
Richmond, KY 40475
859-527-0476
randy@coffmaneng.com

David Hunt
611 Hillcrest Drive
Blair, NE 68008
402-533-2212
david.hunt@huntel.net

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March 2008



President's Message

By Bob Roth

Welcome four new members to the ARM that have joined since the first of January. The new members include Guy Pigg, Dr. Brian Chapman, Jim Shook and Mike Jones. Please help them become a part of our club.

Layout Construction Notes: Progress continues slowly, but significant items are being completed. This last Saturday Work Day, panels for the control of switches in the Staging Yards were fabricated. As construction progresses, we are planning to conduct a series of clinics covering various subjects related to the construction work including such topics as laying track and turnouts, installing turnout machines, soldering and basic wiring for starters. The idea is that these clinics will help all of us to learn various skills that are needed to build the layout and to ensure uniformity in the way the layout is built so it will be easier to go back in the future to make repairs. We will develop notebooks with written versions of the clinic material for reference and will also videotape the clinic presentations. More clinics covering additional topics will be developed as the layout progresses.

Notes from the Executive Board: There is no new or exciting news at this time; the Board is working on the sale of the electric jacks before they are damaged by exposure to the elements. During the most recent meeting of the Executive Board, one item concerned the resolution of minor conflicts related to construction of the layout. While responsibility for the design of the layout (track plan) rested with the Layout Design Committee, no one was responsible for issues that arose during construction such as deciding the location(s) for control panels. The Board has decided to have the Layout Design Committee resolve any particular issues that arise during construction. If you know of any potential issues, please bring them to the attention of the Layout Design Committee. The Layout Design Committee consists of Tracy Ball, Virgil Young and me.

Members of the Executive Board met recently with Mr. Jerry Buttel. Mr. Buttel is a participant in the coalition supporting the museum in the Santa Fe building and he owns a collection of railroad equipment on property along Sundown Lane on the south side of Amarillo. We were given a tour and found his collection to be very impressive. Railroad cars among his collection included a former BN caboose that he is painting to represent a Santa Fe caboose, a 60-foot BN boxcar, two Santa Fe ice bunker refrigerator cars, a double-decker stock car, an 1898 vintage outfit car, and a couple of old passenger cars. Jerry found these railroad cars around the panhandle and had them moved to his property where he has worked restoring the cars. We invited Jerry to visit the ARM and will plan a date for our members to visit Jerry's display.

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Rock Island Railroad Historical Information: In my spare time, I attempted to research information on the Rock Island Railroad's "Choctaw Route" that came thru Amarillo. So far, I've mainly looked at the later years of passenger service and found the Rock Island discontinued passenger operations on the Choctaw Route two months after the mail contract with the railroads was cancelled in the fall of 1967. Two sources indicated that FP-7 locomotives were commonly used to pull these trains. I will continue to develop my notes and provide more information in the future.

This is a reminder that at the month of May Business Meeting, elections for the positions of President, Vice-President/Secretary and Treasurer will be conducted. I have not talked with either Earl Carrell or Virgil Doyle to see if they are willing to run for another 2-year term in office. The qualifications for these offices are spelled-out in the by-laws. To run for the VP/Secretary or Treasurer's positions one must have been a member in good standing for a minimum of a year prior to the election; to run for President, one must also have served a minimum of one year on the Executive Board.

On a second note, as summer approaches it is time to consider attendance at conventions of model and prototype societies. I bring this up because I recently received information on the National Model Railroad Association's Lone Star Region Convention. This year's LSR convention will be held in Houston on June 18-22. They have a great line-up of clinics and prototype tours during the convention as well as opportunities to participate in operating sessions at a number of fine layouts around Houston. Attendance at this convention requires membership in the NMRA.

Next Meeting: The next Business Meeting will be on Thursday, March 6 at 7:30 PM. The Business Meeting for April will be on Thursday, April 3 at 7:30 PM.

MEETING MINUTES

ARM Business Meeting

February 7, 2008

Old Business:

Catch-up: *The Meeting Minutes from November had not been published in RUN 8; a copy was handed-out at the February meeting and approved.*

The Meeting Minutes from January were published in RUN 8 and approved.

Treasurer's Report:

Checking Beginning Balance:	\$ 847.50
Expenses:	\$1,242.03
Income:	\$2,724.74
Ending Balance:	\$2,330.21

Note: An insurance premium of \$1300 was paid from our Insurance Accrual Account leaving a balance of \$1,000 in that account.

Treasurer Virgil Doyle noted that several of our members had paid their dues for the 2008 full year so our dues income will be lower thru the rest of the year.

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Electric Jacks: We have permission to sell the jacks. One contact had been made already. A question was asked if we could put them on E-Bay but it was recommended that we should try to list them on a site specialized in railroad equipment.

Car Sales Report/Update: We had good sales in January.

New Cars: The Rock Island Boxcars are scheduled to be assembled following China's New Year's Holiday. Delivery is expected in March.

Layout Construction:

Comments were made in the President's Message in this issue of RUN 8. Our number 1 priority is to locate the turnouts in the lower staging yards. Once the key turnouts are installed, we can start running straight track to form the operating loop. This is where our focus needs to be.

Research on Structures: There was an editorial concerning structures published in the February RUN 8. Volunteers to-date:

Tom Jones: Hoover thru Canadian

Virgil Young: Hereford & Black

Earl Carrell: Pampa

Jerry Michels: Bovina & Umberger

Bob Roth: Canyon

Need more folks volunteer to research towns along the railroad; this will become more important as the layout construction progresses.

Tracy Ball recommended obtaining a larger diagram of the layout to use in showing buildings.

Building: Update on Projects:

Cargo Door on Baggage Car preliminarily installed.

Mowers were removed to the Baggage Car

Jack-shaft fan was installed

Tracy Ball has been working on the ceiling.

Maintenance Issues: Weather-stripping needs to be installed and mowing needs to be done.

Housekeeping Schedule: Month of February – Dan Juliano

The Sign-up sheet for 2008 was passed around for additional volunteers.

Fire Hydrant: David Jusiak observed the Fire Hydrant located to the East end of our building had been removed by the City. The fire hydrant had been damaged by the contractor obtaining water for the bridge construction further down the highway; we don't want to lose either of the other hydrants so we need to ask the contractor to quit taking water on ARM property.

New Business:

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Meeting of the Santa Fe Museum group – Wednesday, January 9

During this meeting the Museum's fundraising effort was discussed. They had raised approximately \$530,000 as-of this meeting. The ARM and the other participating groups were asked to provide a letter of support for the Museum. President Bob Roth had sent a letter of ARM support. One feature of this meeting was a presentation by Sam Teague concerning an effort to bring ATSF 3751 to Amarillo in the fall of 2009.

ATSF 3751

Sam Teague is hoping to get the San Bernadino Historical Society to bring the 3751 to Amarillo in the fall of 2009. Sam has talked with the group that operates the 3751 and had some preliminary cost information. He had not yet talked with BNSF. Sam's goal is to try to get the 3751 here for a period of approximately 5 days with a set of passenger cars with the intent to run excursions each day. The objective is to raise funds through the sale of tickets for train rides; RAPS will sell the excursion tickets and handle all the expenses to get the engine here.

All the groups participating in the SF Museum were asked by Sam if they want to participate in this event and identify what activity they might want to perform to raise awareness and/or funds for their respective groups. Our Board discussed this matter and decided that if Sam is able get the 3751 here, we need to participate to gain public recognition. However, we are not in a position to speculate on the nature of that participation at this time.

National Atomic Museum:

On January 9 as President Bob Roth was returning to work following the Santa Fe Museum meeting he observed a car in front of the building and he stopped and encountered a gentleman with Hulcher Services looking for the 2 cars that belong to the NAM. BNSF has contacted Hulcher about evaluating the options for moving the 2 railroad cars to Albuquerque. Options they were to evaluate included the prospect of moving them over the highways. Bob Roth pointed them to the switch behind Elementis and recommended the easiest way to remove the cars would be by rail if a switch is installed.

Rock Island Railroad Information:

President Bob Roth had been approached by Larry Offerdahl, City Parks & Recreation Director about information on the Rock island Line that once passed through Amarillo. Larry wants to take a section of the Rail-to-Trail Park and provide historical information about the railroad. He pointed to a section of the park behind the BP office as an example where they have some signs and a small gazebo set-up. We need to assist in this project. Bob Roth discussed this matter with Larry; we do not need to contribute any funds.

Railroading Merit Badge:

President Roth had received a letter from the Boy Scout office concerning the need for him to re-register as a merit badge counselor for this year. He asked about the Merit Badge University and was put in contact with Pat Phelps. Pat was planning to work with Jerry Rector to teach the Railroading Merit Badge and was looking for help thus President Roth offered to assist. The Merit Badge University was held on Saturday, Jan. 19; there were 26 boys in the class and they did not complete the merit badge due to a lack of time. The main requirement outstanding was to visit a railroad museum. Two boys are scheduled to come

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this Saturday (2/08) to try to complete the merit badge.

Make-A-Wish Car Show:

We've had a display at the car show these last few years. The date for this year's show is March 1-2 but no information had been received on it yet. We would like to scale it back this year and not take a bunch of large items like the cross buck sign but would like to see more models/model displays and have better participation.

Audit: An auditing committee was approved before Virgil Doyle returned to Amarillo and accepted the position of Treasurer. The concern raised was that we have not audited our books recently and it was requested that we should re-form an Audit Committee to emphasize what is right about our records. Volunteers were requested; Virgil Young and David Jusiak volunteered to serve as an Audit Committee. The formation of this Audit Committee was approved.

Next work dates: February 9
February 23
March 8
March 29 (Easter is March 23 thus this work day was pushed-back a week.)

Next Meeting: March 6, 2008. Meeting is to start at 7:30 PM

2008 Cleaning Schedule:

January	Earl Carrell
February	Dan Juliano
March	Jerry Michels
	Jim Shook
April	Joe Sweeney
May	Andy & Beverly Lyle
June	Tracy Ball
July	Guy Pigg
August	Virgil Doyle
September	David Jusiak
October	Bob Roth
November	Tracy Ball
December	Earl Carrell

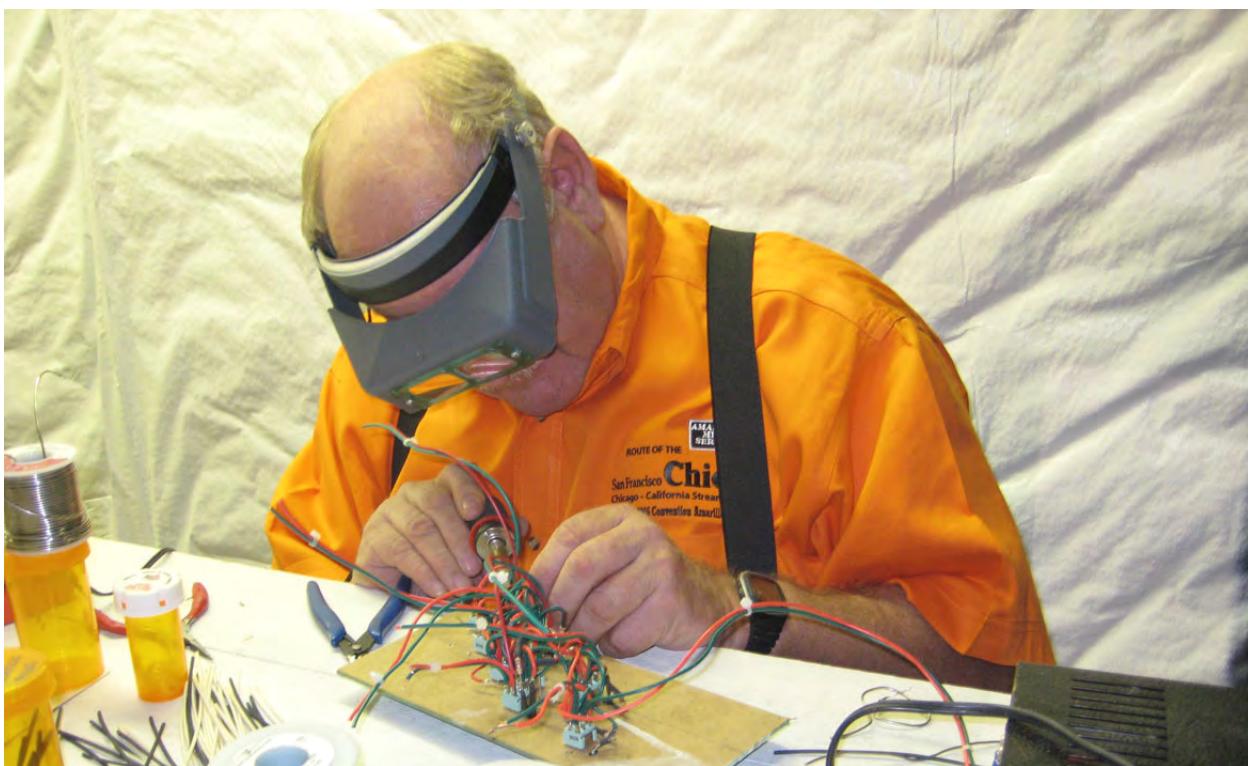
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Tracy Ball demonstrates his *rack* for working on upper levels of track while remaining clear of the surrounding scenery. A *belly pad* to support his abdomen while working has yet to be installed. Don't go to sleep up there, Tracy!



Last Thursday night, several people were working at various jobs. Jim Shook is unsoldering old wires from some used switches.



That is Virgil Doyle behind that visor, soldering wires to a control panel that will operate turnout motors in the West end yard throat.



Cousins Angel Galinda and Michelle Loudermilk salvage terminals from some of the sub-panels originally on the dispatching panel from the Santa Fe Railway.

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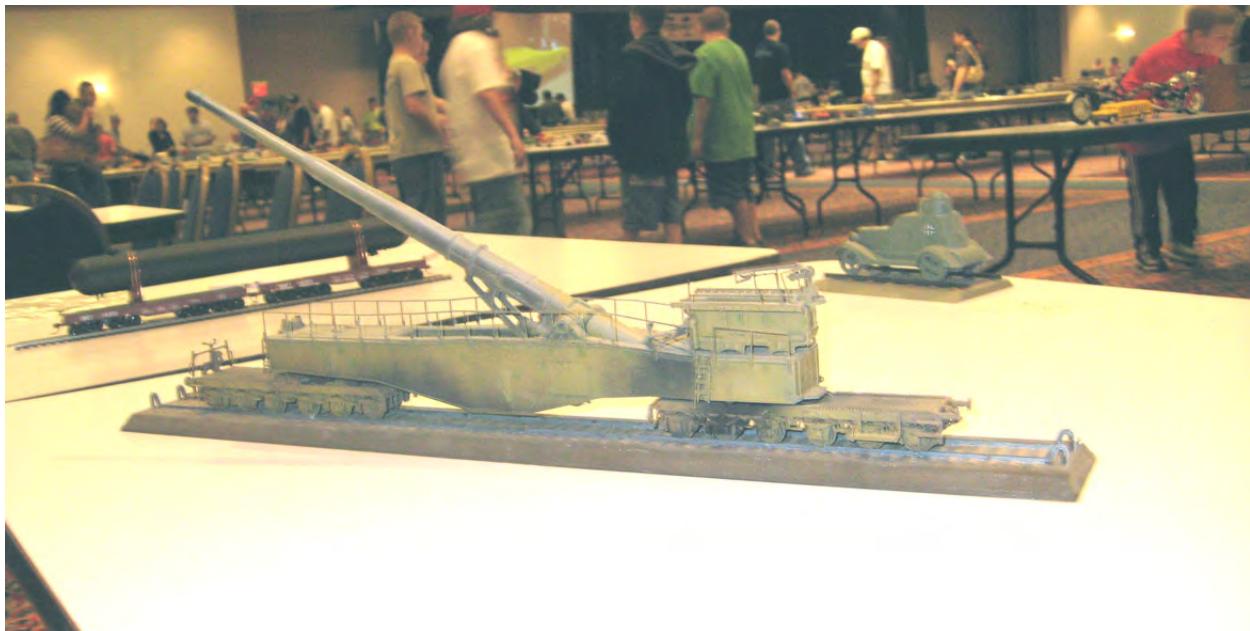


Some interesting activities were sponsored by the Make-A-Wish Car Show and Amarillo Hobby House. Several sessions, both Saturday and Sunday, brought parents and children together to build a model automobile. The cars, furnished by Amarillo Hobby House, were theirs to keep.



Junior and Angel Galindadd plus Geno Hernandez who helped man the booth on Sunday. Each of them also assembled a car at the activity table.

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Richard Raff entered this German Rail Canon. Earl Carrell constructed the large pressure vessel on the next table, spanning two flat cars and framed by the canon barrel,



This 1936 Ford Five-Window Coupe, owned by David and Jackie Patterson, was this author's favorite entry. Cars of this vintage would be right at home on our 1950-1955 era layout.

Santa Fe Diesels Active 1950-1955

Model	Quantity	Year Built	Years Disposed
HH600 A/GE	3	1934 &1937	1964
1A & 1B EMC	1	1935 Rebuilt to E8Am	1953
SC EMC/GE	4	1936; 1937	1957
SW-900 EMD	4	1957 Rebuilt from SC w/new 567C prime mover.	1987
E1 A&B EMC/GE	11	1937-1938	1953
E8m EMD	13	1952-1953 Rebuilt from E1	1970
(VO) 660 B/AC	1	1936	1960
NW EMC/West	3	1937	1984
HH-1000 A/GE	12	1939	1970
NW-2 EMC	15	1939-1943	1978
E3 EMC	2	1939	1968
VO-1000 B/W	59	1939-1949	1971
E6 EMC	7	1939	
FT EMC	320	1940-1945	1964
44-Ton Whit	1	1941	1946
DL-109 A/GE	2	1941	1960
S2 A/GE	70	1942-45; 1948-49	1967
GE 44 Ton	9	1942-1944	1970
S1 A./GE	2	1944	1970
H10-44 FM	3	1945 & 1948	1970
PA1/PB1 ALCO	44	1946-1948	1965
F3 EMD	92	1946-49	1983
Erie-Built FM/GE	3	1943	1947
RS1 ALCO	6	1947-1950	1973
DS4-4-1000 B/W	41	1948-49	1973
DT6-6-2000 Bal	7	1948-49	1963
F7 EMD	462	1949-53	1978
DS4-4-750 Bal	9	1949	1972
RS2 ALCO	1	1950	1969
TR4 EMD	2 pr	1950-51	1974
H12-44 FM	59	1950-1957	1974
H12-44TS FM	3	1956	1974
GP7 EMD	250	1950-53 Rebuilt to GP9	1978
H16-44 FM	20	1951-52	1969
S4 ALCO	38	1951-53	1973
RSD4 ALCO	10	1951	1970
RSD5 ALCO	53	1951-53	1971
SW9 EMD	19	1953 All went to San Bernardo rebuilt into SSB1200	1979
SSB1200 EMD SF	19	1974-1979 rebuilt from SW9	1984
RSD7 ALCO	12	1954-55	1969

Motive Power 1950-1955

by Virgil Young

Steam Locomotives

The motive power in 1950-1955 was a mixture of steam and diesel. Most of the steam roster had been reduced by 1953 to the 2-10-2, 2-10-4 and 4-8-4 types. These larger engines were Laid-Up-Good (LUG) at Albuquerque, Clovis, San Bernardino and other division points near where they had been used during the last years of steam.

An exception occurred in 1955 when a severe diesel shortage in California caused Diesels from good water areas to be sent to California and many of the LUG steam engines were placed back into service, operating between Clovis and Waynoka. Most of these types had not regularly operated in this area prior to 1955, being used in the heavy grade areas from Clovis to Colorado or Clovis to Arizona and California.

During the forties and early fifties, the heavy mainline steam power assigned to Amarillo were the 3160 class and 4000 class 2-8-2 type for freight service and 4-6-2 type for passenger service. Many 2-6-2 types in classes 1050 and 1800 operated on secondary lines, on locals and in switching service. Some 4-4-2 types were assigned to the Amarillo-to-Lubbock passenger trains. The prototype of the widely-owned United 1950 Class 2-8-0, operated in California, not Amarillo. Key made some good models of the 1050 class and 4-6-2. Custom brass modeled the 1800 class and the 1485 class. Most of them were sold with an open-frame motor and need a flat-can motor for better performance..

Diesel Passenger Locomotives

The first passenger diesel units were EMC 1A and 1B. Each had a 900 hp Winton Diesel engine. They were purchased to pull the *Super Chief* with greater availability and lower fuel costs. The inauguration of their runs caused diesel servicing facilities to be erected across the system. They operated over the Raton Pass route, north of Amarillo.

The ALCO/GE DL-109 was purchased by the Santa Fe in 1941. There were two units with 2000 hp each. They had 6-wheel trucks. The war production board severely curtailed production of passenger diesels in 1942. The DL-109 could not handle the steep mountain grades, so it was assigned to the Midwest with its low grades. Failure of the DL-109 led to the development of a much more suitable locomotive, the PA/B. It is doubtful that the DL-109 operated on a regular basis over the Plains Division.

EMC E-units with 6-wheel trucks and two prime movers per locomotive first appeared as eleven E-1AB in 1937. They had two 900 hp Winton engines in each unit. They were the first shovel-nosed designs and the warbonnet graphic was developed by General Motors Stylist Leland Knickerbocker. The warbonnet graphic remained the standard Santa Fe graphic for passenger locomotives through the end of passenger service. It was revived during the nineties for the Super fleet. The BNSF merger brought about the gradual phase-out of the warbonnet, both the yellow one and the red one.

Swedish-born Martin Blomberg designed the Blomberg A-1-A truck. The two outside axles were powered, but the center axle was not powered. It was described as the "best riding truck ever built". Their design was not changed for twenty-five years and they were used on all the E-units built after the E1

The EMD E-3 11A and 11B were built in 1939. They had two new 567 engines for a total hp of 2000 per unit. Santa Fe bought 7 E6, but no E4. Most of the E units were assigned to premier passenger trains. It is unclear to this author whether they operated regularly on the Plains Division until they were bumped from the regular La Junta-Albuquerque line. It is known that an E-8 was assigned as power on the Amarillo-Lubbock passenger train near the end of passenger service.

ALCO PA1/PB1s were delivered the same year as the EMD F3s, in 1946. First used on the Fast Mail and Express from Chicago to Los Angeles, their appearance, starting tractive efforts, adhesion factor and 100mph top speed were impressive. A total of 44 units, 28 A and 16 B units were purchased from 1946 to 1948. Problems soon appeared. Their turbochargers and crankshafts caused problems because a nickel shortage kept the manufacturer from reaching the required hardness. Eventually, enough nickel hydride was obtained to harden the crankshafts and manifolds. The turbochargers were air-cooled at first, but later water-cooled and re-positioned. The same problems developed on the ALCO RS3 –RSD4/5 road switchers. These problems limited the total number of units ordered. Some PA1/PB1s operated over the Plains Division.

Passenger cab units received the red war bonnet after 1937. During our time period, 1950-1955, passenger cab units were painted silver with red warbonnet, freight cab units were blue with yellow cat-whiskers on the nose and all hood units were black with silver zebra stripes.

Freight Diesels

The Diesel that Did It, the FT, was placed into service in 1940, although demonstration units operated over the Amarillo/Clovis line in 1939. This author recalls hearing the unusual blat of the single-tone horn of the FT in 1939. An announcement was made in school that a new type locomotive would arrive around 4:00 PM on that particular day, and the public was invited to see it. Many people in Hereford, including this author, were waiting when the FT came in about 5:00 PM.

The War Production Board allowed the FT to be produced during the war, and the majority of those produced were sold to the Santa Fe, the principal low gradient line between Chicago and Los Angeles. Most of the other locomotive builders were allowed to build diesel switch engines only, though most of them were developing plans for mainline diesel locomotives to be marketed after the war ended.

The FT was delivered in 4-unit sets consisting of two pairs of a cab unit and booster unit connected by a drawbar. The booster unit had no controls, so Santa Fe specified that a set of controls be added so the two units could be moved backward while controlled from the booster. Since there were no windows in the booster, an extra porthole was added on the engineer's side which allowed the hostler to stick his head out the porthole to see where he was backing.

The FT could be delivered in different gear ratios, making them suitable for every speed range from low speed luggering to high-speed passenger service. The War Production Board prohibited the production of passenger diesels after 1942. However, after the war, some FT were re-gearred for passenger service and a full-service steam generator and a 600-gallon tank for boiler water were installed.. The water tanks replaced some of the fuel tanks. Dynamic braking was introduced on the FT, with the air-cooled load resistor and cooling fans in a rectangular box above the engine room. They were an immediate success on the first multiunit diesel road engine.

EMD F3s were delivered in October 1946, consisting of six A-B-B-A series geared and painted for passenger service. Their dynamic brake grids were underneath the outer skin over the engine room; a pair of screened slots in the roof was provided for the heat to escape. Later production included both 36" and 48" cooling fans to replace the screened slots. Both A and B units had couplers on each end, allowing them to be separated or coupled as needed. Only two 4-unit freight F3s were delivered to Santa Fe just months before the F7s were delivered in 1949. These sets were numbered 200LABC and 201LABC.

EMD F7s were delivered in 1949 and quickly became the best-selling unit in history. It used the 567B prime mover. Its biggest improvement was the D-27 traction motor which boosted the tractive effort. The first F7s were geared for freight service and painted blue with cat whiskers. The next order was geared for passenger service (100mph) and painted with the red warbonnet. Later orders were for dual-service locomotives geared for 80 mph. They were painted with the red warbonnet and were used in both freight and passenger service.

Diesel Switchers

The largest numbers of diesel switchers were 59 Fairbanks-Morse VO-1000, 70 ALCO-GE S2, 250 EMD GP7, and 53 ALCO RSD5. These four major classes were assigned across the system. All four saw service on the Plains Division. The smaller numbers of the other switching units plus the need for specialized service and spare parts caused each type to be assigned to a specific division. For instance, the ALCO RS1 units were assigned to Chicago most of their lives. It is not known by this author which of the switching types other than the four listed above were assigned to the Plains Division.

The Santa Fe had no ALCO RS3s or ALCO FA1/FB1s.

The silver and black zebra-striped paint scheme began September 1950 with delivery of the 2650 class GP7. Before then, switchers were painted black with various non-standard markings. The blue and yellow scheme with yellow bookends for switchers began about 1960, well after our selected time period. Yellow warbonnets began to appear after the mid '70s. During our chosen period, 1950-55, switchers were painted black with silver zebra stripes.

It was in November of 1959 when this author sighted a brand new set of SD24s on their break-in run near Parmerton. They were black with silver zebra stripes, but a silver billboard *Santa Fe* was painted on the side of the hood. They looked sharp! It appeared that Santa Fe was changing the strictly zebra stripe scheme by adding the billboard *Santa Fe* to the sides. In less than a year these new diesels were repainted into blue with yellow bookends and a yellow billboard *Santa Fe*.

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site
Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m, 374-7665/w
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
3796-3796 gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551
Amarillo, TX 79116
353-2559

Michels, Jerry [Judy]
133 Dewey Rt 6
Amarillo, TX 79124

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376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Internet Members

Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net
McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
r mccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
r rand4449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Soeeborg, Pelle – Farumsodal 18, DK
– 3520 Farum, Denmark
45-4499-8805
pelle@soeeborg.dk

Sowle, Paul & Janet
3206 Oakdale
Amarillo, TX 79103
373-7570 pbjarb43@aol.com

Sweeney, Joe [Ella]
6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula
4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvирg@sbcglobal.net

Special Mailing
The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Harry Carpenter
1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

Frederick W. Thompson
651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

Roberts, Carl

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121 Springbrook Road
Old Saybrook, CT 06475
860-388-2565
eagleu18b@sbcglobal.net

Durbin, Brian
7-19 Forest Glen Circle
Middletown, CT 06457
860-613-0215
bhdurbin@yahoo.com

Coffman, Randall
1500 River Circle
Richmond, KY 40475
859-527-0476
randy@coffmaneng.com

David Hunt
611 Hillcrest Drive
Blair, NE 68008
402-533-2212
david.hunt@huntel.net

RUN 8

April 2008



President's Message

By Bob Roth

For those who may not be aware, I have one new distraction recently added. On February 23 my wife and I were blessed with a new baby granddaughter from our older son and his wife who live here in Amarillo. We have been given the opportunity to baby-sit while her parents have gone out to eat and to run other errands; it's been good.

Layout Construction Notes: Progress on the layout continued. On the March 8 Saturday Work Day, panels for the control of switches in the Staging Yards were fabricated. As construction progresses, we are planning to conduct a series of clinics covering various subjects related to the construction work including such topics as laying track and turnouts, installing turnout machines, soldering and basic wiring for starters. The idea is that these clinics will help all of us to learn various skills that are needed to build the layout and to ensure uniformity in the way the layout is built so it will be easier to go back in the future to make repairs. We will develop notebooks with written versions of the clinic material for reference and will also videotape the clinic presentations. More clinics covering additional topics will be developed as the layout progresses. We are aiming to have our initial loop operational by Saturday, May 10 when we plan to have an open house.

Notes from the Executive Board: There is no new or exciting news at this time; the Board is working on the sale of the electric jacks before they are damaged by exposure to the elements. During the most recent meeting of the Executive Board, one item discussed concerned the resolution of minor conflicts related to construction of the layout. While responsibility for the design of the layout (track plan) rested with the Layout Design Committee, no one was responsible for issues that arose during construction such as deciding the location(s) for control panels. The Board has decided to have the Layout Design Committee resolve any particular issues that arise during construction. If you know of any potential issues, please bring them to the attention of the Layout Design Committee. The Layout Design Committee consists of me, Virgil Young and our Construction Foreman, Tracy Ball.

Research and Reading Material: For folks performing research on various railroads there are a couple of articles in the March and April issues of Railroad Model Craftsman concerning modeling a specific place and time, using the National Archives as a modeling resource. Additionally, for Rock Island Railroad fans, the current issue of *Remember The Rock* has an article covering the Rock Island's Choctaw Rocket, one of the passenger trains that served Amarillo in year's past. I have not personally read these articles yet, but they look to be interesting and helpful.

Rock Island Railroad's "Choctaw Route" - Historical Information: Part 1

The history of the Choctaw Route dates to 1853 when the Arkansas General Assembly authorized the construction of the Memphis & Little Rock Railroad. Track laying started late in 1853. The first 41 miles from Memphis to Madison, Arkansas were completed in 1858. The Civil War delayed westward construction of the railroad line on to Little Rock, Arkansas and this additional 133 mile stretch was not completed until 1871. Further to the west, another predecessor company, the Choctaw Coal and Railway Company completed a 65 mile railroad line between Wister and McAlester, Oklahoma in 1890. This company had also surveyed a line from Fort Reno (near El Reno) to the site of present day Oklahoma City and this line was completed in 1892. In 1894, the Choctaw, Oklahoma & Gulf Railway Company took over operation of the predecessor company and worked on expansion of the rail line. By 1895 they had completed the rail line from Oklahoma City to McAlester and their expansion westward to Weatherford, Oklahoma was completed in 1898. In 1898 the CO&G acquired the Memphis & Little Rock Railway and by 1900 after bridging the Arkansas River they filled the gap from Little Rock to the border of Indian Territory (Oklahoma) thus connecting the tracks and completing a line that extended 563 miles from Memphis, Tennessee to Weatherford, Oklahoma. Next Month: Westward Expansion and the Rock Island.

Upcoming: The month of May is coming soon and that means elections for the positions of President, Vice-President/Secretary and Treasurer. This is a heads-up reminder if anyone might be interested in running for office. As I write this, I have not talked with Treasurer Virgil Doyle to see if he is willing, interested and able to run for another 2-year term in office while Earl Carrell mentioned during the March Business Meeting that he was undecided on another term and would let us know this coming month. I have decided to run for another term as President as I have been involved in some projects that I would like to see to completion.

If anyone has any particular concerns or questions on any particular matter involving the operation of the ARM please contact me or one of the other officers. If anyone is interested in running for office, please be aware of the qualifications for these officer positions; the qualifications are spelled-out in the by-laws. To run for the VP/Secretary or Treasurer's positions one must have been a member in good standing for a minimum of a year prior to the election; to run for President, in addition to being in good standing, one must also have served a minimum of one year on the Executive Board.

Summer: As summer approaches it is time to consider attendance at conventions of model and prototype societies. I bring this up because I recently received information on the National Model Railroad Association's Lone Star Region Convention. This year's LSR convention will be held in Houston on June 18-22. They have a great line-up of clinics and prototype tours during the convention as well as opportunities to participate in operating sessions at a number of fine layouts around Houston. If you want to see first-hand what we are aiming to achieve with our layout in terms of operations, I urge you to go to the convention and participate in one of the operating sessions. This convention will include an evening at Zube Park with BBQ and an opportunity to ride the scale live steam trains. The first LSR convention I attended was in Houston and I had a great experience. Note that attendance at the LSR convention requires membership in the NMRA.

I also plan to attend the Santa Fe Railway Historical & Modeling Society convention in Riverside, California that will be held on July 8-13. This convention will focus on the fruit trains and associated industries served by the Santa Fe Railroad. Further information can be obtained from the

society's web site at atsfrr.net.

Next Meeting: The next Business Meeting will be on Thursday, April 3 at 7:30 PM.

MEETING MINUTES

ARM Business Meeting

March 6, 2008

Old Business:

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

Treasurer's Report:

Treasurer Virgil Doyle was reported to be out with the flu; report was read by Jerry Michels.

Checking Beginning Balance:	\$2,330.21
Expenses:	\$4,514.57
Income:	\$4,197.78
Ending Balance:	\$2,013.42

Questions were raised concerning numbers in the financial report. Unfortunately with the Treasurer absent most of the questions could not be answered. One item discussed concerned the fact we were reviewing the previous month's numbers in the report published in Run 8.

A Motion was made to use the date of the Bank Statement as the starting and ending dates for the Treasurer's Report. This Motion was tabled with a recommendation to wait for the outcome of the audit. It was noted that one of the goals of the audit is to evaluate monthly reporting methods and recommendations may come from the Audit Committee.

The Treasurer's Report was approved as read.

Car Sales Report/Update: Jerry Michels reported we had \$618 in car sales during February.

New Cars: The Rock Island Boxcars are expected this month.
The ART Reefers and the CNW/ex-Rock Island Hoppers are scheduled in April/May.

Layout Construction:

Comments were made in the President's Message in Run 8. The most significant item is the Layout Committee was tasked by the Board to look ahead and to identify potential conflicts ahead of the construction work. Work has been progressing.

Building: Update on Projects:

Cargo Door on Baggage Car preliminarily installed.
Tracy Ball has been working on the ceiling.

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Other Items: President Bob Roth noted he will provide comments on the following items in Run 8 as news develops.

Santa Fe Museum Coalition: No News. Next Meeting is anticipated in April.

ATSF 3751: No News.

National Atomic Museum movement of railroad cars from ARM: No News.

Rock Island Railroad Information: President Bob Roth did some reading while out of town in early February and thus did not have much comment in Run 8. He reported meeting a former Rock Island Railroad employee recently. As time allows, the information will be developed further.

Make-A-Wish Car Show: Thanks to Earl Carrell, Virgil and Paula Young and Linda Silva and her grandsons for assisting. We had a presence at the show.

Fire Hydrant: It was noted the one fire hydrant had been removed by the City after it had been broken and it will not be reinstalled. David Jusiak noted a concern that the way the City looks at these hydrants, they are on private land and we could be charged to replace the next one that breaks. The contractor taking water from the fire hydrant had been called and they are now taking their water at the hydrant over by Elementis and not from either of the hydrants located on ARM property.

Housekeeping Schedule: Month of March – Jerry Michels & Jim Shook
Sign-up for 2008 – Need volunteers for December.

New Business:

Elections: Elections for President, VP/Secretary & Treasurer are in two months on May 1. Earl Carrell reported he was undecided on running again and will let us know next month.

Open House: It has been proposed to have a formal Open House in May, tentatively on Saturday, May 10. Goal is to have the layout operational on this date.

Visit to Jerry Buttel's place: President Bob Roth reported on a visit by members of the Board to look at railroad equipment that was now owned by Jerry Buttel and was located on his property off Sundown Road on the South side of Amarillo. There were comments made in the President's Message in Run 8 but the main thing was that Jerry had done a very nice job restoring the railroad cars all on his own and it was well worth visiting. We had invited him to come out to the ARM and will try to schedule a date in the future for the ARM to visit his display.

Sale of Electric Jacks: Jerry Michels reported the jacks were listed in an auction on E-Bay; there are 3 people watching this auction. There was some discussion concerning the jacks should be listed on a site dedicated to railroad equipment such as Ozark Mountain Railroad Supply or a specialty rail-net site Tracy had found.

IRS Filing: Jerry Michels reported he had completed a filing on our gross receipts to the IRS. For the last several years our income had been below the level requiring reporting to the IRS, but the rules had changed and this reporting will need to be done on an annual basis now. A question was asked if donated services count toward the limit that might cost the ARM. Response was No; the limit is based on cash income. A question was asked if a grant would count against the limit. Response was that we don't know and will need to research this.

Next work dates: March 8
 March 29
 April 12
 April 26

Next Meeting: April 3, 2008. Meeting is to start at 7:30 PM

Cleaning Schedule:

January	Earl Carrell
February	Dan Juliano
March	Jerry Michels Jim Shook
April	Joe Sweeney
May	Andy & Beverly Lyle
June	Tracy Ball
July	Guy Pigg
August	Virgil Doyle
September	David Jusiak
October	Bob Roth
November	Tracy Ball Earl Carrell
December	Volunteers needed



Jerry Michels at the programming track in the dark southeast corner of the layout room setting up a new engine to run DCC.

Musings on 1955:
Freight, Passenger, and Mixed Service on the Plains Division
A Rail-Fanning Trip That Could Have Been
Steam's Brief Return

by Jerry Michels

As we continue to build our layout, it's not too soon to start thinking about the trains we'll run during an operating session. The Plains Division of the Santa Fe was a busy freight artery for the railroad. Almost all westward freight was funneled through Amarillo in scheduled trains and a lot of extras during the perishable rush season. Eastward tonnage was not carried as much in scheduled trains as on extras.

Looking at the February 20, 1955 employee timetable 87 for the Plains Division (copies available at the club house); you can see that there were six scheduled through westbound freights (53, 49, 65, 43, 81, and 59) not including locals. Trains ALS and CWT originated at Amarillo and left the Plains Division at Canyon. Way Freights were trains 87 (Amarillo to Canyon), 73 (Amarillo to Clovis), 55 (Borger to Amarillo) and 65 (Canadian to Borger).

Although I've shown the numbers of the trains, the Santa Fe also had pretty fancy names for their freights too. For instance, number 53 was the Southern California Fast Freight while the ALS was the Amarillo Lubbock Sweetwater Fast Freight. Curiously, CWT was named the Colorado West Texas Fast Freight, but originated in Amarillo and headed west (south from Canyon). I wonder where the Colorado connection was; perhaps tonnage coming off the Dumas District? In addition to the scheduled trains, there were, of course, empty reefer blocks heading back to California, Arizona and other parts of Texas. Many of these trains were run as sections of scheduled trains. So you could have the regularly scheduled train #53, called First 53 in this example followed by an empty reefer drag tagged Second 53, and so on.

That doesn't mean eastbound trains didn't exist. Train 34, the only scheduled eastbound through freight, arrived in Amarillo at 3:00 AM, having left Clovis at 11:00 PM the following evening. It left Amarillo at 4:00 AM, and arrived in Canadian at 8:00 PM that evening. That's 16 hours to go from Amarillo to Canadian! Yes, all in a day's work for a crew in 1955, but what a slow poke! Sections of #34 were created at various on-line terminals as needed. Trains WTC and SLA entered the Plains Division at Canyon and terminated at Amarillo. Local duties were handled by Way Freights 56 (Amarillo to Borger) 74 (Clovis to Amarillo) 88 (Canyon to Amarillo) and 66 (Borger to Canadian).

There was a number of what I would call "irregular" trains on the Plains Division. These ran as needed, but did not necessarily run on a daily schedule. Many Green Fruit Express (GFX) reefer blocks, livestock shipments, and other trains were run as extras, meaning they ran as needed. This gave the railroad flexibility since it wouldn't be known in advance how many GFX trains would be run on a given day or in a season. Lloyd Stagner, in his book "Santa Fe In Color Vol. 2 1940-1971 Chicago to Albuquerque" (in our library by the way), states that perishable trains were dispatched as soon as there were 10 reefers ready to go. I surmise that GFX trains could be very short, or very long, depending on the demand.

Again, going back to Stagner's book, some of these trains included the SRX which was a perishables train running out of Phoenix carrying Salt River Valley produce. This train ran about six months of the year. Train PVX out of Blythe, California, carried Palo Verde Valley perishables. Train LSX ran from Clovis to Chicago and carried potash out of Carlsbad, New Mexico, and picked up livestock enroute.

Amarillo was fortunate in 1955 to have six passenger trains scheduled through town and one mixed train on the Dumas District. Numbers 1 and 2 were the westbound and eastbound San Francisco Chiefs. This premier train had only started service in 1954, and was one of the last luxury trains placed in service in the country. Trains 3 and 4, the old California Limited had been downgraded to mail and express service by 1955, but still carried an air-conditioned coach with reclining seats for those brave enough to take the trip. The final pair was the Grand Canyon, numbers 23 and 24.

An interesting duo was trains 93 and 94, the West Texas Express and Eastern Express, respectively. This pair operated between Amarillo and Lubbock, making connections with the San Francisco Chief. Number 93 left Amarillo at 9:35 AM, 5 minutes before the San Francisco Chief departed and 25 minutes after the Grand Canyon. With only a five minute headway, it must have really high-tailed it down to Canyon to keep out of the way of #1. Number 94 arrived back in Amarillo at 5:25 PM, ten minutes before #2, and 30 minutes before #24. Until the late 1950s, number 93 carried a Chicago-Lubbock Pullman that came off of #1 to Lubbock, returning on #94 later that afternoon to connect with eastbound #2. According to this scheduling, the cars and power for 93/94 stayed in Amarillo overnight.

There was a mixed train pair that operated from Amarillo to La Junta, Colorado, and back. Number 37 left Amarillo at 7:15 AM and arrived at Boise City, Oklahoma, (end of the Plains Division) at 12:30 PM. Number 38 left Boise City at 3:15 PM and arrived at Amarillo at 8:30 PM. This must have been an interesting train. There were flag stops at every station and siding along the line. You could even get off at Puente at 7:48 in the morning, hike down to the Canadian to fish (I guess it had fish), then catch the southbound at 6:30 that evening. Different days to be sure! Of course accommodations weren't luxurious by any means. A combination coach and baggage car served to carry the crew, passengers, mail and express. For all practical purposes this was a freight train. So, long periods waiting for the crew to perform switching duties were mandatory.

Similar pairs of trains operated from a number of towns that will be represented on our layout. From Pampa to Clinton, train 61 left Pampa at 8:50 AM and arrived at Clinton at 3:30 PM. Number 62 left Clinton at 6:30 AM and arrived at Pampa at 12:30 PM. From Panhandle to Borger, train 59 left Panhandle at 10:30 AM and arrived Borger at 11:59 AM. Train 60 left Borger at 1:00 PM, arriving Panhandle at 2:30 PM. Finally, Train 57 left White Deer at 12:01 PM and arrived at Skellytown at 12:30 PM. Train 58 left Skellytown at 2:30 PM and got back to White Deer at 3:00 PM. The last two operations were definitely "turn arounds", with the same equipment going "up and back."

Here's a mid-1950s railfanning trip for you! You leave Amarillo on #4 at 7:00 AM and arrive at Pampa at 8:15. After snapping a photo of Westbound #1, the San Francisco Chief, roaring into town at 8:42, you catch #61 at 8:50 and travel at a leisurely 20 miles per hour for about 30 miles out on the Clinton District. You get off at Mobeetie at 9:40 for a quick hour and forty minutes of sightseeing (the first post office and first courthouse in the Texas Panhandle were in Mobeetie, but the courthouse was gone by 1955). You board the Pampa-bound train #62 at 11:20, arriving back at Pampa at 12:50 PM.

If you wanted to maximize your tour of the Clinton District, and really stretch your luck, you could go another 20 miles, as far as Allison, arriving at 10:25 AM and catching the Eastbound at 10:30 AM. Back in Pampa you have about five hours to watch Santa Fe Plains Division Second District freight action, or maybe walk down the street to the Ft. Worth and Denver depot to see if anything has come up from Childress on the old Ft. Worth and Denver Northern. But you need to get back to the Santa Fe Depot in time to board #2, the Eastbound San Francisco Chief, at 6:35 PM.

You ride #2 to Canadian, arriving at 7:20 PM. If it is summer, you still have good light, and photograph Eastbound #24, the Grand Canyon, which is running only 25 minutes behind you. After an hour and 10 minutes you catch #3 at 8:40, arriving tired but happy back at Amarillo at 10:40 PM.

In one long summer day, you've ridden five trains, seen all six Second District passenger trains (you passed the Westbound Grand Canyon, #23, between Kings Mill and Pampa in the morning), and who knows how many freights. Sounds improbable by today's standards, but this could actually be done then and who wouldn't jump at the chance?

Another interesting aspect of our layout is the time frame. We chose 1955 as the base for deciding on structures, trains used during operating sessions, and a lot of other sound reasons. Well, we also kind of lucked into an *Indian Summer* of sorts for steam. By 1955 steam was just about done on the Santa Fe, and most railroads. The "last" steam run on the Plains Division was made on Christmas Day 1953 when #2919 (a 4-8-4) ran from Wellington to Waynoka. However, from May 10th until August 1st, 1955, steam returned to the Clovis-Waynoka line. Freights were powered by 2-10-4's. Yard assignments in Amarillo were handled by 1600-class 2-10-2s (1631 and 1655 are shown in the Amarillo yard on June 23rd in Stagner's book). In the book "Santa Fe in the Lone Star State Vol. 1 1949-1969" (also in the library, man isn't it good to be a member of the ARM?), Steve Goen shows the following steamers active in Amarillo during this brief period:

5009 – 5001 class 2-10-4

5011, 5018, 5022, 5024, 5025, 5028, 5029, and 5035 – 5011 class 2-10-4

1636, 1655 – 1600 class 2-10-2

1688 – 1674 class 2-10-2

4089 – 4000 class 2-8-2

2916 – 2900 class 4-8-4

There were probably others not recorded in these two books, and we should try to fill out the list as best we can. Anyway, we're modeling a slice in time on the Santa Fe that mixed a lot of first generation diesels with major steam. To me, it's a fortunate circumstance.

Virgil Young listed the diesels one could find during 1955 in the last issue of Run 8, so I won't go into these here. Only thing that disappointed me about that list is that the DL600B's (RSD12's) weren't on the list since they arrived in 1959. I'm disappointed because I have two of them from Broadway Limited with sound. Oh well, I am sure I can sneak them in once in awhile!

Finally, I don't know how many of you are familiar with timebooks. Not timetables, which listed train schedules for the public and employees, but the books engineers, brakemen, firemen, and conductors kept to mainly record the time they worked. Sometimes they only listed dates and time, but the jewels in the railroad history realm are the ones that are more fully filled out. Oftentimes the owner listed the train he was on, the locomotive(s), origin and destination, and in some cases number of empty and loaded cars, and tonnage. If you find the right ones, you can recreate the trains and locomotives on a certain part of the railroad. As most of you know, my historical interest lies primarily with the Missouri

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Pacific. I have been hunting timebooks for years and found fully-filled-out examples anywhere from the 1920s through the 1960s, and from Texas to Missouri. So they are out there. Surely with all the railroad men that worked the Santa Fe that live in Amarillo and the surrounding area, someone from the 1955 era kept their timebooks. We really need to seek these out because it would show us what was actually happening. We can guess at GFX trains, for example, but it would be nice to actually see a record of GFX trains running during 1955, and what locomotives were powering them.

Along this same line are some other items such as dispatcher sheets and conductor wheel reports. Dispatcher sheets aren't too rare, but conductor wheel reports; which not only lists the train, but also the consist, are the crown jewels in this type of railroad paper. Here you could actually construct the whole train on a given day. If any of these items could be found, it would be a great addition to our historic structure of the layout. And we don't need to buy them. If we can get them on loan, we can make scans that are just as useful. So, if anyone ever hears of timebooks, dispatcher sheets, or conductor wheel reports, especially from 1955, you know what to do!



Dan Juliano brushing on the Big Sky Blue on the Amarillo Yard backdrop. It took him 2-3 hours to paint the backdrop and then clean the brushes.

Our Locale

By Virgil Young

Track Level

There is a 2,000-foot difference in elevation from Canadian to Clovis. This difference in elevation averages just 10 feet per mile of track distance. This works out to 0.189 feet per 100 feet. In railroad terms this is a 0.189% grade. On a model railroad, this is hardly noticeable. We can have a flat *Plywood Pacific* with little or no changes in track elevation except at the helix, where we move from one level to another. This is very simple, but is it interesting?

However, the railroad grade fluctuates across the Panhandle. To avoid the uninteresting pool-table flatness of a *Plywood Pacific*, the Layout Committee proposed that we vary the nominal height of rail plus-or-minus one inch every 100 inches of track distance. These rises and falls in track level may be made to correspond with actual track changes. For instance, it would be quite realistic to have the track elevation rise from a low of minus one inch at Red Deer Creek to a high of plus one inch at Pampa. For another example, there is a high about a mile west of Dawn. The track descends to a uniform height at the Frito-Lay complex just east of Hereford. At the west side of Hereford, the track descends to cross the Tierra Blanca Creek on a steel-girder trestle.

Virgil Doyle pointed out the usefulness of *Google Earth* in viewing the features of the landscape. Download the program by using Google to go to *Google Earth*. Among other things, it is possible to find the track elevation across the Panhandle on an almost foot-to-foot basis using *Google Earth*. This greatly improves the mile-by-mile track elevations given in CLIC books. You can also view an enlarged satellite image of the station areas of every town in the Panhandle of Texas or of the whole world if needed. From both of these sources, we can designate several high and low points across the layout **before we start laying track**.

Vegetation

Many people regard the Panhandle as a desert, with little or no vegetation. One prominent modeler uses a backdrop painted in sere brownish hues with brownish vegetation. On the other hand, if we pattern colors of our vegetation after last year's rains, it would be too green. We need to choose our landscape colors, including those on the backdrop, to match the usual rather than the unusual. This usual color will be somewhere between dry brownish hues and last year's extra greenery. Uncultivated areas such as weeds along the right-of-way will be a mixture of green, yellow and tan colors. Even cultivated crops are not bright green, but will have some yellow and tan mixed in.

We have talked about the fluctuations in track level and the colors of our vegetation, but what about the buildings, vehicles and people who populate our layout. The Panhandle of Texas was mostly ranchland until the railroads came in the 1880s. It was not until 1898 to 1900 that the Pecos Valley and Northeastern Railroad came from New Mexico and reached Amarillo. Passing sidings, depots and maintenance-of-way structures were located every six to ten miles. Some of these areas grew and prospered, while others stagnated. Canyon and Hereford grew and since this author was born and reared in Hereford, the town will be used as an example of development for towns along the Santa Fe.

Housing and Buildings

At the beginning of Hereford, most houses and businesses were built of lumber brought in by the

railroad. There was no abundant naturally-occurring source of heat, so coal and other necessities were also supplied by the railroad. Commercial wooden structures began to be replaced by masonry buildings in the early teens and accelerated during the boom years of the twenties. 1929 ended all new construction until about 1938 when the recovery allowed the public to take advantage of the 1934 FHA program. This resurgence of new construction, at least civilian construction, was halted by Pearl Harbor.

Prior to Pearl Harbor, many of the houses were two-bedroom with bath, living room and kitchen. Some had a dining room and a single-car garage. There were also mail-order houses with materials furnished by a company such as Sears-Roebuck and construction labor was provided by the owner. This type of housing continued after the war until about 1950, when three-bedroom brick houses with enclosed two-car garages became the norm.

Until about 1948, there was little or no zoning. A two-bedroom house might be built by an owner next to an eight-room mail-order house. On the other side of the mail-order house, a three-room shotgun house might be thrown together with a filling station located across the street.

Many of the home owners kept a cow and chickens. One block south of us, a neighbor kept hogs, a smelly proposition at best. A next-door neighbor had a garage full of odiferous sheep hides stored while waiting for the price to increase. He killed three sheep, skinned them and left them in his chicken yard to decay and be devoured by the chickens. Trash and garbage was burned in a barrel in the alley. Clothes were hung on the line to dry amidst all the smoke, dust and odors. Of course, the present-day pungent odors from numerous feed lots trump most of the smells of times past.

Limited sub-divisions began to be built about 1950, with all the houses required to be above a certain minimum size and type of construction. Few of the sub-divisions were built near the railroad tracks, so near the railroad tracks, housing will be a similar jumble of types as in the older sections of the city.



This is one of the most popular shots taken by Jack Delano during his trip from Chicago to Los Angeles on Santa Fe Freight Trains in 1943. See the enlarged housing development on next page.



This is a slight enlargement of the residential area of the photo on the previous page. Note the jumble of housing types and sizes. Few zoning laws were in effect when this area was built. Similar results were found in all towns in the Panhandle of Texas in the early days of the twentieth century when the Santa Fe was built across the Panhandle.

One other point, until the end of WW II, there were a large number of vacant lots. These lots quickly filled with new houses at the end of the war. In less prosperous towns, the vacant lots still remain.

Elevators

Because our climate supports many different grain crops, one of the principal industries along the railroad were grain elevators. The first type of elevator, appearing all over the Panhandle of Texas, was the wood-framed, corrugated-iron elevator.



Ralph, Texas elevator on November 11, 1974. Southeast view left above and north-east view right above. The wooden framework is covered with corrugated iron.

Some of these elevators remain today, though many have been replaced by more recent types. These were built of 2 x 4s nailed flat in a lock-joint pattern and covered with corrugated iron. The weight of the grain stored inside tended to bulge the sides of the elevator, so tie rods were stretched between opposing walls about every three to four feet. On some of the corrugated iron elevators, large 4 x 5 timbers spread the support of the tie rods laterally. The ends of the tie rods resemble Grandt Line nut, bolt and washer castings.

The first concrete silo type of elevator was built in Hereford in 1939. The original corrugated-iron elevator remained in use for several years. In later years, more and more silos were added to the original, and other elevator companies built concrete silos.



It is late afternoon in the summer of 1958 over Hereford Grain Company (nee Pitman Grain Company). You are looking east-northeast. South Main Street runs diagonally from the upper left corner to the middle right edge and between Hereford Grain Company and the U-shaped Rockwell Brothers Lumber Company. The railroad and Highway 60 run diagonally from the lower left edge to the upper center edge. At one time, a siding ran down the street on the right-hand side of Hereford Grain and served five or six petroleum jobbers.

Most concrete silo elevators have at least four cylinders though some have two. The cylindrical silos have an interstitial space where four cylinders intersect. These interstices are also used for grain storage.

A second type of elevator is the steel tank with the elevator mechanism and its associated piping exposed above the tanks. One of the first of this type was installed in Hereford in the late thirties, but the whole complex, including a flour mill, was destroyed by fire in 1946. The elevator at Kirkland, which was described in a recent issue of RUN 8, is an example of this type. There is a smaller steel tank elevator located on abandoned Rock Island right-of-way just north of Amarillo.

(

A more recent type of elevator is the horizontal steel building. The Frito-Lay complex in Hereford, built in the late fifties, is an example. These buildings took advantage of government-sponsored grain storage programs. Financing these structures landed the original builders in trouble with the law. *See Billy Sol Estes on Google. See also Google Earth for satellite view of Frito-Lay complex at 34° 49' 41.05" N, 102° 21' 55.96" W.*



The Frito-Lay Complex at Hereford Texas. You are looking almost due west from the flood plain of the Tierra Blanca Creek, over a feed lot full of cattle. The parts of the Complex usually seen from Highway 60 are the dim gable-roofed metal barns just to the right of the tall, skinny towers. The conical-roofed steel tanks are not usually seen from Progressive Road which runs north and south on the other side of the Complex. The white caliche soil gives the Tierra Blanca Creek its name.

Other Businesses

There were a number of businesses other than elevators located along tracks. One of these businesses was the oil jobber or wholesaler. Most gasoline, diesel oil, motor oil and kerosene were received by rail and delivered to service stations, homes, farms and ranches by trucks. Butane and Propane were retailed in similar ways, except that liquefied petroleum gases were often transported from Borger/Pampa to the jobbers by tank truck.

Hereford, together with Dimmitt, Friona and Dawn, grew potatoes and other vegetables on a commercial scale, differed from other towns in the Panhandle of Texas in these ventures. Vegetable packing sheds and later, sugar beets required processing facilities on the railroad. Blacksmith shops, automotive supply and repair houses, lumber yards and automobile dealers added to the number of buildings necessary to meet the needs of the town. Hereford had no oil fields nearby, so the petroleum services so common to Pampa, Borger, Stinnett and Sunray were not found in Hereford.

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Has anyone seen Tracy?

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site

Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m, 374-7665/w
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 vldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796
gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551
Amarillo, TX 79116
353-2559

Michels, Jerry [Judy]
133 Dewey Rt 6

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Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

DavidWL1944@aol.com

Internet Members

Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net
McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
rrand4449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz
PO Box 1175
Powell, OH 43065

Harry Carpenter
1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

Frederick W. Thompson
651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

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Roberts, Carl
121 Springbrook Road
Old Saybrook, CT 06475
860-388-2565
eagleu18b@sbcglobal.net

Durbin, Brian
7-19 Forest Glen Circle
Middletown, CT 06457
860-613-0215
bhdurbin@yahoo.com

Coffman, Randall
1500 River Circle
Richmond, KY 40475
859-527-0476
randy@coffmaneng.com

David Hunt
611 Hillcrest Drive
Blair, NE 68008
402-533-2212
david.hunt@huntel.net



Maybe he came in the back door.

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May 2008



President's Message

By Bob Roth

Rock Island notes: This month, taxes and other concerns replaced research on the Rock Island. I will resume my Rock Island notes next month.

Layout Construction Notes: Progress on the layout continued. Track on our interim loop has now been extended around the southeast corner and is starting down the length of the Staging Yard. Further track installation will be delayed while some of the switches required for the yard leads are installed. I started the benchwork framing at the southwest corner of the layout at Canadian so that we will be able to complete the interim loop.

A short clinic was conducted on soldering and there is a lot of work yet to be done to extend all the drops required for the track power. During a recent Board Meeting, the Board discussed the goal to have our initial loop operational by Saturday, May 10, but given the amount of work ahead of us to complete this loop, the Board decided to push the planned Open House back one month to June 14 to ensure we should be able to operate trains during our Open House.

Notes from the Executive Board: There is no new or exciting news at this time; the Board is still working on the sale of the electric jacks. We covered the jacks under large plastic bags to protect them from the elements for the time being but so far the only contacts we have received on the jacks are from other organizations asking if we could donate the jacks to them. A concern at this time is that the faltering economy may prevent businesses from purchasing major equipment items thus we may have a difficult time selling the jacks for a while.

Other topics of discussion by the Executive Board included the need to update the ARM website with new information, storing some of our important paperwork in a fire-proof box at the ARM, need to replace the worn-out push mowers, acquisition of additional prototype railroad equipment, delays to the custom car program and approval of another custom car for 2008. Most of these items were discussed during the Business Meeting on April 3.

Upcoming: Elections for the positions of President, Vice-President/Secretary and Treasurer will occur at the May 1 Business Meeting. Each incumbent voiced his intentions during the April 3rd Business Meeting. Earl Carrell noted that he will run again for the Vice-President/ Secretary position, but given that his employer is relocating their operations later this year he knows he will have less time available and may have difficulty attending meetings. He strongly suggested that anyone who wants to run for the position should do so. Virgil Doyle said he is willing to serve another term,

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and I plan to run for another term. Remember, anyone interested in running for office should contact one of the officers.

Next Meeting: The next Business Meeting will be on Thursday, May 1 at 7:30 PM.

MEETING MINUTES

ARM Business Meeting

April 3, 2008

Old Business:

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

Treasurer's Report: (Financial Information from the month of March)

Checking Beginning Balance:	\$ 2,013.42
Expenses:	\$ 1,794.35
Income:	\$ 1,384.46
Ending Balance:	\$ 1,603.53
Car Savings Account Balance:	\$ 6,464.41
Insurance Accrual Balance:	\$ 1,000.00
Check Book Total:	\$ 9,067.94
Savings Account Balance:	\$ 2,295.09
Total Cash in Bank:	\$11,363.03

A question was asked if there were any large purchases made this past month other than normal; the answer was no. We had some small purchases of LED's and wire. The biggest items paid during the month included the Capital One bill and the natural gas bill.

Note: The audit of the ARM books was delayed due to illness of our Treasurer during March.

The Treasurer's Report was approved as read.

Car Sales Report/Update:

New Cars: Rock Island Boxcars: Cars on-hold due to a quality problem. We are now looking at October for delivery of these cars.

ART Cars: A sample is expected soon to review the artwork; the finished product is expected in late May or June.

C&NW/Rock Island covered hoppers: Expect in June; after the ART cars.

Proposed New Car: Jerry reported he had received a contact concerning a Pennsylvania X-29 boxcar with patch-panels. The manufacturer has 300 cars sitting in China ready to assemble. The Board decided to go forward with this project; we will request receipt of these cars in September.

Layout Construction:

Comments were made in the President's Message in Run 8. Construction has been progressing with track laid along the East end of the layout around the curve at the SE corner. Through the Staging Yard, track laying will be slowed due to the need to install switches for the ladder tracks in the Staging Yard. Meanwhile, bench work was started at the SW corner for the return loop at Canadian. The next big need is to install the wiring drops from the track for power and the Board determined our next clinic will be on soldering these drops...

Other Items: President Bob Roth will provide comments on these items in Run 8 as news develops.

Housekeeping Schedule: Month of April – Joe Sweeney

Sign-up for 2008 – We need volunteers for December.

New Business:

Question: Did anyone attend Richard Raff's funeral? Andy & Beverly Lyle and Ken Fritsch all reported having attended Richard Raff's funeral and they reported it had been well attended.

Elections: Elections for President, VP/Secretary & Treasurer are next month on May 1. Each of the officers up for election indicated they would run again although Earl Carrell stated he would like to encourage anyone to take the job of Vice President/Secretary.

Proposal to have a formal Open House in May, originally planned for Saturday, May 10; the Board felt we best push this back to June 14 to ensure better chance to have the layout operational. We still have a lot of work to do to get the layout operational.

Prototype Railroad Equipment Acquisition: A suggestion was received that we should form a committee to investigate the acquisition of prototype railroad equipment particularly through donations of the equipment to the ARM. Examples: Celanese will be closing their plant in the future; one particular suggestion was made to seek donation of one of their triple axle tank cars and to see if they might pay to have the car repainted for display at the ARM. Sid Richardson Carbon Black was another example. We want to look specifically for representative examples of railroad cars used by area industries, particularly any specialized railcars. We need volunteers that might be interested in serving on this committee since most of the Board members are already committed to other assignments.

Lawn Mower: Tracy mentioned that both of the push lawnmowers are worn-out and won't work for this season. We need to consider obtaining another lawnmower to replace these old mowers.

Next work dates: April 12

April 26

May 10

May 24 *Memorial Day weekend

Next Meeting: May 1, 2008. Meeting is to start at 7:30 PM

Cleaning Schedule:

January	Earl Carrell
February	Dan Juliano
March	Jerry Michels
	Jim Shook
April	Joe Sweeney
May	Andy & Beverly Lyle
June	Tracy Ball
July	Guy Pigg
August	Virgil Doyle
September	David Jusiak
October	Bob Roth
November	Tracy Ball
	Earl Carrell
December	Volunteers needed

Age of Steam Museum Renamed

The *Museum of the American Railroad* is the new name for *The Age of Steam Museum* now located in Fair Park, Dallas. Coupled with the name change are plans to relocate the museum to Frisco, Texas, north of Dallas. The new Museum of the American Railroad will anchor other cultural heritage facilities in Frisco and compliment a 250 acre system of planned outdoor spaces and recreational areas known as *Grand Park*.

The present home of the Museum of the American Railroad, Fair Park, was the original site for the Texas State Centennial Celebration in 1936 and the home of the Cotton Bowl. Space for the Age of Steam Museum is limited at Fair Park and the exhibits are necessarily crowded.

Timetables and Timelines: Another Look at Trains Scheduled Through Amarillo in 1955

By Jerry Michels

Last month we looked at the trains that came through Amarillo according to Employee Timetable #87 from 2/20/55. This month I want to expand on this information by illustrating what the data look like on a timeline. This information is shown graphically in Figure 1. The bottom, or x-axis, shows the railroad mileposts from Canadian to Clovis. The vertical or y-axis is the time, starting at the bottom at 12:00 midnight on day one and ending at 8:00 AM on day two. The vertical red lines indicate cities and towns of interest along the route from Canadian to Clovis. Yes, yes, I know what you're thinking...Umbarger as a town of interest? Well, read on!

The amount of information can look a bit daunting at first, but if you take a look at a specific train, and follow it from Canadian to Clovis, or vice-versa, it becomes clear. For example, going to the lower left corner, Train #4, a mail train, enters our territory at Clovis around 3:33 AM, reaches Amarillo at 6:30 AM and exits our territory at Canadian at 8:58 AM. Note that the direction of travel for a given train is indicated with arrows along the line.

If you look at timetable #87 (available at the Club), you will note that only the passenger train schedules are shown with specific times they arrive or leave stations along the way. Freights are found on the last page (inside cover) and only the barest information is given, primarily times for their origin and end points, and perhaps an intermediate station. For example, train #53 is listed as leaving Canadian at 1:50 AM, arriving Amarillo at 10:00 AM, leaving Amarillo at 10:10 AM, and arriving Clovis at 2:10 PM. So, you might ask, how were all those intermediate station times arrived at? Well, I did a bit of interpolation.

Using the timetable's list of allowable speeds, speed restrictions, mileage between stations, and estimating acceleration and deceleration rates, I came up with reasonable times between stations. These are not accurate times but approximations, and a good reason why it would be nice to have engineer or conductor timebooks that show how long it really took train #53 to cross the Panhandle.

For clarity, I did not show all the trains in the timetable. If I added all the locals and mixed trains the graph gets pretty dense; especially around Amarillo. I also did not include train #34. Remember that "slow poke" from last month's discussion? It took more time to cross the Panhandle than the y-axis is currently formatted. If I did format the y-axis to show #34, it would compress the other trains too much to make a usable graph. I need to tweak the data a bit more and I can probably fit it in, but for this discussion, leaving out #34 isn't a big deal.

OK, what can we do with this graph? I would consider this an example of the core timeline for the trains we'll deal with once we get to the point of operating the layout. To be accurate, once we get our layout to this point, we'll want to completely redo this graph to make it coincide with the physical distances between our towns, and take into account any time compression we decide to use (e.g. a fast clock). But for now, any of our would-be dispatchers can get a pretty good idea of what trains ran when.

Remember from last month that there were "irregular trains" such as the "Green Fruit Expresses" (GFX). These did not run every day, but might run daily for months at a time during the perishable

rush, or run in multiple sections. These irregular trains and any extras or sections (say a hot livestock train running in the dead of winter as a second section to train #3 or #4) have to be fitted into this core timeline. The old dispatchers did this with paper and pencil and did not work with a graph, but with train orders, pads of paper and their accumulated knowledge.

We can make it somewhat easier by using the graph to keep an extra or irregular train out of the way of scheduled trains, or use a scheduled train to our advantage when creating a section. For instance, trains #2 and #24 (the Eastbound San Francisco Chief and Grand Canyon) run through the territory during what looks to be a relatively calm period. Neither meets an opposing train between Clovis and Canadian until somewhere between Codman and Miami for #2 and around Hoover for #24 where they meet freight #91. Therefore, high-priority freights could be run as extras in advance of #2 or as sections following #24 and have a pretty good time of it getting through the Panhandle.

This situation could get even more complex (meaning fun if you are developing an operating session). Say you have a LSX in Clovis (remember from last month that this was a train carrying potash from Carlsbad and picked up livestock enroute) that has 10 cars of show livestock from Portales that need to get to Chicago in a hurry. It arrived at Clovis at 3:00 PM, changed crews, and is ready to go. It can be sent out as an extra in advance of #2, which arrives at Clovis at 4:00 PM. As long as LSX arrives at Amarillo before 5:12 PM, beating the Chief which arrives at 5:35 PM and #94, the Lubbock-Amarillo connection for the Chief, it is in the clear.

However, perhaps some additional cars of livestock need to be added at Amarillo. There is no way the cars can be added, crew changed and for the train to get back on the road in front of #2, so the dispatcher in his wisdom has the train remain in Amarillo until #24, the eastbound Grand Canyon arrives at 5:55. The LSX leaves as a second section of #24, giving it first-class status across the rest of the Panhandle. Now this is just a scenario. I am in no way a Santa Fe operations expert, or even a novice. Could this happen? Perhaps. Did it happen? Who knows! Would it make an interesting operating aspect on our layout? Indeed, yes!

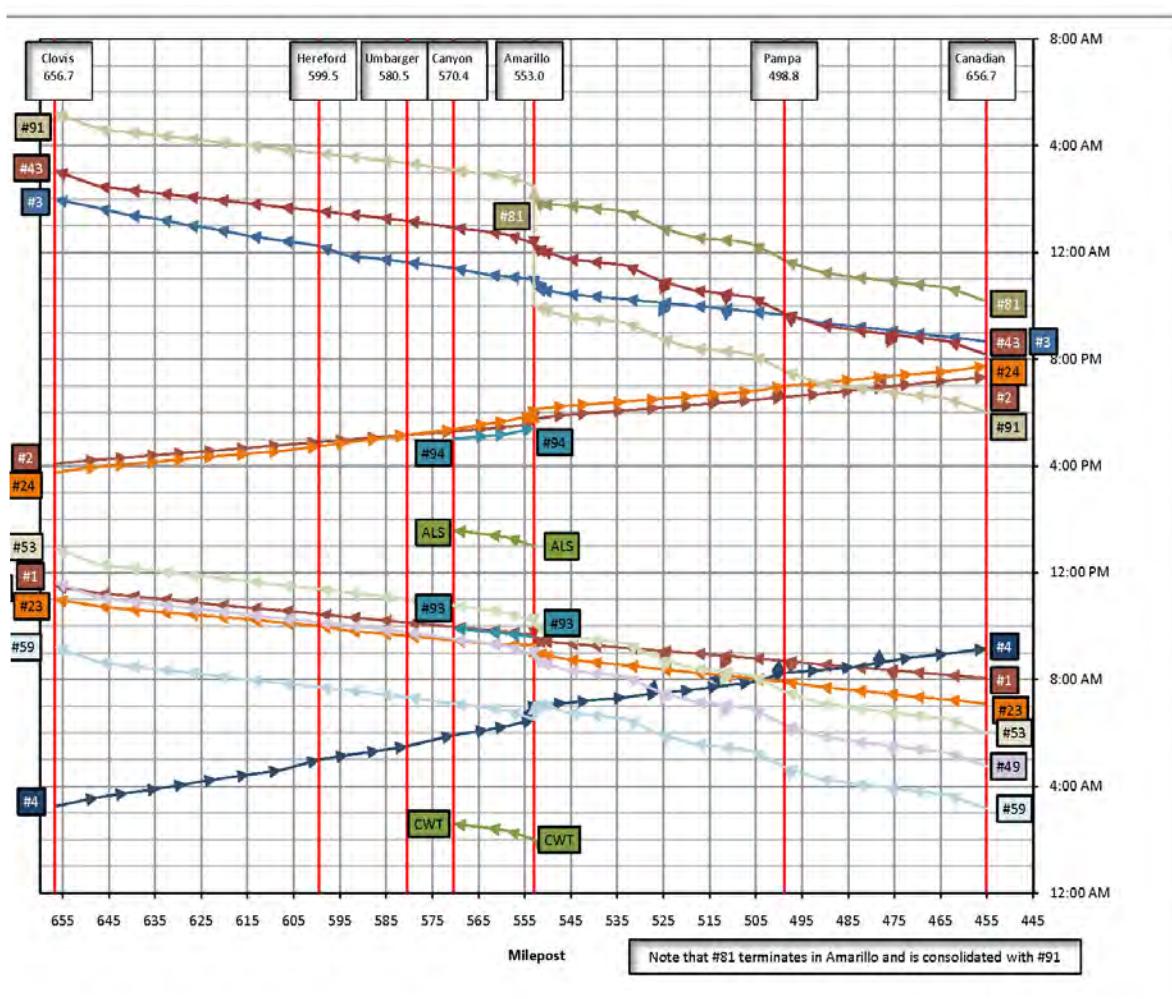
So what it comes down to is that the timeline can be used as a tool for developing gam-ing scenarios for our operating sessions that let them become more than running the same trains each session. The scenarios can be as simple or as complicated as we want. A dispatcher can use the graph of the scheduled trains to keep his empire fluid, and draw in his own schedule for extras and sections. Of course, there will be the time that #1 loses power on one locomotive just east of Hoover, and has to limp to Amarillo, throwing everyone's schedule off!

Want to try it for yourself? Here's a scenario Virgil Young compiled for a turn-around way freight operating from Amarillo to Hereford and return. Give it a shot. Use a pencil and a ruler to draw a schedule for this train on Figure 1. I'll show my answer on the last page of this newsletter.

Town	Arrive	Depart	Comments
Amarillo		8:00 AM	Depart
Canyon	8:35 AM	10:05 AM	Depart after #1
Umbarger	10:20 AM	10:40 AM	20 minutes switching
Hereford	11:00 AM	2:00 PM	Three hours for meal break and switching
Umbarger	2:45 PM	5:30 PM	Depart after #2
Canyon	5:45 PM	6:30 PM	45 minutes switching, pick up cars Lubbock Junct.
Amarillo	7:15 PM		Tie up

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Figure 1. Timeline of freight and passenger trains on the Plains Division, Second and Third Districts 2/20/53



List of scheduled trains through Amarillo from AT&SF employee timetable #87, 2/20/55.

Number	Name	Direction	Enter	Leave
1	San Francisco Chief	West	Canadian	Clovis
2	San Francisco Chief	East	Clovis	Canadian
3	Mail	West	Canadian	Clovis
4	Mail	East	Clovis	Canadian
23	Grand Canyon	West	Canadian	Clovis
24	Grand Canyon	East	Clovis	Canadian
34	Southern California Chicago Fast Freight	East	Clovis	Canadian
37	Mixed	West	Amarillo	Boise City
38	Mixed	East	Boise City	Amarillo
43	Southern California Fast Freight	West	Canadian	Clovis
49	Northern California Fast Freight	West	Canadian	Clovis
53	Southern California Fast Freight	West	Canadian	Clovis
59	Northern California Fast Freight	West	Canadian	Clovis
81	Kansas City Texas Fast Freight	West	Canadian	Amarillo
87	Way Freight	West	Amarillo	Canyon
88	Way Freight	East	Canyon	Amarillo
91	Kansas City Arizona Fast Freight	West	Canadian	Clovis
93	West Texas Express	West	Amarillo	Canyon
94	Eastern Express	East	Canyon	Amarillo
ALS	Amarillo Lubbock Sweetwater Fast Freight	West	Amarillo	Canyon
CWT	Colorado West Texas Fast Freight	West	Amarillo	Canyon

Those trains with a white background are not shown in the timeline graph.

Development of Boxcars from 1918 to the Welded PS-1 of 1951

1918 USRA Single Sheathed: Radial roof, Murphy corrugated ends. 25,000 Single-Sheath cars used steel hat-section Howe-trussed side bracing. Had an inside height of 9'0" and inside width of 8'6". Tichy and Accurail make single-sheathed models, but for one prototype each. Accurail has three versions with different ends and doors which are lettered for prototypes with similar appearances.



An Accurail single-sheathed car with a wood door and wood ends. All of Accurail's cars in this series are Canadian prototype, but are similar to the 1918 USRA models with the large fishbelly underframe and radial roof. This model has the molded-on grab irons and transverse running board irons replaced with wire. A-Line metal stirrup steps were also added.

1918 USRA Double-Sheathed: Radial roof, Murphy corrugated ends. 24,500 Double-sheathed cars using wooden side-framing with massively overbuilt fishbelly underframes were built. The wooden side frames deteriorated twice as fast as the metal side braces and became the first candidates for rebuilding in the thirties. This car had the same internal dimensions as the Single-Sheathed car. Accurail has a model of a similar car lettered for various railroads.

1920 USRA Steel Sheathed: Designed by the USRA but not built by the USRA. New York C built copies with 7/8 Murphy ends, but with the roof changed to U-shaped flat panels capped with U-shaped stampings. This car had the same internal dimensions as the 1918 USRA cars.

1923 First ARA Design Steel: Conflict developed over this design versus Pennsylvania designs by William Kiesel. Kiesel was the chairman of the ARA Mechanical Division and was considered to be arrogant. The Pennsylvania Railroad had the reputation of running rough-shod over the other railroads. This first design did not gain majority approval.

1924 Pennsylvania X-29: Flat Steel ends. This Car was the proposed Pennsylvania design for the ARA standard car. It was considered small, but its inside height of 8'7" was in line with the other designs. Pennsylvania X-29 and other 1923 cars had a major deficiency—deterioration of the side panels at floor level. The junction of the side plates and side sill allowed moisture to be trapped between the wood flooring and the lower sides, causing the side plates to rust from the inside out. This problem was handled by applying patches to the lower sides and thus created another detail to be added to the models.

Not all X-29 cars were the same. Variations include frame components, brake systems, side sheathing, ends and doors. The Pennsylvania built almost thirty thousand of these cars and sold many of these cars to other railroads.

Picture not available.

1924 ARA Single-Sheathed Steel: flat steel ends

1924 Defacto 1923 Standard: Utilized the Howe Truss system for the frames inside the steel sheathing. Over 20 thousand were built for several railroads after the design won approval on the second ARA ballot. Pennsylvania Railroad built its own X-29 design instead.

Picture not available

1925 ARA Double-Sheathed: Wood sides, Dreadnaught ends: Used internal "Z"-bracing in the Pratt Truss pattern.

1926 ARA Auto Double Sheathed.

1932 ARA Steel Double Sheathed, 9'4" Inside Height, 8'9" Interior Width. Introduced the Monocoque construction—uprights inside the walls and the steel skin supported the weight of the car and cargo; the center sill transmitted longitudinal pulling and pushing forces. This design eliminated the long-running argument as to which truss system, the Pratt or the Howe, was the best. The Monocoque didn't use a truss framework in the walls, only the uprights.

Features such as ends, doors and roofs were left up to the railroads. At least five roofs were used—the new raised-panel roof, an ARA lap-seam style, a Pullman-built version of the Pennsylvania X-29, a radial and a Viking design. Ends ranged from the 4/4 and higher 4/5 Dreadnaught ends, the old riveted flat-steel plate of the Pennsylvania X-29 and the old Murphy 7/8 ribbed end.

The ribbed door design, known as the Youngstown Door was widely used on the '32 boxcar. There were even some reverse Creco doors.

Atlas has announced that it is coming out with a 1932 R-T-R boxcar model due in July, 2008. It will have two railroad-specific body styles: 1, with long-tabbed sills, Murphy Panel roof and 4/4 Dreadnaught ends and 2, with long-tabbed sills, 11-panel flat riveted roof and flat, riveted ends. MSRP is \$29.95. Atlas did not indicate future releases, but with the variety of roofs, ends, and doors on the prototype, more versions will probably be released.

Picturre not available.

1932 Pennsylvania X-31 Round Roof: Inside height increased to 10'0". Clearances were minimized by the rounded eaves and by lowering the mounting height of the wooden running boards. The grab iron above the side ladders was also recessed. The ends were 4/5 Dreadnaught. Pennsylvania forced acceptance of this increased height boxcar by embargoing any railroad that would not accept it in interchange.

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Pennsylvania eventually produced three versions of the round roof cars: X-31a, 40 foot single-door cars, totaling 6,700 and 3,700 double-door versions. X-32a and X-33a fifty foot single-door cars were introduced in 1936. X-32b, with auto racks and double doors plus X-33b with auto racks, double-doors and end doors were produced in 1936-37. Total production of fifty-foot cars was 2,110.

These cars were not widely copied, but roads which had a financial connection to the Pennsylvania acquired some of the cars. Detroit, Toledo & Ironton obtained forty and fifty foot cars, some of which were sold to Northern Pacific in the late forties. Norfolk & Western received substantially more than DT&I and 1287 forty foot cars and 296 fifty foot cars remained in 1948. The Virginian received 25 fifty foot cars and Seaboard purchased cars similar to the Pennsylvania round roof.

Other roads to acquire the round roof cars via the second hand market were Wabash, Detroit & Mackinac and Tennessee, Alabama & Georgia. In 1950-1955, any of these might be found in trains in the Panhandle of Texas. Many of the 40 foot and 50 foot versions of the round roof cars in several road names are available from Bowser.

Picture not available.

1936-'37 B & O Railroad used the ends and underframes of 1290 USRA wood-sheathed M-15 Boxcars to build 1240 Class M-15K Wagon-top Boxcars and 50 Class M-15L Wagon-top Automobile Boxcars. Soon after these conversions were completed, 2000 Class M-53 Wagon-top boxcars were constructed new. In February and August, 1941, 1000 slightly heavier M-53A were constructed. Both the M-53 and the M-53A were fitted with the Duryea Underframes. Inside height was 10'0", inside width was 9'2" and inside length was 40'6". All of the M-53 series originally had single-plate steel ends and doors. As time passed, many of the single-plate doors were replaced with Youngstown corrugated doors.

In the 1950s, the old underframes of the M-15 series reached the age of 40 years and could no longer be interchanged. The B&O then had 1,000 serviceable steel cars that could not be interchanged. Back to the shops they went, to have new underframes and doors installed. They became the M-15 N & P series and lasted through the 1970s.

All Wagon-tops were painted Oxide red until December 1939 when 25 Class M-53 cars were re-classified C-16, equipped for passenger service and painted B & O Coach Green. An additional 100 M-53 were converted to C-16 soon after. All C-16 class were eventually returned to regular freight service, steam pipes removed and repainted oxide red with white lettering.

The M-15 and M-53 series are distinctive cars, but less than 5,000 were built. It will not take but one or two of these cars to make an impression on the viewer. A styrene kit is not available, but a resin kit from Sunshine Models is available. Articles have appeared on scratch-building one of these cars by making a wood core and gluing sheet styrene around it. The flat steel ends and doors are easily reproduced. The ribs can be formed from plastic strips. Plans appeared in *Mainline Modeler*, November 1982, pg 26-27.

Picture not available.

1937 AAR Double Sheathed Steel, 10'0" Inside Height, 9'2" Interior Width. Dreadnaught Ends. The roofs were predominately the new raised panel roof. Early cars had square corners but soon gave way to W-corner posts with rounded ends. Railroads varied the components—Erie, C&O, C&NW, C&EI and NKP substituted Viking roofs, while Erie and C&O substituted their Deco and Buckeye ends. The EJ&E was an early user of 8' doors, while the Central of Georgia used a door and a half to span a 10' opening. Railroads in the Pacific Northwest substituted a channel steel side frame and wood outside sheathing.

The 1937 car became the first broadly accepted and universally seen boxcar of the pre- and post-WWII era. It was rare for any railroad not to have some of these cars by 1950. Models of these cars are produced by Intermountain, Red Caboose, CB&T and Branchline. Separate 40' Viking roofs are available from Des Plaines Hobbies.



10'0" interior height 1937 Erie boxcar with a Viking roof installed. Viking roofs are available from Des Plaines Hobbies in 40' lengths. They may be cut and spliced to form 50' roofs

1939-40 Milwaukee Road welded rib-sided boxcar. Dimensionally similar to the AAR Modified '37 boxcar with inside height of 10'6", 40'6" inside length, 6' doors, 3898 cubic feet and 42,600 lbs light weight. A new company, Rib Side Cars, makes models of various configurations of this car. The model has separate ladders and grab-irons, but a rudimentary underframe.



A Ribside Car Company Milwaukee Road rib-sided. This model has had A-Line metal stirrup steps and brackett grabirons from Red Caboose installed.

1941 AAR Double-Sheathed Steel, 10'6" Inside Height Modified '37 boxcar with 5/5 Dreadnaught ends. The CB&Q built 16,205 of these cars over a nineteen-year period for itself and its subsidiaries, C&S and FW&D. It was the first all-steel car on the Burlington Route. 2,000 Santa Fe class Bx-37, built by Pullman, used this design.



A 1941 Modified '37 boxcar with a raised panel roof, 5/5 Dreadnaught ends and a 10'4" inside height.

1944 Same dimensions as Modified '37 car except had improved Dreadnaught ends and a diagonal panel roof. These cars, because the improved Dreadnaught ribs were wider than the original Dreadnaughts, used a 4/4 end arrangement.. On some of the cars, the top rib was rectangular. The CB&Q version was classified XM-32A and 255 were the first when built in 1945. Santa Fe class Bx-44, built by Mt. Vernon, Bx-48 and BX-52, built by Pullman, Bx-49, Bx-50 and Bx-53, built by ATSF, and BX-51, built by GATC, totaled 5,000 of this design owned by the Santa Fe.



A 1944 Modified '37 Boxcar with 4/4 Improved Dreadnaught ends, a diagonal panel roof and an inside height of 10'4"

1947 Pullman PS-1 Welded Version of AAR 10'6" Pullman roof with impressed "bowtie" stiffeners on each panel, and Pullman ends consisting of 4/5 corrugations. The design was so successful that it continued in production until 1963. 500 Santa Fe class Bx-57, built in 1950, used this design.

Kadee has the most detailed and expensive model of the PS-1, but Intermountain, Red Caboose, Branchline and Accurail also have PS-1 models. Accurail's is for the early model of the PS-1, with

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flat roof panels next to each end, but it has the late version ends with the six squares impressed in the top center. The Accurail car has molded-on grab irons and ladders.

1949 ACF Welded version of AAR 10'6" Corrugated Ends. 500 Santa Fe class Bx-59, built by AC&F in 1950-51, utilized this design



A Kadee PS-1 with bowtie stiffeners embossed in the roof panels, PS-1 corrugated ends and an inside height of 10'6". Some very subtle weathering was applied. Otherwise, the car is stock.



7/8 USRA end



5/5 Dreadnaught end



4/4 Improved Dreadnaught end



PS-1 Corrugated end

1951 AAR 10'6" Light Weight Welded: Designed to use very thin 1/16" thick steel side plates. No prototypes were produced. By this time, the usefulness and production of the 40-foot boxcar had diminished in favor of the fifty-foot and larger boxcars.

What boxcars would we expect in 1950-1955?

A string of post-WWII freight cars would include USRA cars, their rebuilds, the single-sheathed ARA Pratt truss box and the Howe truss "Z"-braced cars, the ARA '32 and various '37 designs, the B&O wagon-top, along with the Milwaukee and Pullman welded designs. Various Pennsylvania models, as produced by Bowser, Red Caboose, Sunshine Models and Westerfield models would be present in significant amounts.

We would find ourselves in the same predicament as all of the subscribers to the Steam Era Freight Cars Group; kits or ready-to-run styrene models of all of the cars mentioned above are not available. However, many of the cars not available in styrene are available as resin kits by Westerfield, Sunshine, Speedwitch and Funaro & Camerlengo. The resin kits, being a different type of kit, take longer to build than a styrene kit; many are on hand, but not built. Hence, they are not available for needed illustrative photographs for this article.

The skill required for building, painting and decaling resin kits is a learned skill. Westerfield has produced an excellent descriptive video available for \$10.00 when purchasing one of his kits. Clinics on constructing these kits might be one of the goals of our organization. At the same time, many members of ARM avoid building an Intermountain styrene kit of a 1937 boxcar because they don't think they can assemble all the small parts. Again, this is a learned skill, and could be the subject of another clinic.

Member Information

Amarillo Railroad Museum

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

Web Site
Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m,
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673
bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jones, Mike
374-1686

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796
gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551
Amarillo, TX 79116
353-2559

Michels, Jerry [Judy]

133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]
PO Box 1133 Los Alamos, NM 87544
505-661-1816 milomorris@aol.com

Pigg, Guy
913 S. Louisiana, Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]
6701 Alpine Lane
Amarillo, TX 79109
358-9774

broth6701@sbcglobal.net

Jim & Sandra Shook
3300 Patterson Drive
Amarillo, TX 79109
322-0002
drgjim@arn.net

Silva, Linda & Junior, Angel
613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

Soeeborg, Pelle – Farumsodal 18, DK
– 3520 Farum, Denmark
45-4499-8805

pelle@soeeborg.dk

Sowle, Paul & Janet
3206 Oakdale
Amarillo, TX 79103
373-7570 pbjarb43@aol.com

Sweeney, Joe [Ella]
6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula
4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvирg@sbcglobal.net

Special Mailing
The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members

Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net
McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
r mccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
r rand4449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz
PO Box 1175
Powell, OH 43065

Harry Carpenter
1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
h carpenter@bellsouth.net

Frederick W. Thompson
651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

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Roberts, Carl
 121 Springbrook Road
 Old Saybrook, CT 06475
 860-388-2565
eagleu18b@sbcglobal.net

Durbin, Brian
 7-19 Forest Glen Circle
 Middletown, CT 06457
 860-613-0215
bhdurbin@yahoo.com

Coffman, Randall
 1500 River Circle
 Richmond, KY 40475
 859-527-0476
randy@coffmaneng.com

David Hunt
 611 Hillcrest Drive
 Blair, NE 68008
 402-533-2212
david.hunt@huntel.net

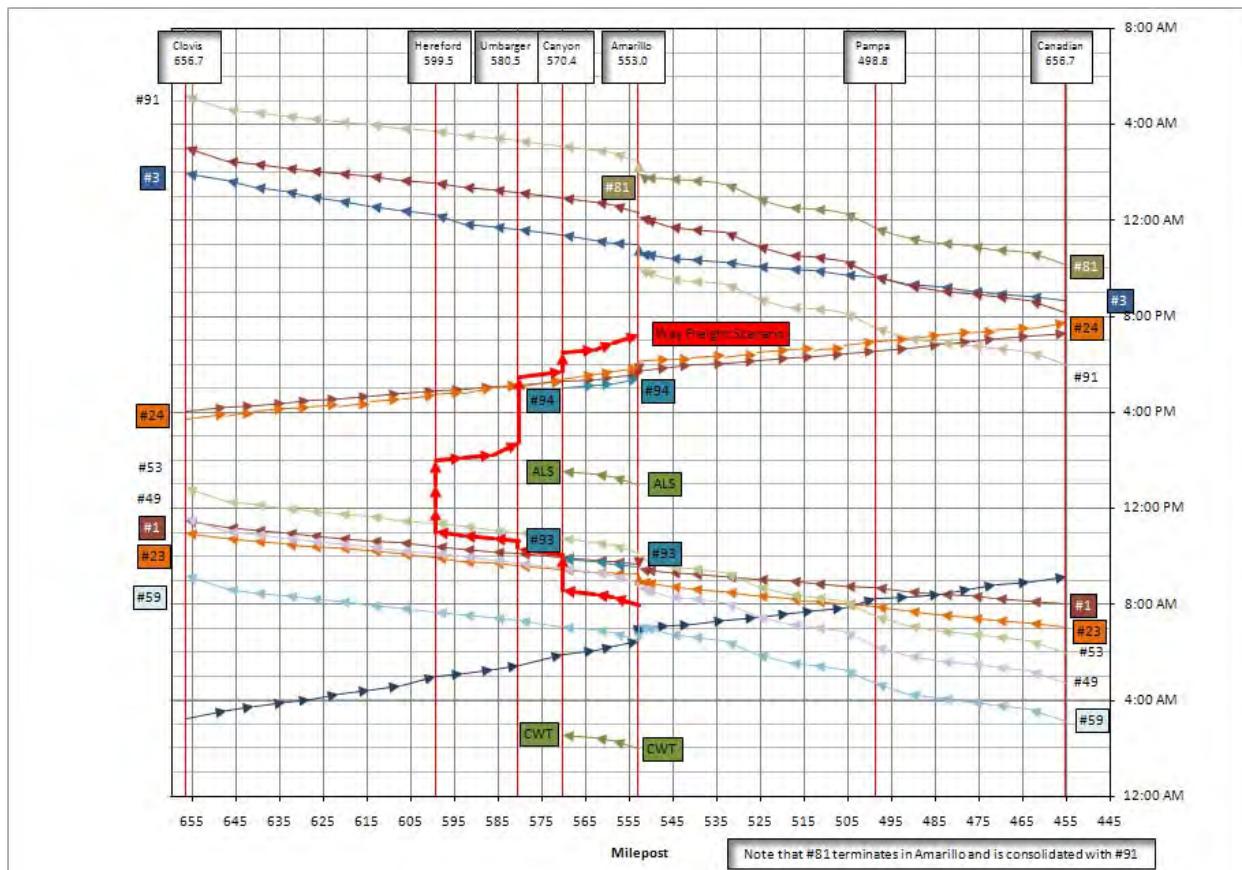


Figure 2—Solution to Problem

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June 2008



President's Message

By Bob Roth

I would like to thank everyone that attended the Business Meeting for your vote; I sincerely hope this was a vote of confidence and not a vote just because I was the only candidate for President and Virgil Doyle was the only candidate for Treasurer. I was surprised as this seemed to be the lowest attendance at a Business Meeting on an election night that I can recall although the attendance climbed slowly as the meeting progressed. I am trying to shorten the meetings to give more time for clinics and/or for time to work on the layout following the Business Meeting.

Let me apologize for this newsletter being a little later than desired. I had to take a few days off to move my younger son to Fort Worth for the summer where he will be working as an intern for the BNSF.

Layout Construction Notes: The interim loop is nearing completion as we have started to turn the last corner. Late on the May 10 Saturday work day after most of the folks had left for the day, Tracy Ball, Mike Jones and I laid the bench top at the East end of Canadian and started to install spline roadbed turning the corner around the end of the wall back toward the Staging Yard. In part this was a demonstration of the construction of spline roadbed for the main line of the layout as well as an inexpensive means to complete the roadbed for the interim loop. Each day we work we get closer to our goal to be able to run trains.

Open House June 14: Earl Carrell started a list of food for the Open House; we need all of our active members to sign-up to bring food for a celebration on this date. We should be celebrating the completion of the interim loop by June 14. Please plan to be there before 9:00 AM to help with set-up and final preparations before we open the doors.

Notes from the Executive Board: There is no news this month as there has been no serious interest expressed in the electric jacks and we are still waiting to receive our first batch of new custom car models. The plastic bags we covered the jacks with did not last for very long; most plastics today are sensitive to sunlight and they start degrading after just a few days of exposure.

Rock Island Railroad's "Choctaw Route" - Historical Information: Part 2

This month I will give some of the broad history of the Rock Island because their purchase of the

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Choctaw Route was not their first entry into the State of Texas. The Rock Island & LaSalle Railroad received a charter in 1848 to build a railroad to connect the Mississippi River with the west end of the Illinois-Michigan Canal, which had been built from Lake Michigan to the headwaters of the Illinois River in 1847.

The company had difficulty raising capital under the name of the Rock Island & LaSalle Railroad. The directors for the company looked to the gold fields in California as opening the west coast as a potential trade center so a decision was made to petition Congress for the Right-of-Way. A Bill to extend the Rock Island & LaSalle passed the Illinois Legislature on January 11, 1851 and ten days later their charter was amended and permission granted to extend the line from Peru eastward to Chicago by way of Ottawa and Joliet, Illinois. Shortly thereafter the corporation title was changed to the Chicago & Rock Island Railway Company.

Actual construction of the railroad started on October 1, 1851. The first rails for this railroad were shipped from England. Utilizing the first engine, *The Rocket*, the first 40.6 miles of railroad track were completed between Chicago and Joliet in October, 1852. The railroad pushed westward with the track and associated freight and passenger service being completed to Peru on April 16, 1853, another 59.2 miles. The railroad continued building westward toward the Mississippi. A bridge was built across the Mississippi River that used over a million board feet of timber. The first train crossed the river on this bridge on April 21, 1856.

The Secretary of War, Jefferson Davis, was the first individual to oppose the construction of the bridge across the Mississippi. Fourteen days after that first train, the bridge was rammed and partially destroyed by the packet *Effie Afton*. In the lawsuit that followed, Abraham Lincoln was the lawyer for the bridge and railroad companies. The case wasn't settled until December, 1862.

Across the Mississippi in Iowa, the Mississippi & Missouri Railroad started construction of railroad track with the first track laid in Iowa on June 29, 1855. On May 15, 1856 the M & M Railroad was granted 774,000 acres to speed-up construction of the railroad across Iowa. They built westward to Ottumwa, Iowa where construction halted because of the Civil War. At the start of the war, the M & M Railroad was heavily in debt and when it was foreclosed, the Rock Island bought the line. After the Civil War, the entire railroad system was incorporated as the Chicago, Rock Island & Pacific Railroad on June 2, 1866 and continued to build westward. Next Month: Onward to Texas!

Next Meeting: The next Business Meeting will be on Thursday, June 5 at 7:30 PM.

MEETING MINUTES

ARM Business Meeting

May 1, 2008

Old Business:

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

Treasurer's Report:

	Checking Account	Car Savings	Insurance Accrual	Check Book Total	Savings Account	Total Cash On Hand
Beg Bal:	\$1,603.53	\$6,464.41	\$1,000.00	\$9,067.94	\$2,295.09	\$11,363.03
Expenses:	1,851.29					
Income:	682.85	20.78	100.00			
End Bal:	\$ 435.09.	\$6,485.19	\$1,100.00	\$8,020.28	\$2,295.09	\$10,315.37

The gas was not turned off and we had a double gas payment this month. We will turn off the gas for the summer and this will provide some relief. This is the first day of the month and we don't have the interest earned on the Savings Account.

The Treasurer's Report was Approved as Read.

Audit Committee Report:

Virgil Young passed-out copies of a report from the Audit Committee, composed of Virgil Young and David Jusiak. They reported that our Treasurer Virgil Doyle got an "A." The report noted that all transactions including disbursements and deposits were posted by month in an Excel (computer program) file; checks had the purpose and amount written on them, the checks were fastened to the appropriate bank statement and back-up receipts were kept in a separate file in chronological order.

The Audit Committee Report was approved.

Car Sales Report/Update:

Jerry Michels reported nothing new; we are waiting for new car models to arrive and sales of the cars we have in stock have been slow. We don't expect sales to pick up until we have some new cars. Jerry did not have sales figures for the last month since this was May 1, but he will provide a detailed report for Run 8.

Layout Construction:

Construction has been progressing with track laid down the length of the Staging Yard between switches. The benchwork at the SW corner for the return loop at Canadian is nearly complete. The next big need is to install the wiring drops from the track for power.

Building & Grounds:

The concern was mentioned that our push mowers were basically worn out and need to be replaced. Members were requested to keep their eyes open for decent used mowers.

Prototype Railroad Equipment Acquisition:

I had an initial contact with Jeff Ford; the only other person that has expressed interest in this was Earl Carrell. Question was asked if anyone else was interested in serving on a special committee but no volunteers were observed.

A question was asked about Richard Raff's signal box equipment. This needs to be investigated. Richard had offered the signal boxes to us some time back but the issue was the

Elections: Elections for President, VP/Secretary & Treasurer.

It was noted the President, Bob Roth and Treasurer, Virgil Doyle both were present and were interested and willing to run for their positions and were unopposed. No other interest was expressed in these positions. A motion was made to Elect the President and Treasurer by Acclamation; this motion was Approved.

Vice President/Secretary Earl Carrell was not present. Earl had previously stated he would be willing to serve again if no one else was interested in the position. Virgil Young had expressed an interest in running for the VP/Secretary position if Earl stepped down. Virgil Young did not want to run against Earl. A motion was made and seconded to hold the election of the Vice President/Secretary in Abeyance until we could discern Earl's intent. Some questions were asked concerning the Secretarial duties being performed by Earl; President Bob Roth noted he had assumed the writing of the Meeting Minutes after the difficulties had been encountered with the financial reports but Earl had been gathering the other business records. The Motion to hold the election for the VP/Secretary in Abeyance was approved.

Housekeeping Schedule: Month of May – Andy & Beverly Lyle

New Business:

Open House: President Bob Roth mentioned the need to plan our Open House scheduled on June 14. It was mentioned this is on Father's Day weekend and a question was asked if we wanted to consider moving the date for the proposed Open House; the response was that we don't want to move the date again as we are almost always going to have a conflict with something. It was noted that Earl Carrell had started an invitation list and also had started a plan for food; this will be a good time to get the invitations going. A question was asked if we might want to invite the Mayor and members of the City Commission; the response was that we do not want to invite the Mayor or city commissioners at this time since we will just have the initial loop of track operational – we want the layout to be more complete so that we really have something to show.

Mowers: It was mentioned we had received an e-mail message from member Tom Jones clarifying the situation with the Allis-Challmers tractor. Tom's message indicated he was willing to donate it to the club if the club wanted to use it for mowing; if not, Tom wanted to retain ownership. The problem with the tractor is that at least one of the cylinder sleeves is cracked and needs to be replaced; this will involve major mechanical work to repair it. Earl Carrell had previously indicated he knew someone that might be able to repair it. We need to approach Earl to explore this.

Push Mowers: We need to keep our eyes open for decent used push mowers; the two mowers we have are both worn out and will not make it this season. A question was asked about renting mowers as needed. We had not investigated the cost for renting mowers but there was a concern the cost to rent would exceed the purchase cost for a decent used mower in a short time.

Mowing: A question was asked about the use of the jail inmates to assist us with the mowing and weed eating. David Jusiak stated that we would need to provide the mowing equipment; the

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Sheriff's Department does not provide mowing and weed-eating equipment.

Rock Island Rail Trail:

President Bob Roth reported he met with Larry Offerdahl, City Parks & Recreation Director prior to the Business Meeting. Larry had indicated he was looking at using the beginning of the part of the rail trail park between 7th and Crockett and Georgia Street for the historical display area. Bob Roth had suggested to Larry that a picnic-type shelter structure for this area could be built similar to a train platform rather than a gazebo and that a concrete path stamped with the pattern of a railroad track could extend off the rail trail path over to the platform similar to a railroad siding. This gave Larry some ideas. A question was asked if Larry wanted to keep the whole display oriented toward the Rock Island, or if he wanted to have something about the other railroads; Larry was open to a recommendation either way. Larry's goal is to have a quality display. Bob Roth still has more research to complete due to conflicting information on the Rock Island and it was proposed to meet again in 6-8 weeks.

Next work dates: May 10
 May 24 *Memorial Day weekend
 June 14 – Planned Open House
 June 28

Next Meeting: June 5, 2008. Meeting is to start at 7:30 PM

Cleaning Schedule:

January	Earl Carrell
February	Dan Juliano
March	Jerry Michels & Jim Shook
April	Joe Sweeney
May	Andy & Beverly Lyle
June	Tracy Ball
July	Guy Pigg
August	Virgil Doyle
September	David Jusiak
October	Bob Roth
November	Tracy Ball & Earl Carrell
December	Volunteers needed!

Tracy Charges the Batteries on the S2

With diesel fuel approaching \$5.00 per gallon, the 1943 model S2 isn't run very much, and her batteries need periodic recharging. There are eight 8-volt batteries giving a total of 64 volts for starting. It takes about two hours per battery for one heavy-duty charger. Tracy has access to two of these chargers, so it takes about eight hours to charge all eight of the batteries. Charging the batteries is a come-and-go affair usually performed on Saturday or Sunday.

Tracy bought 16 gallons of diesel fuel and paid \$4.31 per gallon. Next day, it's \$4.45 per gallon.



TOP: TRACY DISCONNECTING THE BATTERY LEADS BEFORE HOOKING UP THE CHARGERS. EACH BATTERY CAN TAKE MORE CURRENT THAN ONE CHARGER SUPPLIES.

RIGHT: THE HOOKUP IS COMPLETE. TRACY CAN LEAVE FOR TWO HOURS WHILE THESE TWO BATTERIES ARE CHARGING.





AS WE LEAVE THIS PEACEFUL SCENE, WE ARE THANKFUL THAT THESE TWO ORANGE SENTINELS WILL REMAIN ON DUTY, REPLENISHING THE ELECTRICAL ENERGY OF THE TWO BATTERIES, WITHOUT CONSUMING ANY EXPENSIVE DIESEL FUEL. WE ALSO KNOW THAT OUR FAITHFUL SERVANT, TRACY, WILL RETURN IN TWO HOURS.

Spline Roadbed and the West End Loop

As Bob Roth noted in his President's Message, he, Tracy Ball and Mike Jones began laying the sub-roadbed from the east end of Canadian back to the staging yard. Since no photographs were made during the preliminary work, pictures were made as Tracy Ball and Mike Jones put the finishing touches on the spline roadbed.

The chief advantages of spline roadbed are its light weight, its ability to make curves with easement built in and its strength. In the following photos, Tracy and Mike are applying one more strip to each side of the roadbed.

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TRACY FITS ONE STRIP TO THE CENTER CORE.



TRACY APPLIES GLUE BETWEEN STRIPS.

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TRACY CLAMPS THE NEW STRIP TO THE CORE.



TRACY AND MIKE JONES CHECK OVER THE INSTALLATION.

Passenger Cars on the ATSF in 1950-'55

Providing realistic passenger car consists has not been as easy for modelers as it is now. Model passenger cars were generic; assembling a particular prototype required the modeler to locate one of the generic cars most resembling the car desired, remove the sides, ends or roof, and substitute third-party etched brass sides, new windows, roof and ends. The modeler had to locate trucks and add the complex third party detail under the floor and on the roof. Finally, painting and decaling resulted in a prototypical passenger car.

About the time that importers began bringing in prototypical brass steam engines, some importers provided prototypical brass passenger cars. They were usually expensive and heavy, and the trucks, which might be highly detailed, often ran poorly. The quality and detail of the earlier cars varied greatly and should be examined before purchasing and replacing the trucks, etc. Some manufacturers, such as Coach Yard, provide detailed passenger cars which are light in weight, have free-rolling trucks and are built to a specific prototype. They are also expensive, but few modelers can match the quality. Coach Yard is slated to import the Super Chief cars in the near future. Check their web site for details.

Plastic lightweight passenger car models based on a particular railroad were offered by Walthers several years ago. In 2004, Athearn began offering F units based on a decorated Highlanders shell. Walthers offered a twelve-car set of Santa Fe prototype, Super-Chief Cars. Each of these cars ran on the Super Chief, but not always at the same time. These were marketed with an Athearn Highlanders F7 to make the complete Super Chief set. These cars are still offered in the Walthers line, and many of them can be used on other Santa Fe trains as well.

The Super Chief cars include the following:

932-9001 Budd <i>Pine</i> series 10-6 sleeper	932-9002 Budd 73' Baggage
932-9003 P-S 36 seat diner	932-9004 P-S 29 seat Dormitory Lounge
932-9005 1938 <i>Hotevilla</i> 10-6 sleeper	932-9006 P-S Pleasure Dome
932-9007 63' Railway Post Office	932-9008 <i>Vista</i> series Observation-Lounge

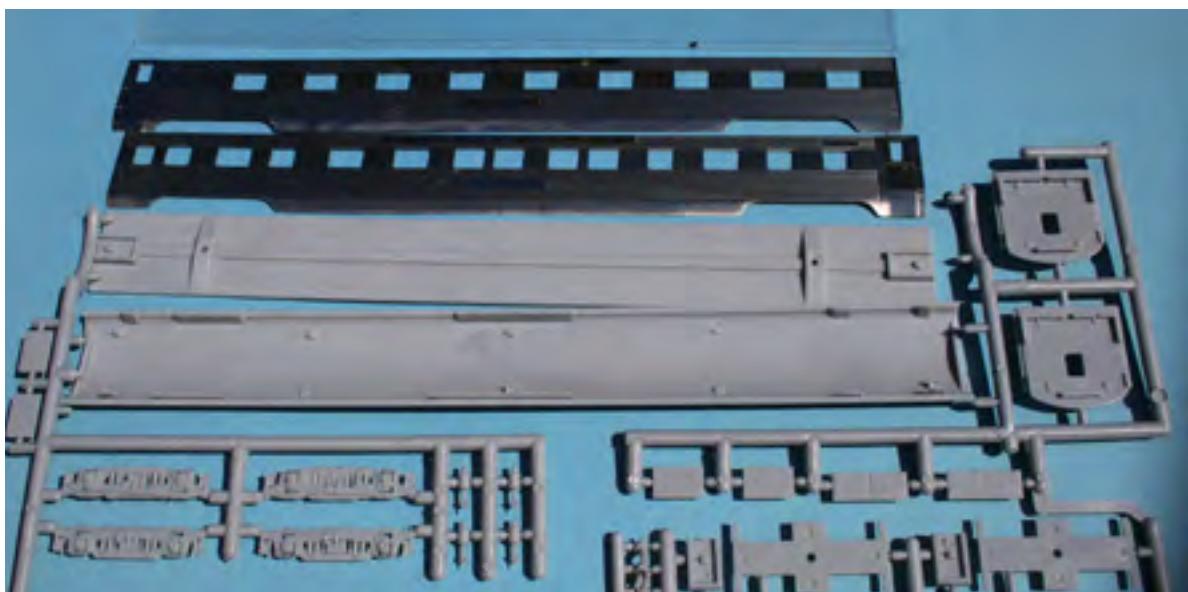
The 932-9005 *Hotevilla* 10-6 sleeper also comes with *Regal* decals, but is not a *Regal*. The Santa Fe Super-Chief metal car kits available from the SFH&MS do contain a *Regal*. Prototype *Regals* came from two builders, ACF with fifteen cars built in 1950 and P-S with seventeen cars built in 1948. The two series were very similar, but the ACF had a shorter distance between the tops of the windows and the roof of the car.



A WALTHERS PINE SERIES SLEEPING CAR. GRAB IRONS AND HAND RAILS ADDED.

Sleeping Cars or Sleepers are especially useful because a Chicago-Los Angeles Santa Fe train would often have sleepers from other roads, such as the Pennsylvania or New York Central, added or removed at Chicago and other sleepers may be added or removed at other points along the route. Coaches are also added or removed at certain points along the route. As modelers of the Santa Fe across the Texas Panhandle, we are especially interested in these additions or removals at Clovis and Amarillo.

The Santa Fe Historical and Modeling Society offers kits with photo-etched brass car sides (some plated) and Eastern Car Works or Trainstation Products core kits consisting of plastic ends, roof and floor. In addition to the kits, the modeler will need to purchase trucks, window materials, decals and other detail parts. When purchasing any of these kits from ATSFH&MS, it pays to be a member, since non-members pay an additional \$10 for each kit. For particulars go to www.atsfrr.net and look for the car sets. The ATSFH&MS kits are a return to the traditional way of building prototypical passenger cars. They make up into very attractive cars, but they require modeling time. But let's face it, how many passenger trains will one modeler build?



A SLEEPER KIT FROM THE SFH&MS. THE WINDOW STRIP IS AT THE TOP

Nearly every car can use some extra details whether on the outside such as vents, or on the inside such as seats and passengers. Several new companies have produced detail parts for passenger cars. The Red Cap Line has many forms of seats plus doors. Train Station Products has High-Level car kits, doors, windows, steps and trucks. Precision Scale, CalScale, Details West and Detail Associates all have some passenger car details.

Pictures and diagrams of the various cars can be found in *ATSF Color Guide to Freight and Passenger Equipment* by Lloyd Stagner, *The Passenger Car Library, Volume 5 Santa Fe and Southern Pacific* by W. David Randall and by looking for *ATSF Passenger* in the *Model Train Magazine Index*. This author's search in the index yielded 81 entries including many drawings by George T. Trager.

The subject of Passenger Trains, especially in the Panhandle of Texas, has been a dead subject for many modelers since the cancellation of passenger service on the Belen Cutoff. But passenger cars from a given railroad have unique characteristics as do its steam locomotives. The study and modeling of these distinctive characteristics gives many hours of modeling pleasure.

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site
Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m,
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796
gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551
Amarillo, TX 79116
353-2559

Michels, Jerry [Judy]
133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]
PO Box 1133 Los Alamos, NM 87544
505-661-1816 milomorris@aol.com

Osborne, Carter [Michelle]
6302 Dreyfuss
Amarillo, TX 79106
Osborne6302@nb-online.net

Pigg, Guy
913 S. Louisiana, Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]
6701 Alpine Lane
Amarillo, TX 79109
358-9774
broth6701@sbcglobal.net

Jim & Sandra Shook
3300 Patterson Drive
Amarillo, TX 79109
322-0002
drgjim@arn.net

Silva, Linda & Junior, Angel
613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

Soeeborg, Pelle – Farumsodal 18, DK –
3520 Farum, Denmark
45-4499-8805
pelle@soeeborg.dk

Sowle, Paul & Janet
3206 Oakdale
Amarillo, TX 79103
373-7570 pbjarb43@aol.com

Sweeney, Joe [Ella]
6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula
4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvирg@sbcglobal.net

Jones, Mike

Special Mailing
The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members

Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net
McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
rrand4449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz
PO Box 1175
Powell, OH 43065

Harry Carpenter
1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

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Frederick W. Thompson

651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

Roberts, Carl

121 Springbrook Road
Old Saybrook, CT 06475
860-388-2565
eagleu18b@sbcglobal.net

Durbin, Brian

7-19 Forest Glen Circle
Middletown, CT 06457
860-613-0215
bhdurbin@yahoo.com

Coffman, Randall

1500 River Circle
Richmond, KY 40475
859-527-0476
randy@coffmaneng.com

David Hunt

611 Hillcrest Drive
Blair, NE 68008
402-533-2212
david.hunt@huntel.net

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President's Message

by Bob Roth

The month of July was a blur as I spent almost half the month away from home on vacation. I attended the Santa Fe Railway Historical & Modeling Society convention in Riverside, California from July 8-13. Shortly after I got home my wife and I took a trip to southern Colorado to experience the Rio Grande Scenic Railroad. Both of these trips are covered in separate articles in this issue of RUN 8. A continuation of the History of the Rock Island Railway is also included in a separate article.

Concerning ARM business, a phone call from a contact with the Amarillo Area Foundation confirmed that I had missed the last meeting of the coalition supporting the Museum at the Santa Fe building. Sam Teague had offered to host the September meeting at the Madam Queen, but the folks at the Panhandle Plains Historic Museum in Canyon indicated they had a development to show-off. The September meeting will be at the Museum in Canyon. December will probably be too cold to have a meeting outside; the ARM comes up as a possible host for the December meeting of the coalition. I am very excited at the possibility of the ARM hosting the coalition meeting in December and would love to display the ARM to coalition members. I am hopeful we will have a larger piece of the layout completed to show-off by this meeting.

Financially we are still hurting and we will be until we receive new custom cars to sell. As-is we have some car sales each month, but our inventory is somewhat stale and is the primary reason sales have been slow. We anticipate the new cars from Intermountain will arrive in September. Our sales should jump and improve our income. Meanwhile, we are trying to minimize our expenditures. On a positive note, we have finally received some interest in the set of electric jacks and we are hopeful the sale of the jacks may be completed soon.

ARM Business Meeting

August 7, 2008

Old Business:

Meeting Minutes from July: Published in Run 8; Approved as Published.

Treasurer's Report:

	Checking Account	Car Savings Account	Insurance Accrual	Checkbook Total	Savings Account	Total Cash in Bank
Beg Balance:	(\$ 245.28)	\$6,485.19	\$1,100.00	\$8,111.09	\$2,302.71	\$10,413.80
Expenses:	\$ 820.30					
Income:	\$1,591.48					
End Balance:	\$ 525.90	\$6,485.19	\$1,100.00	\$8,111.09	\$2,302.71	\$10,413.80

The positive ending balance in the check book was noted to be due to a generous donation of \$600.00 by Virgil & Paula Young during the month of July.

The Executive Board is pursuing the sale of the jacks; some interest has been expressed by a couple of different organizations. We will need to rent a generator this month to demonstrate the jacks to the prospective buyers and need to test the jacks ourselves before we bring the prospective buyers out here. We had an electrician, John Stultz, at the ARM this evening check the hookup from the generator to the jacks. If we are able to sell the jacks, the proceeds could eliminate our debt for the building loan. Earl Carrell and Jerry Michels were thanked for their time this past weekend to clean rust off the jack screws.

The Treasurer's Report was approved as read.

Car Sales Report/Update:

New Cars: No News. It is anticipated we will probably have the ART refrigerated cars, the C&NW covered hoppers and the Pennsylvania Merchandise Service box cars all delivered in September.
 Rock Island Boxcars: Anticipate receipt in October.

President Bob Roth noted one of the clinics he attended at the SFRH&MS Convention was a discussion with Intermountain Railway Company's President. The discussion included information about sales of various cars they produced emphasizing that they are not blindly mass-producing models and shipping the models to the hobby suppliers. Instead, they are issuing announcements through their monthly Email releases to the Intermountain Railway Club about prospective car models. If they do not see interest in particular car models, they don't produce them. When you see an announcement about a prospective car coming out, that you want to buy, go to your local dealer and ask them to make a reservation for you for that particular model. This will alert Intermountain of customer interest.

Layout Construction:

The next task is to start construction of the overhang above the layout and then we will extend the spline roadbed from the ends of the helix over toward Amarillo Junior Yard on the lower level of the layout and to the wye with a single loop helix into the upper staging yard on the upper level.

President Bob Roth mentioned a question concerning plans for storage of personal model

railroad equipment. Our early plan had been to install lockers underneath the Staging Yard. Each member of the ARM could construct a locker to protect equipment. This is still a plan; we have to complete the Yard construction before we can really think about lockers and we really need to focus on building more layout before we worry about completing the lower staging yard. The anticipated size of the lockers was approximately 2'x 2'x 2'. Member Virgil Young noted he had looked into construction of lockers with plywood and had determined that purchase of special metal lockers would be the more cost effective solution.

Other discussion came up that there is still plenty of work to be done on the layout as-is; more tracks can be laid in the Staging Yards where we already have switches installed and/or install ties under the track where ties are missing. Members were encouraged to take up the initiative to perform such tasks without waiting specifically for members of the Executive Board to give such directions. If someone doesn't know how to do a particular job, please ask and they can be shown how to do the task.

Building: Update on Projects:

Cargo Door on Baggage Car preliminarily installed.

Tracy Ball and Earl Carrell have been working on the ceiling.

Bob Roth had installed new weather-stripping on the front door.

Maintenance Issues:

There is a pressing need to mow. Based on weather reports, Highland Park school received around 4 inches of rain last week. The grass and mosquitoes are mutually benefiting.

Prototype Railroad Equipment Acquisition:

President Bob Roth stated we need volunteers. Members of the Executive Board have their hands full with various projects; this last month a Santa Fe caboose located in Hereford was found up for auction. We were not in a position to bid and it appeared the seller wanted a lot for it but the issue is keeping our eyes and ears open for these types of things. Only two members had expressed interest in this effort; please contact Bob Roth if you might be able to help as a member of this committee.

Housekeeping Schedule: Month of August – Virgil Doyle
September – David Jusiak

Snakes: Paula Young noted that Tracy Ball had found a bull snake out behind the building recently. Based on her years of experience as a country school teacher, she pointed out that bull snakes, hog-nosed snakes and garden snakes help to keep rattlesnakes away. She asked that members not kill non-venomous snakes if they encounter them.

New Business:

Museum Coalition Meeting: The next meeting is September 18 at the PPHM in Canyon. President Bob Roth was approached about ARM hosting next quarterly meeting after that in December. It would be nice if we can have the next piece of the layout complete prior to this meeting so we can display our efforts.

Membership cards were handed-out to all members present at the Business Meeting. It was an oversight that cards had not been issued back in January.

New Members were recognized: Jim Shook; Guy Pigg; Mike Jones all joined the ARM in the January/February time frame. Jim Shook was presented with a key to the building at this meeting.

American Flag: New member Jim Shook asked if we might consider hanging an American Flag out in the train room and offered to provide a flag. The Executive Board needs to discuss this matter.

A question was asked about installing cup holders around the layout to hold drinks. Earlier plans had been to ban drinks from the Train Room to avoid having drinks set on the layout with the potential for spills, drips, etc.

Stolen Railroad Ties: It was noted that a bundle of railroad ties had been stolen from the ARM from the area between the tracks. The steel bands on the one bundle of ties had been cut; the cut bands were left behind. Although we don't know exactly when this theft occurred, it was noted that we need to report the theft. Although we are close to the Potter County Detention Facility, we need to report this to the City Police since we are within city limits. We might call the Sheriff's Department to let them be aware about the theft too.

Next work dates: August 9
 August 23
 September 13
 September 27

Next Meeting: Thursday, September 4, 2008.

Cleaning Schedule:

September	David Jusiak
October:	Bob Roth
November:	Tracy Ball & Earl Carrell
December:	Virgil & Paula Young

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Those Beautiful Jacks

We received word that Chris Bartel of a railroad short line in Wichita Falls, Texas was interested in examining the jacks for possible purchase, but he wanted to see them operate. Director Tracy Ball arranged to rent a generator capable of operating the jacks, and asked an electrical engineer from Pantex, John Stultz, to help connect the generator to the jacks for testing purposes. Several ARM members were on hand for the testing and to learn how to operate the jacks.

There was some trouble getting all four jacks to run until an open fuse was found in one of the jacks. Director Jerry Michel drove to a local hardware store and purchased a replacement fuse.



Engineer John Stultz holding the bad fuse. Jerry Michels drove to a hardware store to buy a new one.

After the fuse was replaced, all four of the jacks could be operated individually using the push buttons located on each jack while the remote control cable operated all four jacks at once. We shot some pictures at the test session, but when Martin Ciccali traveled from Wichita Falls on Thursday, August 21, to see the jacks in operation, we failed to get any pictures.

Earl Carrell, Virgil and Paula Young demonstrated the jacks for Mr. Ciccali. After the demonstration, Earl took Mr. Ciccali on a tour of our prototype equipment. During the tour, Mr. Ciccali told Earl that the jacks were exactly what he wanted for a shop in Nebraska, but the executives of the short line would have to make the final purchase decision. Jerry called Chris Bartel at the short line on Monday morning. Jerry left a message on Chris' voice mail but had heard nothing as of 3:00 PM Monday.



Four hot, tired, sweaty but triumphant workers who just completed a successful test of the jacks. John Stultz, engineer, Tracy Ball, construction foreman, Bob Roth, video camera operator, and Jerry Michels, advisor and gopher. That is Paula Young in the shade and talking on the phone.

Santa Fe Railway Historical & Modeling Society Convention Notes

by Bob Roth

I had a great time at the SFRH&MS convention. I videotaped convention tours of the BNSF's third main line project over Cajon Pass, BNSF's Hobart Yard, Blue Banner Packing Company and the California Citrus Heritage Museum. I also videotaped a number of clinics including "SFRD Survey: A Look at Santa Fe Refrigerated Models" by Keith Jordan; "Carbon Black: Its Uses, Manufacture and Transportation" by Jay Miller; "Santa Fe's Freight F & FT Units" by John Thompson and "Santa Fe Ice Houses" by Charlie Schultz. I will bring copies of DVDs of these tours and clinics to the ARM after I have finished downloading them from my video camera onto DVDs.

The first day of convention-related activity involved a bus tour up Cajon Pass where the BNSF is in the process of installing a third main track to smooth the flow of trains over the pass. The day started with a slide show that oriented us to the work in progress. We boarded the buses and made our way to the area where the track-laying machine was working. I was taping the action of the track-laying machine with my video camera. Unfortunately, our bus was located across a creek bed from where the action was taking place and we were unable to see the machinery working up close.

From there, we headed to a GATX tank car repair facility at Colton. They perform a wide variety of

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repair work at this facility except they do not totally repaint any cars; they do minor touch-up painting only as required.

The second day of convention-related activity started with a trip to the BNSF's Hobart Yard where the BNSF loads and unloads thousands of containers on a daily basis. Data provided to us indicated this intermodal facility is the busiest in the nation averaging approximately 115,000 lifts per month; they operate 24 hours/day, 7 days/week and average 26 intermodal trains/day.

We went next to Athearn's facility at Compton. They would not let us take any photos or video in their facility, but we were allowed to see Athearn's product development office before we were directed through their production and packaging area. They told us the majority of Athearn's raw production is being performed in China and explained how they develop models from initial planning through development of the tooling and verification of the initial moldings before they authorize full production of a particular model.

They indicated the F-units are extremely popular right now and were finishing F-units in front of us. Each locomotive was being placed on a short circle of track and run forwards and backwards before it was sent to packaging. Unfortunately there were no free samples for the tourists! We re-boarded our buses and headed to the Los Angeles County Fairground in Pomona to tour the RLHS Museum where they have several locomotives from the railroads that served the Los Angeles area on display; I only took still photographs at this museum.

The third day was actually the first formal day of the convention and given the convention focus on the citrus industry we started with a trip to the Orange Empire Railway Museum at Perris, CA. This museum appeared to be huge in size with significant grounds with several tracks filled with a lot of railroad equipment. I didn't shoot any video at the OERM since there was no narration but I took several still photos as I meandered around the grounds.

After lunch, we headed to the Blue Banner Packing Company in Riverside (a member of the Sunkist Citrus Growers Cooperative) where we were given a tour through the packing house. The packing house was primarily processing grapefruit at the time of our visit and we were able to watch a significant part of the processing and I shot video of our tour. They did allow us to take samples (grapefruit and/or oranges) from a box at the end of our tour and the oranges I grabbed were very tasty. I recommend watching the video of this tour for informational purposes.

Following this tour of the packing house, we traveled to the California Citrus Heritage Museum also located in Riverside. This museum is brand new, but they covered the history of citrus and how it was brought to Southern California and became a major industry. Riverside formerly was a huge center of citrus groves and a comment was made as our bus turned in the museum drive that the orange groves around the museum appeared essentially the way the whole Riverside area used to look. I shot video around this museum and it provides a good complement to the tour of the packing house in explaining the citrus industry.

Friday and Saturday the convention was centered in the Riverside Convention Center with clinics and vendors. There was also a modular club layout set up in the vendor room. A couple of features that captured my attention included a slide show from the Albuquerque group documenting the restoration of ATSF 2926 and a very interesting display by the Orange Empire Railway Museum on the

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Harvey girls. The OERM was soliciting contributions for a new museum structure dedicated to the history of the Harvey girls.

Saturday evening was capped with the banquet that included a memorial tribute to Chard Walker, Lloyd Stagner and Russell Crump. Since I was the only one running around with a video camera, I was asked to videotape the memorial so they could send copies of the video to the families of Chard Walker and Lloyd Stagner. The convention closed with the breakfast and annual meeting on Sunday morning and then I hit the highway for the drive back to Amarillo.

Notes on Trip to Ride the Rio Grande Scenic Railway

by Bob Roth

Prior to my trip to southern Colorado, I was interested in riding the Rio Grande Scenic Railroad since they acquired some former Santa Fe “big dome” cars for their excursion trains this year. My wife was interested in the High Altitude Concert Series advertised in association with the Rio Grande Scenic Railroad providing a rare common interest so she booked the reservations.

My wife made reservations for us to attend a concert on July 18th featuring Michael Martin Murphy, Ricky Skaggs and The Whites as one concert out of the High Altitude Concert Series. The concerts are conducted on LaVeta Pass and the only way to get to the concerts is to ride the train from either Alamosa or LaVeta. Thursday, July 17, we drove to Alamosa to catch the train to the concert Friday afternoon.



At Antonito, narrow-gauge 2-8-2, number 487, built in 1925, is moving cars past a front-end loader. Antonito is the eastern terminus of the Cumbres and Toltec Scenic Railway.

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We had several hours to burn before the train departed for the concert so we went exploring and drove south to Antonito. Antonito is the eastern terminus of the narrow-gauge Cumbres and Toltec Scenic Railway. At Antonito we observed a front-end loader loading ballast into a string of ballast hoppers in front of narrow-gauge locomotive #487. I took a few photos of this operation and headed back to the north.

Just a few miles north of Antonito was a sign pointing out the oldest church in Colorado and we stopped to look there. We stopped in Manassas and toured the boyhood home of Jack Dempsey, *The Manassas Mauler*, before we returned to Alamosa.

Alamosa became a big railroad center in the San Juan valley with the original narrow-gauge Denver & Rio Grande coming into Alamosa from the East over LaVeta Pass and with lines radiating out in various directions from Alamosa providing connections to Durango, Creede and Salida in Colorado, and to Santa Fe, New Mexico. Tracks into Alamosa over LaVeta Pass were standard-gauged when the original D&RG narrow-gauge from Denver was standard-gauged. The line to Monte Vista and the line to Antonito were eventually standard-gauged. The narrow-gauge branches from Alamosa to Santa Fe, from Alamosa to Durango, from Alamosa north to Salida and from Monte Vista to Creede have been abandoned...

Our train in Alamosa consisted of two former Santa Fe big dome cars and two older coaches of unknown vintage pulled by a GE Dash 8-39B. The dome cars had spent their last several years in Alaska serving cruise line tours to Denali National Park and were still wearing the blue scheme of the McKinley Explorer train but had been purchased and returned to the lower 48 states for excursion purposes. The folks running the train requested we give our lawn chairs to them to place in one of the older coaches and we grabbed seats up in one of the dome cars. The ride was relatively smooth and as we approached the site of the concert I could see the train from LaVeta backing up the hill to get out of our way.

The location where the concerts are conducted is in the center of a horseshoe curve in the railroad track located just below Fir siding. One needs to take lawn chairs or a blanket to sit in the grass because there are no seats up there.

At the start of the concert, Michael Martin Murphy explained that last year one of the investors in the railroad that had a ranch near Murphy's encouraged him to ride the train. Upon riding the train he liked what he saw and proposed doing a concert on the mountain pass. We thoroughly enjoyed the music; the concert concluded around dusk and we loaded back onto the train for the ride back to Alamosa.

Saturday morning we had tickets for the excursion train to LaVeta. This train was the same exact consist of cars we had ridden to and from the concert, but it was pulled by their steam engine. The steam engine looked nice, but it did not provide a very smooth ride on the flat part of the run; a man from the engine that I talked with in LaVeta told me the engine ran smoother when it was under load, particularly when climbing the pass; I agreed with that statement after the trip.

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Rio Grande Scenic Railway # 18, a 2-8-0 of unknown heritage. Not a smooth rider.

As the train rolled along I visited with a few of the folks in our car and met with Chris Guenzlr of TrainWeb.org/Chris who indicated he had ridden the Cumbres & Toltec Scenic Railway the day before and was doing a story on the Rio Grande Scenic Railroad today. I had a reference to his web site previously to obtain photos of the “White Train” that Chris had taken on one of his journeys.



Rio Grand Scenic Railways Dome Car after engine was moved to the other end of the train. Ready to return to Alamosa.

End of Part I. Part II in separate file.

Begin Part II

Rock Island Railroad Historical Notes - continued

by Bob Roth

In the last installment of the Rock Island history, the Rock Island had built a rail line thru Indian Territory down to the Red River and they had also built a rail line that extended to Liberal, Kansas. Although the Rock Island had plans to build that first line down to Weatherford, and eventually to Galveston, Texas and the second line on to El Paso, Texas, they hesitated before proceeding into Texas due to the laws of the State of Texas. Texas law mandated that railroads built in Texas had to be independent of main lines in other states by requiring the railroad to have their headquarters located in a city along the main line within the State of Texas. Another factor that delayed the Rock Island was the fact that Texas had quit donating land grants to the railroads thus requiring the railroads to deal with each and every town they hoped to enter as well as with landowners for towns the railroad hoped to establish. On July 15, 1892 the Rock Island & Texas Railroad Company was chartered in the State of Texas to build a railroad from the Red River to Weatherford; this charter was amended on February 2, 1893 to push the railroad on to Fort Worth. By June 30, 1897 CRI&T had 97 miles of track and 13 miles of yard tracks and sidings between the Red River and Fort Worth. This first rail venture into the State of Texas was deemed profitable and the attention of the Rock Island was thus attracted to a country that was "full of beef cattle."

The second charter obtained by the Rock Island in Texas was granted for the Chicago, Rock Island & Mexico Railway on December 17, 1900 for the rail line to be built thru Sherman, Dallam and Hartley counties in the Texas Panhandle stretching 110 miles to Santa Rosa, New Mexico. Construction of this rail line was completed on June 10, 1901. Headquarters for this railroad were to be set up in a new town along the railroad that was initially known as Twist Junction and at this location a material yard was established early in January 1901. The name of this site was changed to Denrock because the new line was to make connection with the Fort Worth and Denver at this location, but Postal Officials didn't like the name and the name was changed to Dalhart. The Chief Engineer overseeing construction of the railroad was Captain J.H. Conlen and one of the new towns laid out along the new railroad was named Conlen. The county seat of Sherman County had been located in the town of Coldwater, but the Rock Island had bypassed it for the town of Stratford, and most of the townspeople of Coldwater moved to Stratford along with the County Seat.

The Rock Island had their own land company (Standard Land Company) just like the Fort Worth and Denver and the Santa Fe railroads. The Panhandle office of their land company was located in Stratford and they busied themselves promoting the sale of land at \$5 to \$8 per acre to trainloads of prospective settlers they brought to Stratford. From 1904 – 1912 the Rock Island promoted the build-up of Dallam, Hartley and Sherman counties thru the development of experimental farms, founding of townships, farming and cattle raising.

The Rock Island's third railroad charter in the State of Texas was granted on May 13, 1902 to the Chicago, Rock Island & Gulf Railway Company to build a railroad line to Galveston; its headquarters were located in Fort Worth.

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The Rock Island's fourth charter in the State of Texas was obtained on June 21, 1901 by the Choctaw, Oklahoma and Texas Railroad for the purpose of building a railroad line from Oklahoma to Amarillo after the Rock Island purchased the Choctaw Route. The sale was completed on May 6, 1902. The Rock Island completed the construction of this rail line and the first train came into Amarillo on December 1, 1903. Extension of this rail line westward took another seven years to reach Glen Rio, New Mexico (in 1910) due to the distraction of the railroad in completing other projects all over the Rock Island railroad network. Included in these projects was the construction of the Fort Worth-Dallas-Galveston rail line and a dozen other projects in other states. It was as if they were working on a giant jigsaw puzzle cobbling various pieces of railroad lines into a network.

Because the laws of Texas required separate headquarters for each railroad line and separate books for each railroad, the Rock Island hired Judge N.H. Lassiter of Fort Worth to induce the legislature to amend the law to allow these railroad lines to be consolidated. The bill was signed by Governor S.W.T. Lanham.

History will be continued in next issue.

Rocket Science

by Virgil Young

It is hard to realize that when every first-grader learns that one plus one equals two, or that three taken from five equals two, he is taking his first steps toward becoming a rocket scientist. Rocket scientists don't make one leap from blissful, carefree childhood to rocket ballistic throw weight in one giant step. It is done over a period of years beginning with numbers from one to ten in the first grade to long division in the fourth grade and so on until algebra, plane geometry, trigonometry and advanced algebra come at us in high school. College hits us with trigonometry again, derivative calculus, integral calculus and differential equations.

All of these courses are preparing the rocket scientist with mathematical skills. Courses in chemistry, physics, and biology, in addition to courses in grammar, literature, history and public speaking furnish other skills needed by a rocket scientist. All of these courses have one thing in common—huge tasks are broken down into small tasks. One small step is taken to master the larger one. Intermediate goals are mastered to reach a larger goal. We cannot go forward to the next highest goal without completing the first one. We have a huge goal confronting us, the completion of a well-built, operating, scenically-realistic, signaled, and appropriately-lighted model railroad layout in HO scale. We have already accomplished part of what we want. We have a building with a meeting room, kitchen, restrooms and a mezzanine floor that overlooks the layout. The building has in-the-floor radiant heating, a mechanical fan system, and the beginning of a layout, including a helix and a temporary operating loop.

Most of this was accomplished without an overall comprehensive plan that was clear to every member and that had a duty listed for every member. Much more would probably have been accomplished with such a plan. Many of the sins of impromptu planning are minor mistakes, tearing out of improperly-planned projects and erroneous changes in direction caused by forgotten purposes. About two years ago, the BOD adopted a plan for a temporary loop that would provide

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for operations for the first time since the old modular layout was dismantled. Improving Rocket Science!

The temporary loop utilized the lower staging yard, the lower level return loop and a temporary loop fabricated over the future location of Canadian and part of Amarillo yard. Only limited sidings of the staging yard were completed to simulate locations of two or three cities. There was little or no organized planning for operation on this layout, and after a few weeks of running our new and moth-balled engines and cars, fears arose that everyone was not doing something constructive, so the BOD decided to purchase the track, switches and switch machines, and complete laying tracks in the lower staging yard.

Never mind that we don't need a completed staging yard until we have at least the lower level of the layout completed. Forget about operations on the temporary loop since you can't operate on the temporary loop while track and switches are being installed. This is fizzled Rocket Science.

The BOD made plans to extend the tracks off of the helix to Amarillo Junior on the lower level and Canyon wye on the upper level. In doing so, they wisely broke the large goal down into smaller goals, one of which was completing the installation of the sheet rock backdrop along the east wall, including bedding, floating and painting it before laying track. The Sheet rock was installed, taped and partially floated. Will this backdrop be considered complete when it is painted *Big Sky* blue as the south wall?

It seems to this author that tasks that require special talent or expertise tend to be pushed aside in favor of continuing simple tasks ad infinitum. Painting details on the backdrop is one of the tasks that require special artistic talent. Such a person is not available or we haven't found anyone to do this when it needs to be done, so we ignore that need and go ahead building bench work and laying track in front of the incomplete backdrop because that is something that can be done. It will be beautiful bench work, but it will still be in front of the backdrop and make it very difficult for an artist to add scenic details and buildings to the backdrop. Is this Rocket Science? Nein!

Since special artistic talent is evidently not available, we might look at using PhotoShop to print images of key buildings to the correct perspective scale. There would be many of these buildings, including the Santa Fe building, Herring Hotel and Amarillo Hardware. These drawings could be cut out and temporarily pasted to the backdrop in their proper places as determined by photographs of the Amarillo skyline made by this author and other members. From these crude outlines, it might be possible for members to paint in the forest of trees from which these streets and buildings emerge. This will not be Rocket Science, but cutting and pasting.

It seems to this author that the darker the path, the faster we run. There is a need for open discussion by all members of the directions the club is moving. It should be conducted at a business meeting when more members are present. It would not replace the function of the BOD, but would allow the BOD to explain their reasoning to the members and allow members to express opinions about the reasoning of the BOD. Even Rocket Scientists need to spray Johnson Grass or fix fences or cut the cockle burrs out of the hog lot once in a while.

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site
Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m,
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jones, Mike
2118 Pioneer Lane
Amarillo, TX 79118
372-4406

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796
gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551, Amarillo, TX
79116 353-2559

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Michels, Jerry [Judy]
133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]
960 Alamo Rd, Los Alamos, NM 87544
505-661-1816 tjmorris@lanl.gov

Osborne, Carter [Michelle]
6302 Dreyfuss
Amarillo, TX 79106
Osborne6302@nts-online.net

Pigg, Guy
913 S. Louisiana, Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]
6701 Alpine Lane
Amarillo, TX 79109
358-9774/h 676-8966/m
broth6701@sbcglobal.net

Jim & Sandra Shook
3300 Patterson Drive
Amarillo, TX 79109
322-0002
drgjim@arn.net

Silva, Linda & Junior, Angel
613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

Soeeborg, Pelle – Farumsodal 18, DK –
3520 Farum, Denmark
45-4499-8805
pelle@soeeborg.dk

Sowle, Paul & Janet
3206 Oakdale
Amarillo, TX 79103
373-7570 pjarb43@aol.com

Sweeney, Joe [Ella]
6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula
4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvирg@sbcglobal.net

Special Mailing
The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members

Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net

McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
rrand449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
avvanbuuren@casema.nl

Gary Leanz
PO Box 1175
Powell, OH 43065

Harry Carpenter
1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

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Frederick W. Thompson

651 Azalea Drive #4

Rockville, MD 20850

301-424-0780

fwthomps@erols.com

Roberts, Carl

121 Springbrook Road

Old Saybrook, CT 06475

860-388-2565

eagleu18b@sbcglobal.net

Durbin, Brian

7-19 Forest Glen Circle

Middletown, CT 06457

860-613-0215

bhdurbin@yahoo.com

Coffman, Randall

1500 River Circle

Richmond, KY 40475

859-527-0476

randy@coffmaneng.com

David Hunt

611 Hillcrest Drive

Blair, NE 68008

402-533-2212

david.hunt@huntel.net

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President's Message

by Bob Roth

The month of July was a blur as I spent almost half the month away from home on vacation. I attended the Santa Fe Railway Historical & Modeling Society convention in Riverside, California from July 8-13. Shortly after I got home my wife and I took a trip to southern Colorado to experience the Rio Grande Scenic Railroad. Both of these trips are covered in separate articles in this issue of RUN 8. A continuation of the History of the Rock Island Railway is also included in a separate article.

Concerning ARM business, a phone call from a contact with the Amarillo Area Foundation confirmed that I had missed the last meeting of the coalition supporting the Museum at the Santa Fe building. Sam Teague had offered to host the September meeting at the Madam Queen, but the folks at the Panhandle Plains Historic Museum in Canyon indicated they had a development to show-off. The September meeting will be at the Museum in Canyon. December will probably be too cold to have a meeting outside; the ARM comes up as a possible host for the December meeting of the coalition. I am very excited at the possibility of the ARM hosting the coalition meeting in December and would love to display the ARM to coalition members. I am hopeful we will have a larger piece of the layout completed to show-off by this meeting.

Financially we are still hurting and we will be until we receive new custom cars to sell. As-is we have some car sales each month, but our inventory is somewhat stale and is the primary reason sales have been slow. We anticipate the new cars from Intermountain will arrive in September. Our sales should jump and improve our income. Meanwhile, we are trying to minimize our expenditures. On a positive note, we have finally received some interest in the set of electric jacks and we are hopeful the sale of the jacks may be completed soon.

ARM Business Meeting

August 7, 2008

Old Business:

Meeting Minutes from July: Published in Run 8; Approved as Published.

Treasurer's Report:

	Checking Account	Car Savings Account	Insurance Accrual	Checkbook Total	Savings Account	Total Cash in Bank
Beg Balance:	(\$ 245.28)	\$6,485.19	\$1,100.00	\$8,111.09	\$2,302.71	\$10,413.80
Expenses:	\$ 820.30					
Income:	\$1,591.48					
End Balance:	\$ 525.90	\$6,485.19	\$1,100.00	\$8,111.09	\$2,302.71	\$10,413.80

The positive ending balance in the check book was noted to be due to a generous donation of \$600.00 by Virgil & Paula Young during the month of July.

The Executive Board is pursuing the sale of the jacks; some interest has been expressed by a couple of different organizations. We will need to rent a generator this month to demonstrate the jacks to the prospective buyers and need to test the jacks ourselves before we bring the prospective buyers out here. We had an electrician, John Stultz, at the ARM this evening check the hookup from the generator to the jacks. If we are able to sell the jacks, the proceeds could eliminate our debt for the building loan. Earl Carrell and Jerry Michels were thanked for their time this past weekend to clean rust off the jack screws.

The Treasurer's Report was approved as read.

Car Sales Report/Update:

New Cars: No News. It is anticipated we will probably have the ART refrigerated cars, the C&NW covered hoppers and the Pennsylvania Merchandise Service box cars all delivered in September.
 Rock Island Boxcars: Anticipate receipt in October.

President Bob Roth noted one of the clinics he attended at the SFRH&MS Convention was a discussion with Intermountain Railway Company's President. The discussion included information about sales of various cars they produced emphasizing that they are not blindly mass-producing models and shipping the models to the hobby suppliers. Instead, they are issuing announcements through their monthly Email releases to the Intermountain Railway Club about prospective car models. If they do not see interest in particular car models, they don't produce them. When you see an announcement about a prospective car coming out, that you want to buy, go to your local dealer and ask them to make a reservation for you for that particular model. This will alert Intermountain of customer interest.

Layout Construction:

The next task is to start construction of the overhang above the layout and then we will extend the spline roadbed from the ends of the helix over toward Amarillo Junior Yard on the lower level of the layout and to the wye with a single loop helix into the upper staging yard on the upper level.

President Bob Roth mentioned a question concerning plans for storage of personal model

railroad equipment. Our early plan had been to install lockers underneath the Staging Yard. Each member of the ARM could construct a locker to protect equipment. This is still a plan; we have to complete the Yard construction before we can really think about lockers and we really need to focus on building more layout before we worry about completing the lower staging yard. The anticipated size of the lockers was approximately 2'x 2'x 2'. Member Virgil Young noted he had looked into construction of lockers with plywood and had determined that purchase of special metal lockers would be the more cost effective solution.

Other discussion came up that there is still plenty of work to be done on the layout as-is; more tracks can be laid in the Staging Yards where we already have switches installed and/or install ties under the track where ties are missing. Members were encouraged to take up the initiative to perform such tasks without waiting specifically for members of the Executive Board to give such directions. If someone doesn't know how to do a particular job, please ask and they can be shown how to do the task.

Building: Update on Projects:

Cargo Door on Baggage Car preliminarily installed.

Tracy Ball and Earl Carrell have been working on the ceiling.

Bob Roth had installed new weather-stripping on the front door.

Maintenance Issues:

There is a pressing need to mow. Based on weather reports, Highland Park school received around 4 inches of rain last week. The grass and mosquitoes are mutually benefiting.

Prototype Railroad Equipment Acquisition:

President Bob Roth stated we need volunteers. Members of the Executive Board have their hands full with various projects; this last month a Santa Fe caboose located in Hereford was found up for auction. We were not in a position to bid and it appeared the seller wanted a lot for it but the issue is keeping our eyes and ears open for these types of things. Only two members had expressed interest in this effort; please contact Bob Roth if you might be able to help as a member of this committee.

Housekeeping Schedule: Month of August – Virgil Doyle
September – David Jusiak

Snakes: Paula Young noted that Tracy Ball had found a bull snake out behind the building recently. Based on her years of experience as a country school teacher, she pointed out that bull snakes, hog-nosed snakes and garden snakes help to keep rattlesnakes away. She asked that members not kill non-venomous snakes if they encounter them.

New Business:

Museum Coalition Meeting: The next meeting is September 18 at the PPHM in Canyon. President Bob Roth was approached about ARM hosting next quarterly meeting after that in December. It would be nice if we can have the next piece of the layout complete prior to this meeting so we can display our efforts.

Membership cards were handed-out to all members present at the Business Meeting. It was an oversight that cards had not been issued back in January.

New Members were recognized: Jim Shook; Guy Pigg; Mike Jones all joined the ARM in the January/February time frame. Jim Shook was presented with a key to the building at this meeting.

American Flag: New member Jim Shook asked if we might consider hanging an American Flag out in the train room and offered to provide a flag. The Executive Board needs to discuss this matter.

A question was asked about installing cup holders around the layout to hold drinks. Earlier plans had been to ban drinks from the Train Room to avoid having drinks set on the layout with the potential for spills, drips, etc.

Stolen Railroad Ties: It was noted that a bundle of railroad ties had been stolen from the ARM from the area between the tracks. The steel bands on the one bundle of ties had been cut; the cut bands were left behind. Although we don't know exactly when this theft occurred, it was noted that we need to report the theft. Although we are close to the Potter County Detention Facility, we need to report this to the City Police since we are within city limits. We might call the Sheriff's Department to let them be aware about the theft too.

Next work dates:

August 9
August 23
September 13
September 27

Next Meeting: Thursday, September 4, 2008.

Cleaning Schedule:

September	David Jusiak
October:	Bob Roth
November:	Tracy Ball & Earl Carrell
December:	Virgil & Paula Young

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Those Beautiful Jacks

We received word that Chris Bartel of a railroad short line in Wichita Falls, Texas was interested in examining the jacks for possible purchase, but he wanted to see them operate. Director Tracy Ball arranged to rent a generator capable of operating the jacks, and asked an electrical engineer from Pantex, John Stultz, to help connect the generator to the jacks for testing purposes. Several ARM members were on hand for the testing and to learn how to operate the jacks.

There was some trouble getting all four jacks to run until an open fuse was found in one of the jacks. Director Jerry Michel drove to a local hardware store and purchased a replacement fuse.



Engineer John Stultz holding the bad fuse. Jerry Michels drove to a hardware store to buy a new one.

After the fuse was replaced, all four of the jacks could be operated individually using the push buttons located on each jack while the remote control cable operated all four jacks at once. We shot some pictures at the test session, but when Martin Ciccali traveled from Wichita Falls on Thursday, August 21, to see the jacks in operation, we failed to get any pictures.

Earl Carrell, Virgil and Paula Young demonstrated the jacks for Mr. Ciccali. After the demonstration, Earl took Mr. Ciccali on a tour of our prototype equipment. During the tour, Mr. Ciccali told Earl that the jacks were exactly what he wanted for a shop in Nebraska, but the executives of the short line would have to make the final purchase decision. Jerry called Chris Bartel at the short line on Monday morning. Jerry left a message on Chris' voice mail but had heard nothing as of 3:00 PM Monday.



Four hot, tired, sweaty but triumphant workers who just completed a successful test of the jacks. John Stultz, engineer, Tracy Ball, construction foreman, Bob Roth, video camera operator, and Jerry Michels, advisor and gopher. That is Paula Young in the shade and talking on the phone.

Santa Fe Railway Historical & Modeling Society Convention Notes

by Bob Roth

I had a great time at the SFRH&MS convention. I videotaped convention tours of the BNSF's third main line project over Cajon Pass, BNSF's Hobart Yard, Blue Banner Packing Company and the California Citrus Heritage Museum. I also videotaped a number of clinics including "SFRD Survey: A Look at Santa Fe Refrigerated Models" by Keith Jordan; "Carbon Black: Its Uses, Manufacture and Transportation" by Jay Miller; "Santa Fe's Freight F & FT Units" by John Thompson and "Santa Fe Ice Houses" by Charlie Schultz. I will bring copies of DVDs of these tours and clinics to the ARM after I have finished downloading them from my video camera onto DVDs.

The first day of convention-related activity involved a bus tour up Cajon Pass where the BNSF is in the process of installing a third main track to smooth the flow of trains over the pass. The day started with a slide show that oriented us to the work in progress. We boarded the buses and made our way to the area where the track-laying machine was working. I was taping the action of the track-laying machine with my video camera. Unfortunately, our bus was located across a creek bed from where the action was taking place and we were unable to see the machinery working up close.

From there, we headed to a GATX tank car repair facility at Colton. They perform a wide variety of

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repair work at this facility except they do not totally repaint any cars; they do minor touch-up painting only as required.

The second day of convention-related activity started with a trip to the BNSF's Hobart Yard where the BNSF loads and unloads thousands of containers on a daily basis. Data provided to us indicated this intermodal facility is the busiest in the nation averaging approximately 115,000 lifts per month; they operate 24 hours/day, 7 days/week and average 26 intermodal trains/day.

We went next to Athearn's facility at Compton. They would not let us take any photos or video in their facility, but we were allowed to see Athearn's product development office before we were directed through their production and packaging area. They told us the majority of Athearn's raw production is being performed in China and explained how they develop models from initial planning through development of the tooling and verification of the initial moldings before they authorize full production of a particular model.

They indicated the F-units are extremely popular right now and were finishing F-units in front of us. Each locomotive was being placed on a short circle of track and run forwards and backwards before it was sent to packaging. Unfortunately there were no free samples for the tourists! We re-boarded our buses and headed to the Los Angeles County Fairground in Pomona to tour the RLHS Museum where they have several locomotives from the railroads that served the Los Angeles area on display; I only took still photographs at this museum.

The third day was actually the first formal day of the convention and given the convention focus on the citrus industry we started with a trip to the Orange Empire Railway Museum at Perris, CA. This museum appeared to be huge in size with significant grounds with several tracks filled with a lot of railroad equipment. I didn't shoot any video at the OERM since there was no narration but I took several still photos as I meandered around the grounds.

After lunch, we headed to the Blue Banner Packing Company in Riverside (a member of the Sunkist Citrus Growers Cooperative) where we were given a tour through the packing house. The packing house was primarily processing grapefruit at the time of our visit and we were able to watch a significant part of the processing and I shot video of our tour. They did allow us to take samples (grapefruit and/or oranges) from a box at the end of our tour and the oranges I grabbed were very tasty. I recommend watching the video of this tour for informational purposes.

Following this tour of the packing house, we traveled to the California Citrus Heritage Museum also located in Riverside. This museum is brand new, but they covered the history of citrus and how it was brought to Southern California and became a major industry. Riverside formerly was a huge center of citrus groves and a comment was made as our bus turned in the museum drive that the orange groves around the museum appeared essentially the way the whole Riverside area used to look. I shot video around this museum and it provides a good complement to the tour of the packing house in explaining the citrus industry.

Friday and Saturday the convention was centered in the Riverside Convention Center with clinics and vendors. There was also a modular club layout set up in the vendor room. A couple of features that captured my attention included a slide show from the Albuquerque group documenting the restoration of ATSF 2926 and a very interesting display by the Orange Empire Railway Museum on the

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Harvey girls. The OERM was soliciting contributions for a new museum structure dedicated to the history of the Harvey girls.

Saturday evening was capped with the banquet that included a memorial tribute to Chard Walker, Lloyd Stagner and Russell Crump. Since I was the only one running around with a video camera, I was asked to videotape the memorial so they could send copies of the video to the families of Chard Walker and Lloyd Stagner. The convention closed with the breakfast and annual meeting on Sunday morning and then I hit the highway for the drive back to Amarillo.

Notes on Trip to Ride the Rio Grande Scenic Railway

by Bob Roth

Prior to my trip to southern Colorado, I was interested in riding the Rio Grande Scenic Railroad since they acquired some former Santa Fe “big dome” cars for their excursion trains this year. My wife was interested in the High Altitude Concert Series advertised in association with the Rio Grande Scenic Railroad providing a rare common interest so she booked the reservations.

My wife made reservations for us to attend a concert on July 18th featuring Michael Martin Murphy, Ricky Skaggs and The Whites as one concert out of the High Altitude Concert Series. The concerts are conducted on LaVeta Pass and the only way to get to the concerts is to ride the train from either Alamosa or LaVeta. Thursday, July 17, we drove to Alamosa to catch the train to the concert Friday afternoon.



At Antonito, narrow-gauge 2-8-2, number 487, built in 1925, is moving cars past a front-end loader. Antonito is the eastern terminus of the Cumbres and Toltec Scenic Railway.

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We had several hours to burn before the train departed for the concert so we went exploring and drove south to Antonito. Antonito is the eastern terminus of the narrow-gauge Cumbres and Toltec Scenic Railway. At Antonito we observed a front-end loader loading ballast into a string of ballast hoppers in front of narrow-gauge locomotive #487. I took a few photos of this operation and headed back to the north.

Just a few miles north of Antonito was a sign pointing out the oldest church in Colorado and we stopped to look there. We stopped in Manassas and toured the boyhood home of Jack Dempsey, *The Manassas Mauler*, before we returned to Alamosa.

Alamosa became a big railroad center in the San Juan valley with the original narrow-gauge Denver & Rio Grande coming into Alamosa from the East over LaVeta Pass and with lines radiating out in various directions from Alamosa providing connections to Durango, Creede and Salida in Colorado, and to Santa Fe, New Mexico. Tracks into Alamosa over LaVeta Pass were standard-gauged when the original D&RG narrow-gauge from Denver was standard-gauged. The line to Monte Vista and the line to Antonito were eventually standard-gauged. The narrow-gauge branches from Alamosa to Santa Fe, from Alamosa to Durango, from Alamosa north to Salida and from Monte Vista to Creede have been abandoned...

Our train in Alamosa consisted of two former Santa Fe big dome cars and two older coaches of unknown vintage pulled by a GE Dash 8-39B. The dome cars had spent their last several years in Alaska serving cruise line tours to Denali National Park and were still wearing the blue scheme of the McKinley Explorer train but had been purchased and returned to the lower 48 states for excursion purposes. The folks running the train requested we give our lawn chairs to them to place in one of the older coaches and we grabbed seats up in one of the dome cars. The ride was relatively smooth and as we approached the site of the concert I could see the train from LaVeta backing up the hill to get out of our way.

The location where the concerts are conducted is in the center of a horseshoe curve in the railroad track located just below Fir siding. One needs to take lawn chairs or a blanket to sit in the grass because there are no seats up there.

At the start of the concert, Michael Martin Murphy explained that last year one of the investors in the railroad that had a ranch near Murphy's encouraged him to ride the train. Upon riding the train he liked what he saw and proposed doing a concert on the mountain pass. We thoroughly enjoyed the music; the concert concluded around dusk and we loaded back onto the train for the ride back to Alamosa.

Saturday morning we had tickets for the excursion train to LaVeta. This train was the same exact consist of cars we had ridden to and from the concert, but it was pulled by their steam engine. The steam engine looked nice, but it did not provide a very smooth ride on the flat part of the run; a man from the engine that I talked with in LaVeta told me the engine ran smoother when it was under load, particularly when climbing the pass; I agreed with that statement after the trip.

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Rio Grande Scenic Railway # 18, a 2-8-0 of unknown heritage. Not a smooth rider.

As the train rolled along I visited with a few of the folks in our car and met with Chris Guenzl of TrainWeb.org/Chris who indicated he had ridden the Cumbres & Toltec Scenic Railway the day before and was doing a story on the Rio Grande Scenic Railroad today. I had a reference to his web site previously to obtain photos of the “White Train” that Chris had taken on one of his journeys.



Rio Grand Scenic Railways Dome Car after engine was moved to the other end of the train.
Ready to return to Alamosa.

End of Part I. Part II in separate file.

Begin Part II

Rock Island Railroad Historical Notes - continued

by Bob Roth

In the last installment of the Rock Island history, the Rock Island had built a rail line thru Indian Territory down to the Red River and they had also built a rail line that extended to Liberal, Kansas. Although the Rock Island had plans to build that first line down to Weatherford, and eventually to Galveston, Texas and the second line on to El Paso, Texas, they hesitated before proceeding into Texas due to the laws of the State of Texas. Texas law mandated that railroads built in Texas had to be independent of main lines in other states by requiring the railroad to have their headquarters located in a city along the main line within the State of Texas. Another factor that delayed the Rock Island was the fact that Texas had quit donating land grants to the railroads thus requiring the railroads to deal with each and every town they hoped to enter as well as with landowners for towns the railroad hoped to establish. On July 15, 1892 the Rock Island & Texas Railroad Company was chartered in the State of Texas to build a railroad from the Red River to Weatherford; this charter was amended on February 2, 1893 to push the railroad on to Fort Worth. By June 30, 1897 CRI&T had 97 miles of track and 13 miles of yard tracks and sidings between the Red River and Fort Worth. This first rail venture into the State of Texas was deemed profitable and the attention of the Rock Island was thus attracted to a country that was "full of beef cattle."

The second charter obtained by the Rock Island in Texas was granted for the Chicago, Rock Island & Mexico Railway on December 17, 1900 for the rail line to be built thru Sherman, Dallam and Hartley counties in the Texas Panhandle stretching 110 miles to Santa Rosa, New Mexico. Construction of this rail line was completed on June 10, 1901. Headquarters for this railroad were to be set up in a new town along the railroad that was initially known as Twist Junction and at this location a material yard was established early in January 1901. The name of this site was changed to Denrock because the new line was to make connection with the Fort Worth and Denver at this location, but Postal Officials didn't like the name and the name was changed to Dalhart. The Chief Engineer overseeing construction of the railroad was Captain J.H. Conlen and one of the new towns laid out along the new railroad was named Conlen. The county seat of Sherman County had been located in the town of Coldwater, but the Rock Island had bypassed it for the town of Stratford, and most of the townspeople of Coldwater moved to Stratford along with the County Seat.

The Rock Island had their own land company (Standard Land Company) just like the Fort Worth and Denver and the Santa Fe railroads. The Panhandle office of their land company was located in Stratford and they busied themselves promoting the sale of land at \$5 to \$8 per acre to trainloads of prospective settlers they brought to Stratford. From 1904 – 1912 the Rock Island promoted the build-up of Dallam, Hartley and Sherman counties thru the development of experimental farms, founding of townships, farming and cattle raising.

The Rock Island's third railroad charter in the State of Texas was granted on May 13, 1902 to the Chicago, Rock Island & Gulf Railway Company to build a railroad line to Galveston; its headquarters were located in Fort Worth.

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The Rock Island's fourth charter in the State of Texas was obtained on June 21, 1901 by the Choctaw, Oklahoma and Texas Railroad for the purpose of building a railroad line from Oklahoma to Amarillo after the Rock Island purchased the Choctaw Route. The sale was completed on May 6, 1902. The Rock Island completed the construction of this rail line and the first train came into Amarillo on December 1, 1903. Extension of this rail line westward took another seven years to reach Glen Rio, New Mexico (in 1910) due to the distraction of the railroad in completing other projects all over the Rock Island railroad network. Included in these projects was the construction of the Fort Worth-Dallas-Galveston rail line and a dozen other projects in other states. It was as if they were working on a giant jigsaw puzzle cobbling various pieces of railroad lines into a network.

Because the laws of Texas required separate headquarters for each railroad line and separate books for each railroad, the Rock Island hired Judge N.H. Lassiter of Fort Worth to induce the legislature to amend the law to allow these railroad lines to be consolidated. The bill was signed by Governor S.W.T. Lanham.

History will be continued in next issue.

Rocket Science

by Virgil Young

It is hard to realize that when every first-grader learns that one plus one equals two, or that three taken from five equals two, he is taking his first steps toward becoming a rocket scientist. Rocket scientists don't make one leap from blissful, carefree childhood to rocket ballistic throw weight in one giant step. It is done over a period of years beginning with numbers from one to ten in the first grade to long division in the fourth grade and so on until algebra, plane geometry, trigonometry and advanced algebra come at us in high school. College hits us with trigonometry again, derivative calculus, integral calculus and differential equations.

All of these courses are preparing the rocket scientist with mathematical skills. Courses in chemistry, physics, and biology, in addition to courses in grammar, literature, history and public speaking furnish other skills needed by a rocket scientist. All of these courses have one thing in common—huge tasks are broken down into small tasks. One small step is taken to master the larger one. Intermediate goals are mastered to reach a larger goal. We cannot go forward to the next highest goal without completing the first one. We have a huge goal confronting us, the completion of a well-built, operating, scenically-realistic, signaled, and appropriately-lighted model railroad layout in HO scale. We have already accomplished part of what we want. We have a building with a meeting room, kitchen, restrooms and a mezzanine floor that overlooks the layout. The building has in-the-floor radiant heating, a mechanical fan system, and the beginning of a layout, including a helix and a temporary operating loop.

Most of this was accomplished without an overall comprehensive plan that was clear to every member and that had a duty listed for every member. Much more would probably have been accomplished with such a plan. Many of the sins of impromptu planning are minor mistakes, tearing out of improperly-planned projects and erroneous changes in direction caused by forgotten purposes. About two years ago, the BOD adopted a plan for a temporary loop that would provide

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for operations for the first time since the old modular layout was dismantled. Improving Rocket Science!

The temporary loop utilized the lower staging yard, the lower level return loop and a temporary loop fabricated over the future location of Canadian and part of Amarillo yard. Only limited sidings of the staging yard were completed to simulate locations of two or three cities. There was little or no organized planning for operation on this layout, and after a few weeks of running our new and moth-balled engines and cars, fears arose that everyone was not doing something constructive, so the BOD decided to purchase the track, switches and switch machines, and complete laying tracks in the lower staging yard.

Never mind that we don't need a completed staging yard until we have at least the lower level of the layout completed. Forget about operations on the temporary loop since you can't operate on the temporary loop while track and switches are being installed. This is fizzled Rocket Science.

The BOD made plans to extend the tracks off of the helix to Amarillo Junior on the lower level and Canyon wye on the upper level. In doing so, they wisely broke the large goal down into smaller goals, one of which was completing the installation of the sheet rock backdrop along the east wall, including bedding, floating and painting it before laying track. The Sheet rock was installed, taped and partially floated. Will this backdrop be considered complete when it is painted *Big Sky* blue as the south wall?

It seems to this author that tasks that require special talent or expertise tend to be pushed aside in favor of continuing simple tasks ad infinitum. Painting details on the backdrop is one of the tasks that require special artistic talent. Such a person is not available or we haven't found anyone to do this when it needs to be done, so we ignore that need and go ahead building bench work and laying track in front of the incomplete backdrop because that is something that can be done. It will be beautiful bench work, but it will still be in front of the backdrop and make it very difficult for an artist to add scenic details and buildings to the backdrop. Is this Rocket Science? Nein!

Since special artistic talent is evidently not available, we might look at using PhotoShop to print images of key buildings to the correct perspective scale. There would be many of these buildings, including the Santa Fe building, Herring Hotel and Amarillo Hardware. These drawings could be cut out and temporarily pasted to the backdrop in their proper places as determined by photographs of the Amarillo skyline made by this author and other members. From these crude outlines, it might be possible for members to paint in the forest of trees from which these streets and buildings emerge. This will not be Rocket Science, but cutting and pasting.

It seems to this author that the darker the path, the faster we run. There is a need for open discussion by all members of the directions the club is moving. It should be conducted at a business meeting when more members are present. It would not replace the function of the BOD, but would allow the BOD to explain their reasoning to the members and allow members to express opinions about the reasoning of the BOD. Even Rocket Scientists need to spray Johnson Grass or fix fences or cut the cockle burrs out of the hog lot once in a while.

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site
Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m,
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jones, Mike
2118 Pioneer Lane
Amarillo, TX 79118
372-4406

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796
gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551, Amarillo, TX
79116 353-2559

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Michels, Jerry [Judy]
133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]
960 Alamo Rd, Los Alamos, NM 87544
505-661-1816 tjmorris@lanl.gov

Osborne, Carter [Michelle]
6302 Dreyfuss
Amarillo, TX 79106
Osborne6302@nts-online.net

Pigg, Guy
913 S. Louisiana, Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]
6701 Alpine Lane
Amarillo, TX 79109
358-9774/h 676-8966/m
broth6701@sbcglobal.net

Jim & Sandra Shook
3300 Patterson Drive
Amarillo, TX 79109
322-0002
drgjim@arn.net

Silva, Linda & Junior, Angel
613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

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

Sowle, Paul & Janet
3206 Oakdale
Amarillo, TX 79103
373-7570 pjarb43@aol.com

Sweeney, Joe [Ella]
6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula
4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvирg@sbcglobal.net

Special Mailing
The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members

Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net

McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
rrand449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz
PO Box 1175
Powell, OH 43065

Harry Carpenter
1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

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Frederick W. Thompson

651 Azalea Drive #4

Rockville, MD 20850

301-424-0780

fwthomps@erols.com

Roberts, Carl

121 Springbrook Road

Old Saybrook, CT 06475

860-388-2565

eagleu18b@sbcglobal.net

Durbin, Brian

7-19 Forest Glen Circle

Middletown, CT 06457

860-613-0215

bhdurbin@yahoo.com

Coffman, Randall

1500 River Circle

Richmond, KY 40475

859-527-0476

randy@coffmaneng.com

David Hunt

611 Hillcrest Drive

Blair, NE 68008

402-533-2212

david.hunt@huntel.net

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November 2008



President's Message

by Bob Roth

There is not much to report as we do not have any news on the new model cars. We have an offer on the electric jacks and are in the process of negotiations with the buyer, but I cannot report much on the sale of the jacks at this time.

The most recent issue of the Colorado Time Table reported that GrandLuxe Rail Journeys gave-up on the luxury rail excursions as of August 28. This is the entity that bought the train equipment that had belonged previously to the American Orient Express. Last year, they offered options for people to travel across the country in luxurious style by tacking some of their equipment onto the end of long-distance Amtrak trains. Speculation in the article indicated that the owner was unable to refinance the huge debt he incurred in 2006 when he purchased the equipment from American Orient Express. Personally, I hate to see the discontinuation of the service by GrandLuxe as they gave the public a way to taste the flavor of travel across the country the way it formerly existed.

TRAINS magazine reported that Congress finally adopted a five-year funding plan for Amtrak which will help Amtrak plan ahead rather than waiting each year to see how much funding they will receive. They can plan in advance what to do with that funding.

Since the State of New Mexico bought the BNSF (former Santa Fe) rail line from Belen to Trinidad to use for commuter service, BNSF has ceased shipment of freight over this line. One person speculated the Southwest Chief may be re-routed onto the BNSF Transcon through Amarillo within the year. This I will wait to see...

The State of New Mexico has been working on a new rail line to extend their commuter service from Albuquerque into the City of Santa Fe. Part of the new commuter line runs down the median of I-25 just north of Albuquerque. The last 5 miles of the Santa Fe Southern's rail line from Lamy to Santa Fe is being rebuilt so the commuter service will reach the old Santa Fe depot. Commuter service to Santa Fe is scheduled to start on December 1, 2008.

MEETING MINUTES**ARM Business Meeting**

October 2, 2008

Old Business:**Meeting Minutes from September:** Published in Run 8. Approved as Published**Treasurer's Report:** September, 2008 (Not yet approved)

	Checking	Car Svgs.	Insurance	Ckg. Total	Savings	Total Cash
Beg. Balance	\$ 255.72	\$6,485.19	\$1,100.00	\$7,840.91	\$2,304.60	\$10,145.51
Expenses	\$ 3,623.96					
Income	\$ 956.85				\$ 1.96	
End Balance	(\$2,411.39)	\$6,485.19	\$1,100.00	\$5,173.80	\$2,306.56	\$ 7,480.36

President Bob Roth reported that an e-mail message was received from Jerry Michels on Tuesday, September 30 indicating there was an agreement for the sale of the jacks. A few details of the sale have yet to be worked out.

Car Sales Report/Update:

No news as of the Business Meeting. We expect we should receive some cars later this month.

Layout Construction:

President Bob Roth noted that last week we just barely started construction of the overhang above the layout. The plan is to construct the overhang so that we can install the sheetrock on the bottom of the overhang; tape, mud and float the joints; and then paint the ceiling and backdrop before we install the roadbed for the tracks. Tracy Ball discussed this in further detail.

Building & Grounds Update:

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

Earl Carrell completed work on the ceiling; now the scaffold can be removed.

Bob Roth installed weatherstripping on the East front door.

Maintenance Issues: Need to mow. The grass has pretty-much quit growing for the season but we need to catch up with the mowing since all the rain had caused the grass and weeds to grow. We need to cut the grass for fire prevention when the vegetation dries out.

Lockers: Virgil Young reported he had followed-up on a lead concerning 2'x2'x2' metal lockers. He called the company and they indicated they would not make less than 50 locker units. This led him back to the wooden cabinet idea.

Housekeeping Schedule: Month of October – Bob Roth (Paula Young and Linda Silva had cleaned)
 November – Tracy Ball & Earl Carrell

New Business:

Caboose: No News despite a call from Bruce Siebold. Bob Roth had talked with Bruce on the phone on Sept. 30 and he was looking at a caboose with a different number that was currently in use in Pasco, WA. Bruce wanted to see if that might have been our caboose.

Museum Coalition Meeting: We will host the next quarterly coalition meeting in December. The date is not set for this meeting yet. A hope and desire is for our layout construction to be further along so they can get a better feel for the layout when they visit.

Advertisement for the Annetta Valley & Western RR Fall Meet – Oct. 2-4.

Next work dates: October 11
 October 25
 November 8
 November 22

Next Meeting: Thursday, November 6, 2008.

Rock Island Railroad Historical Notes – Serving the Texas Panhandle

by Bob Roth

The Golden State Route: The Golden State Limited was introduced November 1, 1902 celebrating the golden anniversary of the opening of the Rock Island Railroad's line between Chicago and Joliet as well as the Rock Island's completion of their transcontinental route to the west coast. The Golden State trains operated over Southern Pacific tracks from Tucumcari, New Mexico to Los Angeles, California. It was started as a deluxe, winter-season service between Chicago and the desert southwest. The Golden State Limited did not run during the winter of 1903, but was reinstated in December of 1904.

In 1904, the timetable numbers were changed and coaches were added to the train. In June of 1906, the Golden State was re-equipped and began operating on a year-round daily schedule. In 1910, the train was upgraded to all First-Class status. During its first few years of operation the Golden State Limited ran on a 68-hour schedule to Los Angles with connections to San Francisco. It was advertised as "...the most luxuriously equipped train in the world," and featured the finest equipment and the most modern steam power available. The Golden State Route was billed as the "low altitude" rail route to the Pacific coast. The highest point on the route was on the Southern Pacific near Vaughn, New Mexico at 5,951 feet.

A 1926 timetable showed The Golden State in operation. It also showed four additional First Class passenger trains, five Second Class freight trains – two westbound trains including the California Gold Ball Freight and the Kansas City – Tucumcari Red Ball and three eastbound trains all named Los Angeles and El Paso Gold Ball Freight and one Third Class train each direction listed as Local Freight. The maximum speed listed for this line was 55 mph on tangent track with various localized restrictions including a maximum speed of 25 mph over the Canadian River Bridge near Logan, New Mexico.

A 1928 timetable showed a few changes. The average speed had increased to 38.1 mph westbound and 44.4 mph eastbound between Liberal and Dalhart, and 42.0 mph westbound and 41.3 mph eastbound between Dalhart and Tucumcari. Also Trains Number 11-12 had gained the name *Apache*.

In 1966, a timetable listed only two sets of First Class passenger trains, the Golden State and Numbers 39-40. The timetable did not provide an average speed per hour. This timetable also listed two sets of Second Class freight trains.

The Choctaw Route: The rail line into Amarillo was completed and the first train arrived in Amarillo on December 1, 1903. As I noted previously, due to other railroad construction projects, the westward extension of the Choctaw route to Tucumcari wasn't completed until 1910, and seven years later. Very little detail was found concerning construction of the Choctaw Route across the Texas Panhandle.

Timetable #16 from 1912 listed two First Class passenger trains, running both Westbound and Eastbound between Sayre, Oklahoma and Amarillo. This timetable listed one pair of Second Class freight trains identified as the California Oklahoma Louisiana Gold and Red Ball westbound and the California Memphis Gold Ball Freight eastbound that ran all the way through, and one Third Class local freight train between Sayre and Amarillo.

Timetable #15 from 1928 showed a few changes had occurred. The Choctaw Limited had been replaced by the Oil Special . Second Class train No. 991-992 was still listed all the way through and the Third Class train between Sayre and Amarillo had changed its number, although it was still listed as a Local Freight.

On November 17, 1940 the Choctaw Rocket was inaugurated between Memphis, Tennessee and Amarillo. In 1950 the Rocket name was dropped west of Oklahoma City and the train continued on to Amarillo minus the dinette, parlor and observation cars. August 2, 1953, the Choctaw Rocket was replaced by the Choctaw Rockette, an RDC operating between Little Rock and Oklahoma City. On September 27, 1953 this service was extended east to Memphis and on to Sayre in July. This timetable also listed one Second Class through freight train each direction from Sayre to Tucumcari and a Third Class train, identified as local freight between Sayre and Amarillo.

A 1926 timetable listed two First Class passenger trains, one pair was identified as the Choctaw Limited, and one pair was identified as the Memphis Californian running between Sayre, Oklahoma and Amarillo. On October 25, 1959 the Choctaw Rockette, running from Memphis to Amarillo, was renumbered to train Number 23-24. This train was discontinued on August 8, 1964.

March 12, 1949 the Memphis-Californian between Memphis and Tucumcari (train No. 111-112) was discontinued. On the following day, March 13, the Cherokee was inaugurated between Memphis and Tucumcari as train No. 111-112. On September 9, 1956 the Cherokee was renumbered and October 25, 1959 the Cherokee was renumbered again.

An October, 1966 timetable listed a First Class train operating daily between Sayre and Tucumcari. A Second Class freight train was also listed in the timetable operating between Sayre and Tucumcari.

Amarillo – Canadian River Branch: Construction of this line started on July 12, 1926 and it wasn't listed in previous timetables. Stinnett is the county seat of Hutchison County. Borger was founded in Hutchison County south of the Canadian River as a result of the Borger oil boom in the early 1920s. There was no bridge, either highway or railroad, across the Canadian River between Stinnett and Borger until some time after the Rock Island Canadian Branch was begun. The Rock Island also had access to Stinnett via the branch from Etter to Morse Junction.

A 1928 timetable provided a listing for this line from Amarillo to Stinnett with a Second Class train listed as a mixed train that ran Tuesday, Thursday and Saturday. The average speed on this branch line was 12.1 mph each direction. The timetable noted Subdivision 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City of 2.5%. It further noted that eastbound trains must stop at Sanford and westbound trains at Oil City to perform a standard air brake test and that *trains cannot descend to Canadian River unless 85% of all air brakes are operative, retainers turned up, and locomotive supplied with sand and a sufficient number of hand brakes applied to ensure safety*. Should trains stall on ascending grades to Sanford or Oil City they are prohibited from backing down to make a run for the grade.

Further interesting notes on this branch line stated that between Fritch and Stinnett, since fills were not fully settled and there was considerable loose dirt and rock on sides of cuts, all trains must watch carefully for rock and dirt slides and fills settling, particularly after heavy rains. The Canadian River bridge, between M.P 46 and 5 poles and M.P. 46 and 33 poles was used jointly for highway and train travel. Train operation was protected at each end of the bridge by standard Color Light Signals. Trains were restricted to 10 mph across the bridge with extra instructions to flood their ash pans and to inspect carefully to ensure no fire can drop from the engine before crossing the bridge. It also stated that coal should not be applied to the fire while crossing bridge and grates must not be shaken.

A 1966 timetable listed the **Liberal-Amarillo Line** with daily eastbound and westbound freight trains. This line was 153.2 miles in length. The timetable noted this train was to stop at all stations where necessary to handle mail, express and baggage.

The recipient of the Jacks in Nebraska!



It was Saturday morning and a bunch of the boys were whooping it up at the Amarillo Railroad Museum...

It rained most of Friday night and was still raining Saturday morning. It quickly became evident that the forklift could not negotiate the muddy storage lot. It was decided to tow the jacks out to the pavement with a pickup. Bob Roth's pickup was available so it was used first. Bob's pickup is a two-wheel drive pickup and slipped quite a bit while towing the first jack to the pavement. Tracy disconnected the big Dodge 4-wheel-drive pickup from the trailer and used it to tow the rest of the jacks to the pavement so the fork-lift could load them onto the trailer. The photos continue the story:



Bob's pickup made it with Jack number 1 while slipping and sliding.

Tracy prepares to change pickups.

The big red Dodge pickup easily tows Jack number 2 out of its resting place. The fork-lift operator looks on.





Tracy Ball, Earl Carrell
and Guy Pigg manhandle
Jack number 1 off the
fork-lift and up the bed of
the trailer.

They measured more
than once before decid-
ing where the jacks
would best ride.

Number three comes aboard.
The fork-lift operator
was very good
at positioning these large
pieces.



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Wood chock blocks were nailed to the floor before and behind the wheels. Chains were added later. It is getting to be a tight squeeze between the jacks.

The last jack is lifted to the deck. It will be carefully positioned to distribute the weight evenly over the wheels.





This end is chained and ready to go. The electric cables have been coiled and tucked behind the motors.



They have something tied to their tails--chains and boomer. They are itching to go.

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The Jacks have just been unloaded at the Nebraska Central Shops. It rained there also.



And the light was dim inside the shop. The jacks are bright yellow since they were washed by rain all the way to Nebraska!

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Honey Bee Projects

by Virgil Young

There was a bit of excitement a few months ago when a swarm of bees took up residence in one of the stake pockets of one of our White Train cars. They have been working most of the summer building combs and filling them with honey for food in the cold winter months when no flowers are blooming.

Their hive consists of metal surfaces that will conduct heat away from the combs offering no protection from the cold. This will be a sad, but thought-provoking end. Bees have evolved into a specialized social insect. They are usually successful in over-wintering when they build their hives in an insulated environment such as a hollow tree. There is even a story in the Bible of bees building a nest in the mouth of a dead lion.

Each of the three classes of the socialized insect colony has one instinctual task. The drones fertilize the queen's eggs, the queen lays the eggs and the worker bees take care of the queen and the eggs and gather honey and pollen for food. They also periodically execute the drones. Each has one main task and they continue that task until they die. Every honeycomb is made of six-sided cells. They are all constructed of wax. The comb is always vertical with the cells lying horizontally. The cells are sealed when full. It seems that every honeycomb is made according to a master plan passed on by instinct. Construction of the combs also follows an instinct. There was evidently no instinct warning them against using a metal stake pocket for a hive.

For the ARM, we have a master plan drawn by Byron Henderson. However, in constructing the layout to follow that master plan, we do not have a plan that is unified in sequence and direction with the essential assignment of responsibility for completing the tasks. For example, a major goal at present is the completion of the overhang above the Amarillo Yard. Only one or two members are able to climb and work in the area above the Yard. The rest just stand around and watch or go to work on a task they consider to be important.

Working on the layout is supposed to be fun, worthwhile and satisfying. When one member goes to work on another project, he gravitates to the work that he finds to be fun, worthwhile and satisfying. Essential tasks which are laborious, boring and stultifying such as floating seams, sanding and painting are delayed.

It seems to this author, that we have not worked out the major, secondary and primary goals and the tasks that need to be completed to reach each goal. There should be estimates of the materials required to reach a goal and the estimated time and cost. More than one goal may be pursued concurrently with another. This is going to require cooperative planning by more than one person.

For some time, the Layout Planning Committee has not been active. The Committee should be re-activated to plan a detailed, sequential process for the construction of the layout. The Layout Construction Foreman will continue to be a member of this committee.

To The Ladies / Wives of ARM

The following is a conversation that is common in our household and perhaps in yours as well:

"Earl, are you going to your train meeting tonight?" asks Sndy.

"Yes, would you like to go? I haven't seen you for most of the week," says Earl.

"No, I guess not," answers Sndy.

"Why not? You might enjoy getting out and we could spend some time together," says Earl

"No, I would be in the way, and there aren't any women there, just a bunch of frumpy, grumpy old men. If there were some of the wives that would show up, I would go, but I feel like that the wives are not always welcome," says Sndy.

"You guys need to change your image a little bit, make it more family oriented, have something for the wives to do, a monthly dinner or some kind of activity for them such as a night of cards or something. Start bringing the kids out. You might get some new people if it was known that you have activities for the kids and wives," explains Sndy.

"Most of the guys don't have kids", Earl replies.

"Every one of you guys have grand kids, and they would love to come out with grandpa, even if it was just one night a month," Sndy retorts.

"Well, Dan's wife comes out sometimes, and so does Joe's wife. Paula is nearly always there," Earl points out.

"I didn't know that," Sndy answers.

"Maybe you should start getting involved and see if you could get something organized for the wives. You might have some fun," Earl says.

"Maybe so, but I'm not going to do it if I have to be your maid and pick up after you. I want to have fun too," Sndy counters.

So it goes at the Carrell household. Do other wives feel the same? Would any of you like to come out one day of the week or maybe once a month for a covered dish dinner, or organize a card game or just sit around and have a hen party and meet the other wives, maybe organize a wives auxiliary for the Club, You might get a better feeling for what goes on at the ARM. Or is Thursday night the only night you get him out of the house for a while?

And for you guys, isn't it time to start getting some younger people involved, maybe one week of the month, simply have the grandkids, or just bring one of the neighbor's kids out to run trains?

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site
Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m,
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jones, Mike
2118 Pioneer Lane
Amarillo, TX 79118
372-4406

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796
gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551
Amarillo, TX 79116
353-2559

Michels, Jerry [Judy]

133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]
960 Alamo Rd, Los Alamos, NM 87544
505-661-1816 tjmorris@lanl.gov

Osborne, Carter [Michelle]
6302 Dreyfuss
Amarillo, TX 79106
Osborne6302@nts-online.net

Pigg, Guy
913 S. Louisiana, Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]
6701 Alpine Lane
Amarillo, TX 79109
358-9774/h 676-8966/m
broth6701@sbcglobal.net

Jim & Sandra Shook
3300 Patterson Drive
Amarillo, TX 79109
322-0002
drgjim@arn.net

Silva, Linda & Junior, Angel
613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

Soeeborg, Pelle – Farumsodal 18, DK –
3520 Farum, Denmark
45-4499-8805
pelle@soeeborg.dk

Sowle, Paul & Janet
3206 Oakdale
Amarillo, TX 79103
373-7570 pbjarb43@aol.com

Sweeney, Joe [Ella]
6208 Rutgers
Amarillo, TX 79109
355-1581

Young, Virgil & Paula
4209 Kingston Road.
Amarillo, TX 79109
352-4498/h 584-4363/m
rayvирg@sbcglobal.net

Special Mailing

The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members

Good, Brian
578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell
13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul
pacopeland@cox.net

McCarty, Richard
106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich
301 Forest Drive
Gettysburg, PA 17325
rrand4449@aol.com

Spadini, Dennis
100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.
PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A
van Wassenaerstraat 96
2461 RE Langeraar
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz
PO Box 1175
Powell, OH 43065

Harry Carpenter

1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

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Frederick W. Thompson

651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

Roberts, Carl

121 Springbrook Road
Old Saybrook, CT 06475
860-388-2565
eagleu18b@sbcglobal.net

Durbin, Brian

7-19 Forest Glen Circle
Middletown, CT 06457
860-613-0215
bhdurbin@yahoo.com

Coffman, Randall

1500 River Circle
Richmond, KY 40475
859-527-0476
randy@coffmaneng.com

David Hunt

611 Hillcrest Drive
Blair, NE 68008
402-533-2212
david.hunt@huntel.net

RUN 8

December 2008



President's Message

By Bob Roth

Given this is the month of November, I would like to take the opportunity to wish all of our members a very Happy Thanksgiving. I believe we have a lot to be thankful for at this time particularly now that our mortgage loan is paid-off, we have a tiny sliver of our layout in an operational condition and we have a good start on construction of the next piece of the layout. I am very thankful for everyone's contributions that have brought us this far and I can state that a lot of other clubs are looking at the ARM only wishing they had what we have. We have a lot to be thankful for and to be proud of as we continue forward.

November is designated as National Model Railroad Month and partially in recognition of this fact and also to help with recruiting new members to the ARM we are planning to have an Open House on Saturday, November 22. Invite your friends and neighbors to come and see us on this date. We will not be feeding folks on this date.

I am sure that most of our membership is aware that last month we completed the sale of the electric jacks thus I won't say any more here. Our goal at this time is to focus on construction of the layout. Construction has been slowed these last couple of months while Tracy Ball started construction of the overhang over the location of Amarillo Junior Yard requiring fitting and connections of 2x6 joist extensions to the existing joists. It is anticipated this process will accelerate as the end of the existing joists are reached and the southeast corner is turned at which point all-new ceiling joist installation will commence. After the joists are in place a major amount of work will remain for electrical wiring, sheetrock installation, tape, mud and float to prepare the ceiling and backdrop for painting and detail. After this we will build the benchwork and roadbed for the track. The proverbial light at the end of the tunnel is slowly growing brighter...

In case anyone was wondering, I was the guilty party in making the last issue of Run 8 so late this past month. I got too wrapped-up in my Rock Island research pulling information together on the various Rock Island trains that ran through the Texas Panhandle. Jerry Michels had loaned a few vintage CRI&G and CRI&P timetables to me for this effort and I was fascinated with the information contained within those timetables. I never had paid that much attention to timetables before, but those old timetables contained a lot of interesting information.

A couple of other interesting notes:

The Rio Grande Scenic Railroad has announced they will be operating a "North Pole Express" with
1.

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trains operating from both LaVeta and Alamosa, Colorado departing at 6:00 PM and returning at 7:00 PM on December 6, 13 & 20. Ticket costs are Adults \$20 and Children \$10.

Closer to home, the City of Lubbock will have a “Polar Express” train excursion starting November 18 and running through December 30. The train is to operate from a station at 34th Street and Upton on the far west side of the City. Information can be obtained from a local TV station’s web site www.kcbd.com/global/story.asp?s=9108332

MEETING MINUTES

ARM Business Meeting

November 6, 2008

Old Business:

Meeting Minutes from October: Published in Run 8 – Approved as Published.
Treasurer’s Report from September: Published in Run 8 – Approved as Published.

Note by President Bob Roth: As most everyone knows, the electric jacks were sold and we received a sum of \$10,000 from the sale plus a \$35,000 donation thus significantly changing our financial picture. The jacks were loaded onto a trailer for transport on Saturday, October 11 and the photos were published in Run 8.

Treasurer’s Report:

The Treasurer’s Report was approved as read.
(Financial details will not be published in Run 8 – see New Business.)

The Executive Board met on October 16 and discussed a number of issues:

1. The mortgage was paid-off with the proceeds received from the sale of the jacks plus the donation. We now own the land and building free and clear.
2. The Board was unanimous in a decision not to go on a spending spree; concern with 4 runs of custom cars coming and how to pay for those runs. All of us have things we want done...
3. The Board is going to try to set-up a budget for the ARM looking specifically at our “keep the doors open” costs. This budget will look at all our regular expenses such as utility costs and insurance paid throughout the year with the goal being that our dues should cover all of these expenses. Custom car income should then support the costs for layout construction.
4. Concerning income from sales of custom cars, the Board decided to continue setting aside 10% of the proceeds from sales to continue building the custom car fund to fund future custom car projects. We need to build this fund so that we can afford multiple car runs. Based upon our current situation, it appears it will need to be a good-sized fund because it takes some time to sell cars after they are received and we need to keep them coming.
5. The Board also decided that we need to start reimbursing Jerry Michels for his “loans” that have paid for some previous runs of custom cars. This is also part of the reason for the need for a budget.
6. We need to collect sales taxes on sales to customers located in the State of Texas. Virgil Doyle prepared the application for a State Sales Tax Permit. The Board drew a line in the sand to start collecting the sales taxes on sales to residents of the State of Texas starting effective October 1. Fortunately for us, we don’t have very many sales to Texas residents;

most of our sales are via the internet and are to out-of-state people. Everyone should be aware that we need to collect sales tax on anything and everything we sell here at the ARM.

7. The Board decided we should have an Open House and planned the date of Saturday, November 22 for this Open House. The Board has been discussing having a celebration of the mortgage being paid-off, but we will not have our celebration on the date of the Open House. There is more information under "New Business."

Car Sales Report/Update:

New Cars: Pennsylvania X-29 boxcars were received.

Rock Island Boxcars: Expected before Thanksgiving.

ART Cars: There is no news.

Rock Island Covered Hoppers w/CNW Stencils: No news.

Layout Construction:

Construction of the overhang above the layout continued.

Note the Editorial that was published in Run 8 concerning construction; the Layout Committee was never disbanded; the issue is looking at what tasks can be done. A lot of work will be opened when we complete the ceiling joists including setting electrical boxes and running conduit; installing sheetrock on the ceiling; mud, tape & float joints; painting of the backdrop; installation of benchwork and roadbed...

President Bob Roth had asked Tracy to consider things that can be done.

Thoughts included mostly outstanding maintenance items including completing application of sealant along the bottom of the south wall and repairing other spots in the sealant along the base of the wall; looking for and sealing other spots where air might be blowing inside the building; the installation of the lights under the back eave.

President Bob Roth stated he had started working with an Electrical Engineer at his office to get lighting figured out for the layout. One concern is the total electrical load. All the electrical circuits were traced-out on Oct. 25.

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

Maintenance Issues: As discussed above.

Prototype Railroad Equipment Acquisition:

Volunteers to date include Jeff Ford, Earl Carrell and Jim Shook.

This month the old parlor car located at 45th and Georgia was on the auction block, not that we wanted it given the shape of the old car. It was interesting that the auction was on for only one day and apparently the owner of the stuff halted the auction at the end of the first day. There was a story in the news indicating the auction company had packed-up and left town and there were questions concerning how people could claim items they had won.

Caboose: No News despite a call from former member Bruce Siebold. Bob Roth had talked with Bruce on the phone on Sept. 30 and he was looking at a caboose that was in use in

Pasco, WA but it wasn't our caboose (different number). Bob Roth stated he had sent copies of the donation letter plus other correspondence to Bruce and has not heard anything back.

Housekeeping Schedule: November – Tracy Ball & Earl Carrell
December – Open (After the meeting Guy Pigg volunteered to clean)

New Business:

Museum Coalition Meeting: We will host the next quarterly coalition meeting in December. No contact on specific date for this meeting yet. A question was asked how many people typically attend these meetings; the number varies. There were only 12-14 people at the last meeting. The meeting here may draw a few folks that might want to see what we have.

Pending visit by Day Care Group – We had received an e-mail message from a lady with a Day Care group that wanted to visit the ARM particularly so they could look at a real train. This one lady has 6 kids she watches and she works with a second lady that watches 4 kids thus there will be a total of 10 kids. When: Wed. 11/12, around 10:00 AM. They were only looking for approximately 45 minutes as these kids are young and have short attention spans. President Bob Roth asked for some help to run some model trains to “wow” the kids.

Open House: Saturday, November 22. We need to clean-up before then. The idea behind this Open House came-up to help put ourselves in front of the public and to hopefully help us attract some new members. This is scheduled on one of our normal Saturday work days and part of the idea is that not knowing if we will have any visitors, we can plan to work and handle any visitors that might show up to visit. This will not be our celebration of the mortgage being paid-off; President Roth stated we do not want to feed visitors on this date. We can look at providing some refreshments on this date such as cookies and lemonade.

Celebration: The big question put to the members present was when might we want to have our celebration? A few suggestions were offered, but the one everyone most preferred was to combine the celebration with a Christmas Party. The date proposed was December 13, which also falls on a scheduled Saturday work day. Tracy stated he needed a head count so the correct number of steaks can be ordered in advance of the party. We need the head count by December 4, the date of the next Business Meeting. Note this is intended to be a private party for our members and immediate family only. We will plan to eat mid-afternoon.

Run 8: Praise was offered for our excellent newsletter. Someone mentioned having heard a suggestion to put copies of Run 8 out at local hobby shops for people to see, but this raised concern from several members about putting our financial information out in public. Extensive discussion was generated and a motion was made to delete the monthly financial information from the monthly issue of Run 8. Alternatives were discussed including making the financial information from the Treasurer's Report an Addendum to the newsletter but Virgil Young noted this idea had problems in itself. The final solution is the Treasurer will provide at least six (6) printed copies of the financial report at each Business Meeting to be passed around for review by the members present. The motion was approved.

Make-A-Wish Car Show: A question was asked if we had been approached about the next

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show. No, not yet. Our invitation to participate in the annual car show with the car modelers came after we allowed the car modelers to show-off their cars at our train show back in 2003. We can start planning for this coming year. Discussion this last year had been that a small switching (contest) type layout would be a good idea to attract people to visit us.

Layout Switch Installation: A question was asked about locations for switches on the FW&D/RI ramp. This subject generated significant discussion. We do not have the specific coordinate locations for those switches at this moment as the installation of track on the incline is a lower priority for the layout construction. Paula Young has a limited number of switches ready and available and continues working on cleaning and testing switches. It was noted that our next major use of switches should be on the tracks connecting to the helix feeding into Canyon on the upper level and Zita on the lower level. The real issue at this time is the need for advance planning so that members have an idea of work tasks by priority.

Note from Lubbock: The Lubbock model railroad club noted in their newsletter the City of Lubbock will have a “Polar Express” train excursion starting November 18 and running through December 30. The train is to operate from a station at 34th Street and Upton on the far west side of the City. Information can be obtained from local TV station’s web site www.kcbd.com/global/story.asp?s=9108332

Oklahoma City Train Show: A question was raised if any members might want to get together to carpool to OKC to attend the big train show on December 6. Anyone interested can identify themselves anytime between now and next month’s Business Meeting.

Next work dates: November 8
 November 22
 December 13
 December 27

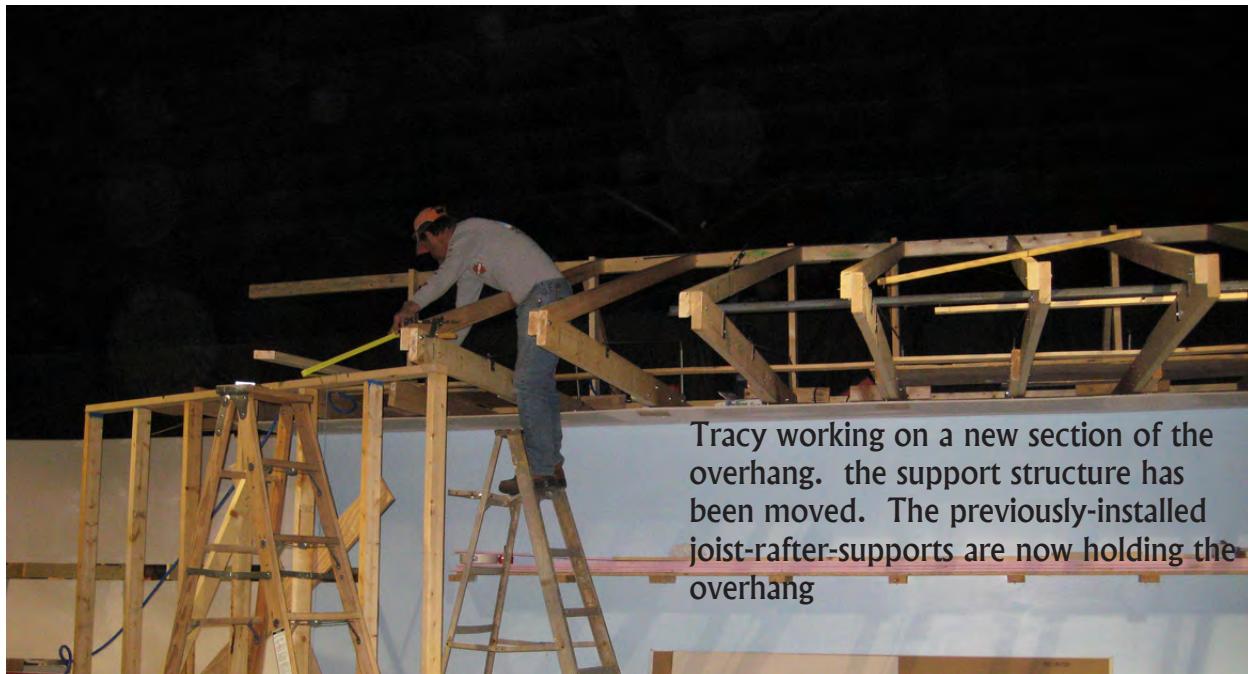
Next Meeting: Thursday, December 4, 2008.

Cleaning Schedule for 2009:

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



The first two joist extensions are placed and ready for attachment. The support structure was designed to be portable so it can be moved along the wall as the joists, rafters and supports are built. The overhang will be cantilevered over the Amarillo yard. Lights will be installed in the overhang to illuminate the yard. The backdrop will be detailed upon completion of the overhang.



Tracy working on a new section of the overhang. The support structure has been moved. The previously-installed joist-rafter-supports are now holding the overhang



This area east of the Amarillo yard around to the Helix will be the next to receive a lighting valance over the top of the backdrop. Some joists to support the upper level have been installed.





This is Brandy and she seems to trust everyone a little more, especially children. At least, she carefully accepted half of my doughnut and would gladly have accepted more..

**With Patience
Build Relentlessly[^]**

by Virgil Young

It will take however long it takes for the backdrop along the south wall to be detailed. That is, buildings, streets, trees and sky must be either painted on the backdrop or represented as silhouettes in front of the backdrop.

All of these elements of representing distance behind the Amarillo yards are complicated by the need for an access aisle between the Amarillo yard and the backdrop. This aisle will stretch from the east end of the yard near to the yard tower westward to the point where all tracks can be reached from the aisle running in front of the yard (about halfway along the wall). Questions of perspective may dictate a reduction in scale for those buildings or silhouettes located immediately in front of the access aisle or at the backdrop itself.

Other complications arise because there are two backdrops, upper and lower, painted on the same wall. Planning for the details can begin immediately, but work on the backdrop will have to wait until the overhang is completely finished, including finishing the ceiling and installing lights. All of these tasks are going to take more time and involve fewer people than usual. What do those who like to construct do while the backdrop is being completed?

The answer is to continue construction of the lighting valance from the east end of Amarillo yard around to the Helix. Once this valance is complete with the underside painted and lights installed, the builders move to the west end of the layout, installing sheetrock and building a lighting valance above the Amarillo yards and the Canadian yards. Meanwhile, the detailing of the south wall should be near completion and the builders may move back to the Amarillo yard benchwork. The detailers move to the backdrops behind Canyon on the upper level and the Rail Welding yard on the lower level.

This leap-frog progression of tasks requires planning and cooperation. That's where patience is sorely needed.

Member Information

Amarillo Railroad Museum

13000 East U.S. Highway 60
P.O Box 31105
Amarillo, TX 79120
Club House Phone
806-335-3333
Web Site
Amarillorailmuseum.com

Ball, Tracy
901 Whitehills Trail
Amarillo, TX 79124
654-4278/m,
tracy@amaonline.com

Carrell, Earl [Sendy]
3313 Oxbow Trail
Amarillo, TX 79106
372-5781/w 679-4517/m
anthonycarrell@suddenlink.net

Doyle, Virgil
6208 Fannin
Amarillo, TX 79118
356-0659 yldoyle@aol.com

Ford, Jeff
5506 Tawney
Amarillo, TX 79106-4808
236-3673 bnsf_boomer@yahoo.com

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

Jones, Tom [Melodi]
2902 Teckla Blvd.
Amarillo, TX 79106
tomtherailnut@yahoo.com

Jones, Mike
2118 Pioneer Lane
Amarillo, TX 79118
372-4406

Jusiak, David [Gail]
3606 E. 31 St.
Amarillo, TX 79103
372-3796
gmjusiak@yahoo.com

Juliano, Dan [Pat]
1200 Jasmine
Amarillo, TX 79107
383-4919

Lyle, Andy & Beverly
PO Box 3551
Amarillo, TX 79116
353-2559

Michels, Jerry [Judy]

133 Dewey Rt 6
Amarillo, TX 79124
376-6548/h 354-5806/w
654-9567/m Asychis@aol.com

Morris, Tommy [Shelley]

960 Alamo Rd, Los Alamos, NM 87544
505-661-1816 tjmorris@lanl.gov

Osborne, Carter [Michelle]

6302 Dreyfuss
Amarillo, TX 79106
Osborne6302@nts-online.net

Pigg, Guy

913 S. Louisiana, Apt. B
Amarillo, TX 79106
373-9166h 683-4534m
gwp53@sbcglobal.net

Roth, Bob [Kathy]

6701 Alpine Lane
Amarillo, TX 79109
358-9774/h 676-8966/m
broth6701@sbcglobal.net

Jim & Sandra Shook

3300 Patterson Drive
Amarillo, TX 79109
322-0002
drgjim@arn.net

Silva, Linda & Junior, Angel

613 S. Spring
Amarillo, TX 79104
342-4118/h 433-4192/m

Soeeborg, Pelle – Farumsodal 18, DK –

3520 Farum, Denmark
45-4499-8805

pelle@soeeborg.dk

Sowle, Paul & Janet

3206 Oakdale
Amarillo, TX 79103
373-7570 pbjarb43@aol.com

Sweeney, Joe [Ella]

6208 Rutgers
Amarillo, TX 79109
355-1581

Special Mailing

The Marker Lamp
Lone Star Region
DavidWL1944@aol.com

Internet Members

Good, Brian

578 Hawthorne Lane
Harleysville, PA 19438
B3good@comcast.net
(610) 940-1626

Horton, Darrell

13450 Baywind Circle
Anchorage, AK 99516
907-345-7286
dandkhorton@hotmail.com

Copeland, Paul

pacopeland@cox.net

McCarty, Richard

106 Gray Fox Road
Mill Hall, PA 17751
rmccarty@lhup.edu
(570) 726-7744

Randall, Rich

301 Forest Drive
Gettysburg, PA 17325
rrand4449@aol.com

Spadini, Dennis

100 Van Ness Ave., AOMB
San Francisco, CA
415-565-2270
a969611d@aol.com

Webb, W. N.

PO Box 33
Carnegie, Victoria 3163 Australia
noelatsf@optusnet.com.au

van Buuren, A

St Jorisstraat 31
2405 CK Alphen ann den Rijn
TheNetherlands
aavanbuuren@casema.nl

Gary Leanz

PO Box 1175
Powell, OH 43065

Harry Carpenter

1643 Rock Springs Lane
Woodstock, GA 30188
770-928-8472
hcarpenter@bellsouth.net

Frederick W. Thompson

651 Azalea Drive #4
Rockville, MD 20850
301-424-0780
fwthomps@erols.com

Roberts, Carl

121 Springbrook Road
Old Saybrook, CT 06475
860-388-2565
eagleu18b@sbcglobal.net

Durbin, Brian

7-19 Forest Glen Circle
Middletown, CT 06457
860-613-0215
bhdurbin@yahoo.com

Coffman, Randall

1500 River Circle
Richmond, KY 40475
859-527-0476
randy@coffmaneng.com

David Hunt

611 Hillcrest Drive
Blair, NE 68008
402-533-2212
david.hunt@huntel.net