

# RUN 8

January 2011



## President's Message

*by Bob Roth*

Christmas came early at the ARM this year! First we received a delivery of all our American Refrigerator Transit (ART) reefer cars in all of the schemes we had planned. Our stock room is overflowing with cars at this time and fortunately we have received a number of orders and have been able to move some of the cars. The second "present" we received was news from Laurin Prather to the effect that a foundation is willing to grant funds up to \$15,000 to cover the cost of moving the Pullman sleeper from Lubbock to the ARM. Jerry Michels and I have been doing some research to build into our grant request to this foundation; this effort is underway as I am drafting this message. The foundation meets in early January so the grant proposal request has taken priority over other tasks.

One other interesting piece of news: ATSF 3751, a vintage 4-8-4 steam engine will be traveling eastward from California for the first time in several years to Train Festival 2011 to be held in Rock Island, Illinois in July. The 3751 will take the original Santa Fe mainline over Raton Pass coming and going; it will not be coming through Amarillo (DARN!!!) but Raton is close enough to conceivably take a road trip to go see it in action. Eastbound, the 3751 is scheduled to arrive in Albuquerque on Tuesday, July 12; travel from Albuquerque to LaJunta, Colorado on Wednesday, July 13; go from LaJunta to Hutchinson, Kansas on Thursday, July 14; layover in Hutchinson on Friday, July 15; travel from Hutchinson to Kansas City, MO on Saturday, July 16; and finally from Kansas City to Rock Island on Sunday, July 17.

The return trip will depart Rock Island for Omaha, NE on Tuesday, July 26; go from Omaha to McCook, NE on Wednesday, July 27; move from McCook to Pueblo, Colorado on Thursday, July 28; layover in Pueblo on Friday, July 29; travel from Pueblo to Albuquerque on Saturday, July 30; move from Albuquerque to Winslow, AZ on Sunday, July 31; layover in Winslow on Monday, August 1 and then on to Needles, CA on Tuesday, August 2 and back to Los Angeles on Wednesday, August 3. This train will be pulling a number of privately owned railroad cars; Jeff Ford was looking into information and costs for a ride on this train.

These last couple of months I mentioned that we had received a request to do a presentation on railroad history for the Afterschool Program at Will Rogers Elementary School. I felt this was

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something that was important for us as a railroad museum to be able to do although we did not have a program developed covering general railroad history. (We do now...) The magic date for this presentation was finally scheduled on Friday, December 3. I thought I was ready for this presentation, but I have a lot more polishing to do since I focused more on pictures and left out a lot of information in talking points.

After I arrived at the school, they asked me about my presentation and I told them it was in PowerPoint. They had a computer and projection system in the library so I was escorted to the library and my presentation was loaded into the computer. After I was all set-up and ready, they ushered the kids in starting with the first graders; they totaled 94 students in first through fifth grades plus all the teachers and aides. The library at their school is not much larger than the Meeting Room at the ARM so they had them sit on the floor Indian-style in neat rows; they were packed in like sardines. I hope the presentation piqued their interest in the significance of the railroads.

While developing this presentation, I decided to start with the chartering of the first common carrier railroad in the United States, the Baltimore & Ohio, in 1827. I spent a lot of time reading and looking for photos of different locomotives, trains, and events and even took a few photos of my own to insert into the presentation. I learned a lot more history than I remembered from my past experiences. I will provide some of the interesting information in future messages.

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! Given the holidays and the fact that Christmas falls on the fourth Saturday of the month, we will not have our regularly schedule work day. Local members may take "toys" out to the ARM on their own and test them on the track during the holiday period; just remember to turn-out the lights when you leave. Please have a very merry and safe Christmas, and I hope to see everyone in the New Year.

Next Meeting: The next Business Meeting will be on Thursday, January 6 at 7:30 PM. Jerry Michels will provide a clinic following the Business Meeting covering Tsunami Decoders.

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MEETING MINUTES

**ARM Business Meeting**

December 2, 2010

**Old Business:**

Meeting Minutes from November were published in RUN 8. Minutes were approved as published.

**Treasurer's Report:**

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

**Car Sales Report/Update:**

Director Michels reported that we sold no cars during the month of November, the first time we haven't sold any cars in a month for a long, long time. But we sent one order today, and received two more orders. We are starting the month of December with three orders.

Things have changed a bit on our ART Reefer order. We will receive all of the versions of the ART cars in one shipment. These include the ART three-herald schemes and colors that we sold before. These sell very well so we are getting 400 of these cars. One version is all-yellow with black outline herald. A second version is orange with a black outline herald, a third version has yellow sides with the N&W herald rather than the Wabash herald. Intermountain decided that they wanted to ship all of these cars at the same time, but bill us according to the original shipping schedule. We will receive 1200 cars probably this Saturday.

I don't know what we are going to do about listing the cars: list all at the same time or parcel them out over time to pique interest. The Board will discuss that and decide. In the schemes listed above, we have both kits and assembled cars. The assembled cars will have 6 different numbers. The kits are not numbered, but we have decals for their numbers.

In January, we will have the MKT mechanical reefers coming in. They are Red Caboose cars. There will be 6 numbers for these cars. I have a pre-production model for you to look at. It is a beautiful car like the ART reefer we have in the display case.

In March, we'll be getting another run of Pennsylvania X29 boxcars in Express Service Scheme that sold out incredibly fast the first time we ran it. We received some really nice help from the Pennsylvania Railroad Technical and Modeling Society. One of their members provided us with a lot of data on the X29 Express Service cars. It is amazing that as large and complex as the Pennsylvania Railroad was, the Society has the same problems in finding pictures of prototype cars that we have, or for any railroad in finding pictures of a particular scheme and the correct road numbers for that scheme. The car numbers range from the 6000s up through the 60000s in different groups scattered all

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over the range. Even the famous Pennsylvania K4, 4-6-2 steam locomotives were the same way; their numbers ran from single digit to four digit and were not consecutively numbered. They had as much fun as the Missouri Pacific Historical Society did in figuring out the numbers.

All of the ART cars are a joint offering with the Missouri Pacific Historical Society. The Pennsylvania Reefer is a joint offering with Texas Western Modeling Society. The MKT Reefers are our own. I think the influx of new cars will definitely help our car sales.

The current issue of *Model Railroader* did a picture listing our new car. I didn't think we would get even a mention in *Model Railroader* since they had put it only on their online account last month. But it is very nice in the magazine this month.

### **Layout Construction:**

Director Ball said that construction was slow-going right now. We finished the outside curve of the NW corner of the roof girders. We got the rafters up on it and we are beginning to work on the inside curve of the same corner. We lack the two corners on the east end of the turn back peninsula and the point of the peninsula at the west end. The guys have put up most of the fascia and will continue working on the fascia. As soon as we get the corner trusses and the fascia in place, then we'll be ready to talk about sheet-rocking the ceiling and walls of the bench work. This is a busy time for most of us, so let's get the holidays out of the way and then get back on schedule. I'll be out of pocket for the next six weekends.

### **Building & Grounds Update:**

President Roth said that the heating system is working fine so we have a comfortable building. There is still vegetation up and down the tracks; clean up the property and reduce the fire hazard.

Director Ball said that we need to fix some gutters that the last snow storm tore up front and back.

### **2011 NMRA LSR Convention:**

Director Michels said that he will start to get letters out in early January to manufacturers for contributions for door prizes, etc. The convention will be held June 8-12, 2011

### **Pullman Passenger Car:**

Grant Proposal was sent to company for \$15,000 for moving the car to Amarillo.

### **Don Dean:**

Don is planning to donate several plastic model railroad cars/kits to the ARM; no contact the past month..

### **Friends Convention:**

No further news on this convention. Friends of the Burlington Northern plan to hold their

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2012 convention in Amarillo.

**Housekeeping Schedule:**

No one scheduled for December. Need to sign up for 2011.

**New Business:**

After-school Program: Have program on railroad history prepared for Will Rogers Elementary School for a group of kids in First through Fifth grades. Scheduled date is December 3.

Building insurance: Insurance renews in January; contacted by our agent to clear-up a couple of policy questions.

Polar Express: Advertisement has been running in the newspaper for the Polar Express on the West Texas & Lubbock Railway.

Website: Received a call on Tuesday evening; gentleman reported he had visited our website and had problem unable to read recent newsletters on-line. He indicated plan to visit ARM in April and to join as an internet member.

Director Michels said he would check on the problem again. The website has more pictures and may just sit there for a while,

**Clinics:**

No set schedule at the moment; tonight: choice of 2009 Convention-San Francisco Chief or 2010 Convention-Santa Fe and the sugar beet industry (found in Colorado, but applicable to the Hereford).

**Work Dates:**

December 11

January 8, 2011

January 22

**Next Business Meeting:** Scheduled Date is Thursday, January 6.

Additional new business: Dan Juliano asked if we were going to put a fence around the Pullman Car. No. We haven't had vandalism. We are too far from housing and kids are lazy these days. We have a lot of Police traffic through here. When we fence, we'll do the whole complex. Estimated cost \$50,000.

**Adjourn.**

**Cleaning Schedule for 2011:**

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January	Virgil and Paula Young
February	Dan Juliano
March	Joe Sweeney
April	
May	Andy and Beverly Lyle
June	
July	
August	
September	
October	
November	
December	



Progress has been slow the past month or so with all the Holidays. This is the inside of the NW corner roof trusses. It has not been finished; the outside of this corner is finished. A lot of finishing work is required to make the roof lines flow.

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Fascia boards have been installed in several places. These are on the North inside wall.



Fascia boards installed over Pampa yards (left) and finished fascia over the Amarillo yard (right). Note the sweeping curves.

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Remember the night we closed the loop? We knew we were making progress!

## New Year's Resolutions

*by Virgil Young*

One of the traditions of our society is the composition of a list of items that we hope to accomplish in the coming year. Some of these resolutions we sincerely hope to accomplish while others are products of wishful thinking. These latter ones are those which we don't really think we can reach, such as stopping smoking, or stopping the use of objectionable epithets when things go wrong. With these thoughts in mind, here are my resolutions for the coming year.

1. Avoid gossip among members that hurt our relationships in working together.
2. Pledge myself to work cooperatively with other members to achieve club goals.
3. Contribute the products of my thinking to the smooth operation of club activities.
4. Be more accepting of the ideas of others.
5. Finish painting the backdrop behind Amarillo Yard.
6. Stop the use of objectionable epithets when things go wrong.

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# RUN 8

February 2011



## President's Message

*by Bob Roth*

As this New Year begins, I ask all the members of the ARM to think about where we are today, how we got to this point, and where we want to be in the not-too-distant future. I raise this issue because there was one major objective I really hoped we could reach this past year which we did not meet. This was to get a tiny portion of the layout operational by Christmas. At this time we still have a lot of work to complete before we can attain this goal, but it is within our reach if we can keep working on the layout. It would be nice if we could get there before the Lone Star Region Convention in Lubbock June 9 – 12.

Nearly every visitor to the ARM has raised the question, “Do we have a schedule timeline concerning when the layout may be finished”?

All I can answer is that we don't have a schedule, but a procedure we follow, and that we are dependent upon our able-bodied members showing-up to work on our scheduled work days. With only a few people showing-up on any given work day we are not able to accomplish very much and we have made very little progress since Thanksgiving.

The holidays are over and it is time to get back to work! Thank you to the group that showed-up on Saturday, January 22, as we finally had a large enough crew to accomplish significant work around the southeast corner of the center peninsula. A few more work days like this past Saturday (plus the weekly Thursday evening work sessions) and we may finally be ready for the sheetrock to be installed. This is the next step after the roof girders and fascia are installed.

Concerning the Pullman car, the news is somewhat neutral at this time. The one foundation the family approached for funds to relocate the car has expressed a willingness to grant funds up to \$15,000 to cover the cost of moving the Pullman sleeper from Lubbock to the ARM. However, this grant has some major strings attached to it. Before they will grant the funds to relocate the car, we need to secure additional grant funding to cover the restoration of the car. The family is still willing to assist in soliciting additional grant funding for the restoration of the car, but we need to get more complete cost data together. In a white paper I drafted back in May following our initial visit to look at the Pullman car, I had identified the need to complete an assessment of

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the Pullman to determine the full extent of restoration work required as a first step after the car was moved, however the assessment needs to be completed before the car is moved, rather than later.

I made a trip down to Lubbock on Friday, January 21 and spent the better part of the day going over the Pullman car by myself looking up-close, taking pictures, making measurements, taking notes and sketching the interior layout of this car. In-all, I took over 130 digital images with notes concerning where each picture was taken and what I had observed in an effort to document my observations. As I drove back home I got the feeling that I didn't capture everything and another trip may be needed to go back for additional information. At the least, it is a starting point. My next task will be going through my notes and breaking things down into distinct elements of work that we can use to solicit cost estimates from various specialists. Looks like another significant project that will require input from all of our members.

Last month I reported on a trip proposed for the ATSF 3751 steam engine from Los Angeles to Train Festival 2011 to be held in Rock Island, Illinois in July. Scratch that... A few days after I had finished writing last month's message and sent it to be incorporated into Run 8 we received word that the BNSF would not allow the 3751 out on the main line during the summer as those are the busiest months for the railroad and that with traffic having picked-up, they could not allow it out on the railroad. The crew of the 3751 is looking at other options to try to get to Train Festival.

Also last month I mentioned that I would try to provide some interesting railroad historical tidbits. I noted the Baltimore & Ohio was the first common carrier railroad chartered in the United States in 1827. There were other railways built before the B&O was chartered, but they were only for freight. Another feature was these early railways were all pulled by horses and used wooden rails where the wagon wheels rode in grooves. James Watt invented the steam engine in 1765, but it wasn't until after the end of the century that man attempted to use the steam engine for locomotion and nearly all the early steam locomotive development occurred in England. Several different types of locomotives were developed and tested in the Rain hill Trials conducted on the Liverpool and Manchester Railway in 1829. The Rocket, developed by George Stephenson and his son Robert won this competition and became a world prototype for steam locomotives with basic features of design that were perpetuated for more than 100 years.

**Next Meeting:** The next Business Meeting will be on Thursday, February 3 at 7:30 PM. There will be a clinic following the Business Meeting.

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MEETING MINUTES

**ARM Business Meeting**

January 6, 2011

**Old Business:**

Meeting Minutes from December were published in Run 8. The minutes were approved as published.

**Treasurer's Report:**

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

**Car Sales Report/Update:**

Director Jerry Michels handed out copies of the annual report of car sales. A copy of the report has been included in the RUN 8 Archives. Director Michels pointed out that after we received the December Car Sales Report, we received all of our ART cars. We originally thought we would receive 3 separate runs of ART cars, but Intermountain ended up sending all 1200 cars at once. However, they will invoice us for 3 separate runs as they would originally have come due. We are splitting the cars 50/50 with the Missouri Pacific Historical Society.

We have two additional cars coming in within this next quarter: the MKT Mechanical Reefers which are ours alone, and the Pennsylvania Express Box Car which we are splitting 50/50 with the Texas Western Club. That is our schedule of arrivals for right now.

**Layout Construction:**

We have made very little progress this past month mainly because of the Holidays. There were too few people present to provide the teamwork needed. We tried to do what we could. The second Saturday workday was Christmas day, so families came first. We got a little work done on corner trusses, but the main construction on the corners will await Tracy's return. We also got some work done on the fascia.

**Building & Grounds Update:**

Not much to report except cold weather is expected next week. We need to look at tightening weather stripping around the doors.

**2011 NMRA LSR Convention:**

President Roth and Director Michels will be drafting letters to send to dealers for door prizes.

This year's convention in Lubbock will be June 8-12, 2011.

**Pullman Passenger Car:** We received good news from Laurin Prather that one foundation close to their family was willing to grant \$15,000 to cover the move of the Pullman from Lubbock. A draft was sent via e-mail approximately a week before Christmas and the formal grant proposal was mailed Wednesday, 1/05. Director Michels wrote the draft

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and President Roth contributed historical notes.

A model of the Pullman Car is being constructed by Treasurer Doyle following the pictures made by Director Ball. An out-of-town member of the Passenger Car Group is providing special advice on construction.

**Don Dean:** Don is planning to donate several plastic model railroad cars/kits to the ARM; no recent contact.

**Friends Convention:** No further news on this convention. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo.

**Housekeeping Schedule:** Need to sign-up for 2011

**New Business:**

Building insurance: Insurance renews in January.

Texas Zephyr Cars: E-mail note received from Jeff Ford on Wednesday, 1/05 that 3 cars from the Texas Zephyr are for sale again. These cars are located on the Black Hills Central Railroad in South Dakota. The cars are listed for sale through Sterling Rail.

Clinics:

Jerry Michels to provide clinic on Tsunami Decoders  
No set schedule for future clinics at the moment.

**ARM Work Dates:**

January 8, 2011  
January 22  
February 12  
February 26

**Next Business Meeting:** Scheduled Date is Thursday, February 3.

**Cleaning Schedule for 2011:**

January	Virgil and Paula Young
February	Dan Juliano
March	Joe Sweeney
April	
May	Andy & Beverly Lyle
June	

July	
August	
September	
October	
November	
December	



Jerry and Earl make first attempt at bending fascia by wetting the long grain of plywood.



Virgil Doyle makes first attempt at the Big Bend by wetting the long grain of plywood.



Virgil Doyle successfully makes Big Bend by cutting plywood across the grain.



The Big Bend from the back side. The first piece uses the long grain cut of plywood. The joint on the right end begins using plywood cut across the grain which allows the sharp bends with little wetting. When covered with black formica, it will be difficult to tell the difference.

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Bob Roth working on girders at end of peninsula.



Jerry and Bob working on the girders at the end of the peninsula.

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Earl in the middle of the framework connecting the ends of the girders.



Jerry and Earl measuring length of joist.

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Jerry and Earl fastening joist in place.



Southeast corner partially completed.

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Virgil Doyle planing the ends of a girder.



Is this Virgil the Younger standing here?

## **Has the Fun Factor been forgotten?**

*by Virgil Young*

This author is suffering from a period of painting pause. This is partly due to the cold and partly because it is difficult to determine which buildings existed in the fifties and need to be painted in, and the multitude of buildings, usually over ten stories, which have been added since the end of the Korean War. Completed in the thirties, the Santa Fe Building was the tallest structure on the Amarillo skyline through the fifties. It is hard to find buildings that show above the structures along the railroad front row. Help in identifying the important buildings is needed. Sharing this task will increase the Fun in painting the backdrop and heighten the enthusiasm for the task.

Perhaps the same thing can be said for the construction of the roof girders and fascia. Construction moved rapidly until the corner girders were about all that remained, and their construction was complicated and slow. Progress was almost nil until last Saturday Work Day. Part of the Fun of working on complicated projects is working with others who can sort out the tasks and divide them among themselves. This is called teamwork. This was not possible until the January 22 work day arrived and with it enough people for division of labor. Had the Fun run out?

We are about to become involved in a very complicated project in restoring the Pullman Car. It is important that the Fun Factor be recognized and incorporated into this project. Again, the Fun will come from working with others who can recognize the tasks required, sort out the tasks among themselves and work together to complete the project. Again, this is teamwork. There probably will not be enough workers for the Pullman Car Project until we finish the roof girders and fascia on the layout. Our plan was to complete the roof girders and fascia and then contract with a third party to sheet rock the walls and tape and bed them. Concurrent projects could include the painting of the walls while the Pullman Car Project proceeds.

The most gratifying Fun project will be the laying of track and constructing scenery. We recognize that we must finish the basic bench work before we can devote enough people to lay track, wire the road and begin the addition of scenery. Delayed gratification is its name, and is the hallmark of mature minds. How much delay? What must absolutely be finished before we can lay track and establish scenery? Certainly, sheet rock must be installed, taped and bedded. Then it must be painted white and then Big Sky Blue and clouds added before we install track and scenery. The fascia must be installed so that lights can be attached and wired. Do shingles have to be installed before we lay track? To reach these conclusions, teamwork will be required and the idea of Fun will be included.

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# **RUN 8**

**March 2011**



## President's Message

*by Bob Roth*

February is here and it being a short month, I am feeling a little pressure to get this message drafted a little sooner than I have these last few months so that Run 8 can be published before the next Business Meeting. We had very sparse attendance at the February Business Meeting and instead of presenting my clinic on Railroad History, I showed the photos I had taken of the Pullman car located in Lubbock. I plan to give the clinic on Railroad History following the March Business Meeting.

These last two work days we have finally started to make some noticeable progress on the layout. We added joists around the East and West ends of the peninsula and extended the fascia around the South side of the peninsula, all the way around the East end of the peninsula and up the North side of the layout to the Northwest corner. Fascia has been installed around approximately 75% of the layout although a few sections will need to be re-worked to provide a smoother line along the front edge of the layout. A string line has been a tremendous help in the process of straightening the ends of the trusses prior to installation of the fascia.

We are not installing the fascia in its permanent location at this time; the fascia is being temporarily installed with the bottom edge flush with the bottom of the joists to provide an edge for the sheetrock installation on the ceiling. Once the sheetrock is installed, we will lower the fascia to its permanent location. There is still quite a bit of work to complete the fascia installation, but we can see the sheetrock installation coming in the not-too-distant future.

Concerning the Pullman car, there is no new information at this time. I have started compiling my notes and photographs into composite documents to take to various entities to get estimates for specific work tasks such as repainting the car, repair/replacement of the windows and repair/replacement of the floor coverings. This is proving to be a very tedious and time-consuming task and it is not progressing very quickly. Before we take the next step to pursue additional grant funds for restoration of this car, we need good estimates of the cost for the required restoration work, making this an essential task in the overall process.

Lone Star Region NMRA 2011 Convention: The convention is scheduled to be held June 9-12

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in Lubbock. Dave Lamberts is the convention chairman. We have attempted to help Dave with a couple of tasks, but some folks in Lubbock ruffed us and drafted a flyer to advertise the convention and sent out letters to solicit items for door prizes.

The convention registration fee is \$79 for early bird registration until April 16; after this date the registration cost increases to \$89. If you want to learn more about modeling tips and techniques, I recommend attending this convention. For those members not attending the convention, we need a few hands here in Amarillo available to open the ARM for convention attendees on Wednesday, June 8 before, and Sunday, June 12 following the convention. Further information is available at the official website for the convention at <http://sites.google.com/site/lonestarregion2011/>

Historical Tidbits: On December 25, 1830, “The Best Friend of Charleston” became the first steam-powered locomotive to begin regularly scheduled passenger service on the Charleston & Hamburg Railroad (later to become the South Carolina Rail Road Company). It was destroyed by a boiler explosion on June 17, 1831, after the Fireman, irritated by the noise of the escaping steam, tied-down the safety valve. This led to some of the early safety regulations concerning pressure relief devices on steam engines.

Next Meeting: The next Business Meeting will be on Thursday, March 3 at 7:30 PM. There will be a clinic on Railroad History following the Business Meeting.



The fascia installed around the end of the peninsula. Miscues on part of photographer spoiled the action views. All of the pictures in this issue don't show the guys that get it right!

RUN 8 March 2011  
MEETING MINUTES

**ARM Business Meeting**

February 3, 2011

**Old Business:**

Meeting Minutes from January were published in Run 8. They were approved as published.

**Treasurer's Report:**

The Treasurer's Report for January, 2011, was read by Treasurer Doyle. They were approved as read.

**Car Sales Report/Update:**

The MKT mechanical reefers are in Colorado. They will arrive here sometime in February. We have two cars still to come in. We have plenty of ART reefers and Airslides. We received twelve orders this past week.

**Layout Construction:**

We have almost finished the roof girders and joists on the corner over the peninsula. Fascia is coming around the big curve on the east side and down to the northwest corner on the outside of the layout. After the joists were completed on the west peninsula curve on Saturday, 1/22, fascia was continued around that corner on Thursday evening 1/27. Some of the inside corners need more joists and then the rest of the fascia may be installed. When the backdrop behind Amarillo yard is finished, we can start on the sheetrock. We have a possibility of 3 bids on the sheetrock installation.

**Building & Grounds Update:**

Bob Roth checked the heating system Tuesday evening around 6:00 PM. The meeting room was at 59 degrees; the layout room was at 55-degrees. Both thermostats were calling for heat and the water heater was going. The weather all day had been single digit temperatures with strong winds out of the North. The heating system has done a good job this winter keeping up with the atypical cold and wind we have had. Checked the meeting room this evening and it was 60 degrees.

**2011 NMRA LSR Convention: June 8-12, 2011 in Lubbock**

Jerry Michels and Bob Roth worked on a letter to solicit door prize donations and then found that someone in Lubbock had already sent a letter to a number of model manufacturers. Bob Roth felt the hobby shops within the Region need to be solicited for door prizes and they might provide a better response than the model manufacturers.

Question: Donate 2 models from ARM?

Discussed convention planning with Dave Lamberts on Wednesday, 2/02. Discussed advertisement of the convention; Dave felt they had advertisement covered pretty well. He has drafted an article for the Marker Lamp and has been in contact with the editor of the Cowcatcher to advertise the convention in it; the Cowcatcher has a wider distribution

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to folks that are not members of the NMRA/LSR. Notice in January/February issue of the Cowcatcher indicated they have expanded their distribution from just within our region into Oklahoma, Kansas and Missouri. Dave noted they have produced flyers to advertise the convention and will mail a package of 50 flyers to us to place in our hobby shops to advertise the convention. Dave mentioned the San Angelo Railroad Museum contacted him and made an offer to be open before and after the convention for any convention-goers that might want to drop by; they requested folks make an appointment to come visit. We had started to discuss the same thing here. Dave stated they would post this information on the convention website: (<https://sites.google.com/site/lonestarregion2011/>)

Their one problem at this time is prototype tours...

**Pullman Passenger Car:**

Reported in President's message in Run 8 that we had heard back on the grant proposal; the foundation is inclined to grant funds up to \$15,000 to cover the cost for moving the Pullman car to the ARM, however there is a requirement to secure additional grant monies for restoration of the car before they will release the funds. Bob Roth made a trip down to Lubbock on Friday, 1/21 to gather additional information consisting of notes, sketches and digital images of the car. We need to obtain quotes from various specialists for the repair work required and then use that cost information to approach other foundations for grants to restore the car. We can conceivably break-up the required work into bite-size pieces such as repair and replacement of windows, painting of the exterior, etc.

**Don Dean:** Don is planning to donate several plastic model railroad cars/kits to the ARM; no recent contact.

**Friends Convention:** No further news on this convention. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo.

**Housekeeping Schedule:** Need to sign-up for 2011

**New Business:**

Building insurance: Insurance renews in January.

Clinics: Bob Roth to provide clinic on Railroad History  
No set schedule for future clinics at the moment.

**ARM Work Dates:**

February 12  
February 26  
March 12  
March 26

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**Next Business Meeting:** Scheduled Date is Thursday, March 3.

**Cleaning Schedule for 2011:**

January	Virgil & Paula Young
February	Dan Juliano
March	Joe Sweeney
April	Guy Pigg & Liz Warren
May	Andy & Beverly lyle
June	
July	
August	
September	
October	David A. Jusiak
November	
December	



Fascia installed along the South side of the peninsula.

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Fascia on the North side of the Peninsula. It lacks over 8 feet in length to close the gap.



The East side of the big loop looking South.

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The Southeast corner of the big loop.



Turning around the outside of the Northwest corner.

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Inside the Northwest corner. There are gaps on each side of this piece.



Inside West wall toward North end.

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Inside West wall toward South end.



One of the last steps, the South end of the outside West wall.

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**The ARM Themes**

When the Layout Committee was working with our designer, Byron Henderson, we had arrived at some desirable features to guide us in making decisions about what we wanted in the layout. Perhaps the first feature was that the layout would represent the area between Clovis, NM and Canadian, TX. This was interpreted to mean that there would be no tunnels, no mountains, no coal mines and no cocoanut trees. We do have some tunnels to provide alternate paths to and from the staging yards to off-line sites, but their entrances will be disguised by structures and scenery and would not be operated formally as tunnels. There would be oil industries, farms and grain elevators, petroleum jobbers, and other rail-serviced industries found in this area.

We adopted the ideas of Tony Koester in providing us with a bonding theme to namesake towns. Tony Koester calls them essential elements and the idea means there should be structures and geographical features in each town that resemble structures and features in the namesake towns. Depots immediately come to mind. We are fortunate in having a company called American Model Builders, that has provided many kits of Santa Fe prototype depots, section houses, signal maintainer shacks, telephone booths, outhouses and tool sheds. AMB kits can be modified to more closely represent depots in the towns we serve. This author has modified AMB kits to more accurately represent depots at Kings Mill, Friona and Black. Many other structures would have to be scratch-built to represent prototype structures.

Grain elevators did not exist just to store grain, but also to “turn” the grain to lower the heat that builds up in stored grain. Grain elevators will be required in many different forms and materials. Most will have to be scratch-built. Until the late thirties, nearly all elevators were wood-framed and covered with galvanized corrugated iron. Tie rods were used across the bins to keep the sides from bulging. The tie rod ends were visible and were terminated in two main ways. One used external beams about every six feet in height around the circumference of the elevator to support the ends of the tie rods and spread their pressure over more area.

The other method did not use an external belt beam, but included a support belt flush with the walls of the elevator. Galvanized iron covered both types, but one type appeared straight-sided, while the other appeared to be belted. The concrete-silo type of elevator replaced many of the galvanized iron elevators starting about 1939. Many of these concrete elevators are smaller than the Walthers kit, and will have to be fabricated from PVC pipe. Concrete-silos range in height from 80 to 100 feet. The only elevator this author has seen that was sheathed in wood was at Washburn. Unused for many years, it was finally burned to remove it.

The main theme desired on the layout was operation. The layout is single-tracked except for a double-track section from Pampa to Canyon. A time period was chosen when steam locomotives, passenger service, postal rail service and cabooses were still in service. A large percent of freight was still handled by rail, including the Railway Express Agency. We settled on an arbitrary date of 1955. This does not preclude operating sessions with later equipment, but it insured that certain railroad facilities were still in place, including water treatment plants, depots, freight houses, bunk houses, section houses and even roundhouses. The railroad structures were rail-serviced which provides more switching and short local trains. That’s where most of the fun in operation lies and operation is an essential part of the plan.

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# **RUN 8**

**April 2011**



## President's Message

*by Bob Roth*

March has been a rather busy month for the Club. We received a number of telephone calls and e-mail messages asking for information and I try to respond to all the requests as best possible which can be time-consuming. One of the more interesting requests this month was from our local public broadcast station, KACV-TV asking if we could assist in sponsoring a special event for pre-school age children and their families to help commemorate National Train Day on Saturday, May 7. The event would have been in association with a PBS program called Dinosaur Train and KACV had the opportunity to apply for a grant of \$3,000 to host this event.

The one issue was there was minimal time to give very much thought for planning; the request was received via e-mail and I responded immediately via e-mail and also by telephone the next day, which was Wednesday, March 9; KACV had to submit their grant request on Friday, March 11, and was supposed to hear back if the grant was to be provided on Friday, March 18. I was able to get with members of our Board of Directors on Thursday evening and the Board was in full support of this request to host the Dinosaur Train event at the ARM and I responded back to KACV that evening. Unfortunately we found out a week later the grant was not awarded to KACV to host the event thus ending this particular venture, but it is a sign for what can lie ahead for the ARM in the future. The contact with KACV could lead to other future potential ventures.

Out at the ARM, progress continued on the construction of the layout and a milestone was reached on Saturday, March 26 with the completion of the fascia around the perimeter of the layout. We also completed the rafter installation although some additional work is still required. The next phase will involve the installation of sheetrock on the walls and ceiling which will become the backdrop. Although we plan to hire someone to install the sheetrock and it may seem like we will pause in our work until the sheetrock is done, there is still a lot of other work for us to do now. We have more L-girder to install and we can tackle the installation of the road base for the wye at Canyon (Lubbock Junction) and the connecting helix to the upper level staging yard.

Elections: I forgot to mention during the March Business Meeting that elections for three Directors positions are upcoming at the May Business Meeting. Current Directors for the ARM whose

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positions are scheduled for election, include Jerry Michels, Guy Pigg and Tracy Ball. If you are interested in a higher level of involvement with the ARM, please consider running for one of the Board positions. Sometime in the future I will decide to “retire” as President of the ARM and will need someone else to step-up, but please note there is a requirement for the President to have served at least one year in one of the other officer or Director’s positions.

On the modeling side of things, please remember the Lone Star Region (National Model Railroad Association) convention to be held in Lubbock on held June 9-12. If you would like to boost your modeling skills, you should consider attending this convention, particularly some of the clinics that will be offered. Further information is available at the official website for the convention at <https://sites.google.com/site/lonestarregion2011/>. The convention registration fee is \$79 for early bird registration until April 16; after this date the registration cost increases to \$89.

Concerning the Pullman car, there is no fresh news to report at this time. I have been working on a plan drawing of the car to help orient the photos for presentation documents related to restoration of the car and I am anxious to get this task completed.

Historical Tidbits-- Locomotive Safety Devices: The first “cowcatcher” was fitted to the John Bull in 1833 by the Camden & Amboy Railroad. The intent was to deflect obstacles hit at speed, and push them upward and sideways out of the way. Cowcatchers were adopted by many other railroads and became universally used starting around 1855. Warning bells were initially mandated by the State of Massachusetts following an accident and shortly thereafter all other states followed. By 1839 bells were commonplace on locomotives. The first reported use of a steam whistle on a locomotive was in 1836. Locomotive headlights were introduced in 1840. The earliest headlights used a square case, housing an oil lamp and later a parabolic reflector that extended the range of the beam to 1000 yards.

Next Meeting: The next Business Meeting will be on Thursday, April 7 at 7:30 PM. There will be a clinic following the Business Meeting.



Jeff Ford explaining the finer points of his reconstruction of his speeder. Nice work!

RUN 8 April 2011  
MEETING MINUTES

**ARM Business Meeting**

March 3, 2011

Note: We received a message yesterday stating that Jerry Michel's dad passed away Tuesday evening; please keep Jerry and his family in your prayers.

**Old Business:**

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

**Treasurer's Report:**

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

**Car Sales Report/Update:**

Director Michels has been with his family in Missouri. In the Treasurer's Report, it was stated that, "We had car sales of \$1,841.64. That is before expenses". President Roth reported that last week we received the BKTY reefers. Special thanks to Gayle Jusiak and Reva Clark for helping us unpack and check the cars. There were several boxes to check and we didn't have very many members to help. Some of the cars had one or two parts that were loose in the box, but were easily popped back into place.

**Layout Construction:**

Director Tracy Ball: We have just a little fascia not yet finished on the inside of the peninsula. Bob Roth and Earl Carrell finished the fascia and joists on the turnaround at the end of the peninsula. As soon as we finish the fascia, we will be ready for sheetrock.

**Building & Grounds Update:**

Director Tracy Ball: It won't be long before we get some moisture and the grass and weeds will start growing. Glad that most of our grass is cut short given the recent fires around the area. The whole region is tinderbox dry at the moment. Tuesday afternoon there was a fire somewhat close to the ARM along Highway 60.

**2011 NMRA LSR Convention:** June 8-12, 2011 in Lubbock

President Bob Roth received an electronic version of the flyer for the LSR convention in lieu of Dave Lambert mailing copies of flyers to advertise the convention as reported last month. Dave mentioned the San Angelo Railroad Museum contacted him and made an offer to be open before and after the convention for any convention-goers that might want to drop by; they requested folks make an appointment to come visit. We had started to discuss the same thing here. Dave stated they would post this information on the convention website: (<https://sites.google.com/site/lonestarregion2011/>)

Secretary Virgil Young and Paula Young volunteered to open the ARM on Wednesday, June 8, and Sunday, June 12, by appointment for Convention Attendees. Director Ball will also be present to fire up the Alco S-2 Locomotive.

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**Pullman Passenger Car:** We were contacted by a gentleman with Iowa Pacific Corporation; they operate the Rio Grande Scenic Railroad between LaVeta and Alamosa, Colorado and they are looking for heavyweight sleepers. President Bob Roth had a lengthy conversation with this gentleman; the underlying issue is that we do not have the title to the Pullman car to turn around and work a deal with them. As things stand, the deal is for the family to donate the Pullman car to the ARM so that it can be restored and preserved.

**Friends Convention:** No further news on this convention. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo.

**Housekeeping Schedule:** Joe Sweeney is scheduled for March.  
Guy Pigg and Liz Warren are scheduled for April  
Still have several blanks to sign-up for 2011

**New Business:**

Caboose: Are we interested in the blue caboose at the North branch of Amarillo NationalBank? President Bob Roth was contacted about this caboose coming available; we would have to move it. It is sitting on its friction bearing trucks; it does not have couplers. It is reported to be a former Burlington Northern caboose.

Clinics: Bob Roth to provide clinic on Railroad History  
No set schedule for future clinics at the moment.

**ARM Work Dates:**

March 12  
March 26  
April 9  
April 23 (Note: Easter is April 24)

**Next Business Meeting:** Scheduled Date is Thursday, April 7.

**Cleaning Schedule for 2011:**

January	Virgil and Paula Young
February	Dan Juliano
March	Joe Sweeney
April	Guy Pigg and Liz Warren
May	Andy and Beverly Lyle
June	Virgil and Paula Young
July	
August	
September	
October	David A. Jusiak
November	
December	

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Jeff is proud of the speeder he rebuilt, and rightly so!



Some examine the back while we look at the front. Cool!

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Virgil Doyle is closing the gap at the SE inside corner.



The SE corner gap is closed. Earl Carrell is using the backside to measure for inside rafters.

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Tracy Ball and Earl Carrell are adding SE corner rafters.



Bob Roth is preparing to join a complex curve near the NE inside corner.



The complex curve that Bob was working on after closure. The clamp detracts from the flow.



A complex curve near the NW inside corner. Bob, Virgil, Jerry all worked on this one.

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Virgil Doyle inspects his part of the work carefully.



Bob Roth has to wet this segment down so it will curve with less strain.

## The Repetitious Trap

*by Virgil Young*

Last month's Editorial discussed the themes of the ARM layout. The first theme described what should not be present on the layout. The second theme related to duplicating structures and scenery to represent the same features in each prototype town. Elevators are found in most of our towns and most will have to be scratch-built. Elevator types were described with the reasons for their design. The last theme discussed the time period chosen for the ARM layout and how this improves our design for operation, where we find the real fun of model railroading.

This month we will discuss the trap many model railroads fall into as they choose buildings for use on the layout. The trap is that without scratch-building some of the structures in each town, all the structures in a town wind up being unmodified commercial kits and all the towns are similar, resembling a structure catalog display from Walthers.

Where do we begin our scratch-building efforts? First, the depot should be a duplicate of the one that stood in the town we are modeling. For wood-framed depots, American Model Builders kits can be modified to resemble the depots that have had the bay-window removed such as the one at Miami. Brick depots may be pieced together from modular brick units or from a brick warehouse type of building. Study available kits at hobby shop sales tables, Ebay, and other sale sources. Stucco-type depots, such as Amarillo and Canyon, can be duplicated with plain plastic sheet covered with a thin coat of canopy cement and sprinkled with fine sand. In some cases, plans for the depot may be found in the library formerly carried by Russell Crump.

Petroleum product dealers are another type of structure found in most towns. Some plans have been published in the hobby magazines. Conoco and Texaco are examples. Pictures of some petroleum product dealers are also available from other members. Along this same subject, filling stations often followed standard designs and some may be found in the book, *The American Gas Station*, by Motorbooks International.

The basic design of corrugated-iron elevators was covered in last month's editorial. For construction of concrete silo elevators, visit the town you are modeling and photograph them. While you are in town, stop by the domino parlor and buy something. Ask the proprietor if there is a patron who is an authority on the history of the town.

If so, meet that person and offer to buy him lunch and interview him about the town. Record the conversation. Don't overcrowd the talk with your questions but let him reminisce. He may even have some pictures of the town that you can copy. You will have to lead the conversation back if it wanders too far from details about the town. Snap a picture of the interviewee and get a correct name and address along with his permission to publish any information he may discuss. You will find that older people are quite willing to tell about their town to someone who is interested, and you will find yourself becoming more interested in interviewing older people. You can try this technique in nursing homes, but you probably won't find someone who wants to talk exclusively on religion or politics in a domino parlor.

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# RUN 8

May 2011



## President's Message

*by Bob Roth*

I see a lot of parallels in my life and I find it quite interesting at times how close some of these parallels can be to each other. We are experiencing the season of Spring at this time which usually is a time of change and re-awakening of the world around us as the temperature warms, trees bud and flowers start to bloom. Easter is also this time of year with the symbolism of the cross and the death and resurrection of our Lord and Savior Jesus Christ... Along a similar vein, a major change has occurred at the ARM this past month as sheetrock was purchased and installed on the ceiling and walls around the layout and the whole complexion inside the Layout Room has changed radically. By hiring the sheetrock installation, progress in the construction of the layout has taken a major leap forward that would have taken us several months to accomplish. For this major leap, we need to thank the folks that donated the funds for the sheetrock purchase and installation; those folks include Jerry Michels, Virgil & Paula Young and Virgil Doyle. Thank you everyone.

Please be aware that as result of the sheetrock installation work, the Layout Room is heavily laden with dust from the sanding of the sheetrock, so we need to keep the doors closed between the Meeting Room and the Layout Room until we can get the final touch-up work complete and clean-up the dust. Please remember to wipe your feet on the door mat at the vestibule to minimize tracking dust into the Meeting Room.

This past month two new opportunities have arisen for the ARM. We were contacted a while back by folks from Chamber of Music Amarillo; they have an annual fundraiser which is coming up in May and their theme this year is *The Railroad*. While the initial request was if we might be able to host their event at the ARM which was not feasible given the size of the crowd they anticipate, more recently we were asked if we might be able to assist with displays associated with the theme for this event. I discussed this event with Jeff Ford and we came up with a few ideas we could do that could include static display of some model trains on Jeff's yard modules, a slide show of various railroad pictures projected on a wall, and possibly even a display of Jeff's motor car. Providing a display could serve as a good promotion for the ARM to the people who attend this event.

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The second opportunity started initially as an offer by an individual to donate a G-scale model train set to the ARM; the idea evolved further that it could be donated along with a small garden (for a garden layout) as a memorial to the individual's son who passed away approximately a year ago. A garden layout will fit nicely with some of our long-range plans for development of the area across the street. A volunteer is needed to work on this idea.

Of interest to Rock Island railfans: In the most recent issue of *Remember The Rock* magazine (Vol. 6, No. 4) there is a lengthy article titled *The Big Hill* concerning the Rock Island line that ran northward from Amarillo to Liberal, Kansas. The article includes maps and several pictures and is quite interesting.

Elections: Do not forget that elections for three Directors positions are upcoming at the May Business Meeting. Current Directors for the ARM include Jerry Michels, Guy Pigg and Tracy Ball. I have talked with all three of these gentlemen and they have agreed to serve another term as Directors. Elections are not closed, thus if anyone else is interested in a higher level of involvement with the ARM, please consider running for one of the Board positions.

On the modeling side of things, please remember the Lone Star Region (National Model Railroad Association) convention to be held in Lubbock on held June 9-12. If you would like to boost your modeling skills, you should consider attending this convention, particularly some of the clinics that will be offered. Further information is available at the official website for the convention at <https://sites.google.com/site/lonestarregion2011/>. The full convention registration fee is \$89. I believe they have some options for a day pass for folks that would like a "taste" of a convention.

Historical Tidbits: The first President of the United States to ride on a train was John Quincy Adams in 1830. He rode in a horse-drawn carriage that was pulled onto a long open railroad car that was pulled by horses; this was an early form of "piggy-back" transportation by the railroads. The first President to ride in a train while in office was Andrew Jackson on June 6, 1833.

Next Meeting: The next Business Meeting will be on Thursday, May 5 at 7:30 PM. There will be a clinic following the Business Meeting.

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MEETING MINUTES

**ARM Business Meeting**

April 7, 2011

**Old Business:**

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

**Treasurer's Report:**

Treasurer Doyle read the Treasurers Report. The report was approved as read.

**Car Sales Report/Update:**

Everything is in except the Pennsylvania X29 Express Boxcars. They should be in toward the end of May. That project is funded 50% by Texas Western.

As Treasurer Doyle noted, we have an agreement with Intermountain to pay for our car order over the next 12 months. The first payment was in April so we have eleven payments to go.

In order to buffer payment for our car orders, we are considering setting up a Line of Credit with Amarillo National Bank so that when we have an unusual number of cars arriving, we don't have to drain our treasury to pay for them. We can take money out of the Line of Credit to pay the entire bill and pay the credit back. The rate of interest is presently 4½%. We are exploring this now, we have not set anything up.

The collateral for the line of credit would be the building. We would need the name, address and phone number of each board member as responsible party, though no personal accounting is needed.

We have one more payment for the May issue of *Railroad News*. The May issue will have the MKT reefer advertised.

**Layout Construction:**

Progress: We reached a milestone on Saturday, March 26 with the completion of the fascia around the perimeter of the layout. The rafters were close to completion if not finished. We have purchased sheetrock and tonight's meeting was<sup>1</sup> delayed so that the sheetrock can be unloaded and stacked in strategic locations for the installer.

**2011 NMRA LSR Convention:** June 8-12, 2011 in Lubbock

The ARM can be open before and after the convention for any convention-goers that might want to drop by. Request that folks make an appointment to come visit. This will be posted on the convention website: (<https://sites.google.com/site/lonestarregion2011/>).

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No other convention news at this time.

**Pullman Passenger Car:** No new news at this time. President Roth is working on a drawing of the floor plan of the car. Treasurer Doyle brought a model of the Gainsborough Pullman Car after he installed a new roof provided by Tom Madden.

**Housekeeping Schedule:** Jim Shook has signed up for every month through November.

**New Business:**

**Elections:** Elections for 3 Directors will be held in May. This includes Jerry Michels, GuyPigg and Tracy Ball. All three of these gentlemen have indicated their willingness to serve another 2-year term. If any member wishes to run for one of these positions, please let President Roth know.

**Open Door:** A DPS Trooper noticed that our front door was standing open. The wind had blown all day and the closing bar was holding the door open. Tracy Ball repaired the closing bar and everything worked. If anyone comes out to the ARM on an off day, when locking-up, take a second to pull on the door to ensure it is secured.

**Clinics:** Given plan to unload sheetrock this evening that will require some time from our more able-bodied members, a video clinic will be offered this evening. No set schedule for future clinics at the moment, but Virgil Doyle was asked about providing a clinic on mining along the RGS.

**ARM Work Dates:**

Saturdays: April 9, 23 (Easter Weekend)

Thursdays: April 14, 21, 28

Saturdays: May 14, 28 (Memorial Day Weekend)

Thursdays: May 12, 19, 26

**Next Business Meeting and Election:** Scheduled Date is Thursday, May 5.

**Cleaning Schedule for 2011:**

April	Guy Pigg & Liz Warren
May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Jim Shook
November	Jim Shook



Director Guy Pigg casts a critical eye on the sharply-turned surface of the main turnaround.



Composite material used on sharply-curved surfaces rather than sheet rock

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The north section of the roo and sheet-rocked walls below.



The outside north wall and ceiling. Man! It's dark back there!

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The south section of the roof and sheet-rocked walls.



The southwest inside corner.

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## **A Garden Layout!!!**

*by Virgil Young*

This is a great opportunity for us to expand our collection. It is also an opportunity to divide our resources, both monetary and labor resources. This project will require extensive planning to be successful. First of all, it is outdoors. It will require special materials to resist the damaging effects of weather. Access by foot will be required when the ground is muddy, and the track will be laid on soil which will also require hardening to maintain the form of the track level.

Interspersed in these hardened areas will be plant and building areas. The planting areas will not be hardened and will have to be watered. To top it off, storage for the rolling stock will have to be provided and the whole area will probably need to be protected with a cyclone fence. Rabbits become public enemies that can do more damage than a pickup load of vandals.

The type of train set will more or less determine the era of the layout. We have a lot of room, but planning a layout requires time that expands almost exponentially with the size. There is much published material available and should be studied thoroughly before starting the preliminary plan. Instead of starting the layout with a pick and shovel; use pencil and paper. And spend some time on the givens and druthers. If extensive planning is done before turning the first shovel-full of dirt, the garden railway can become a thing of beauty and a pleasure to operate. Otherwise, it will become run-down, operation will be unpleasant, and nobody will want to correct it.

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# ***RUN* 8**

**June 2011**



## **President's Message**

*by Bob Roth*

As I finally sat down to start writing the message for this month I realized that time has just flown past me and the end of the month is fast approaching. They say time flies when you're having fun so I must have had a lot of fun!

Regarding the Chamber of Music Amarillo's annual fundraising event, I had discussed this event with Jeff Ford last month and we had kicked around a few ideas, but their relatively late contact with us limited what we were able to do for them. Initial thoughts included display of Jeff Ford's motorcar, a display of model trains and a slide show of railroad-related pictures. I briefly discussed this with their event chairperson and was told their Director would be in contact with me, but it was two weeks before he did. In the end Jeff had to withdraw the motorcar from the proposed display because he had to work on the 14<sup>th</sup> and it was uncertain when and how we would be able to move it.

The display concept I settled on was to utilize Jeff Ford's five-track yard modules and to do a static display of model trains from vintage to modern era on each of the five tracks. I modified the idea to feature passenger trains to better follow their advertisements related to the era of romance on the rails. I borrowed an old-time train from David Jusiak that he referred to as his 1880's train, and that I used to represent the era from the 1860's through the 1880's. I used my own 4-8-4 with a set of 6 heavyweight cars to represent the late steam era of the 1920's through the 1940's. I borrowed a set of F3's from Jim Shook and set them up with a group of the Walters Super Chief passenger cars plus a couple of other cars to represent the streamlined era of passenger trains of the 1950's through the 1960's. I borrowed an early vintage AMTRAK set of cars and locomotive from David Jusiak to represent the early AMTRAK era of the 1970's and Jeff Ford provided an AMTRAK ACELA set to represent current day United States high speed rail on the Northeast Corridor.

The event was elegant and I fielded questions from a number of people concerning travel by train plus a number of railroad-related questions. The slide show was enjoyed by the audience. My wife accompanied me and we had a good time. Overall, this was a good promotion of the ARM.

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On a special note, May 1st was AMTRAK's fortieth anniversary since they assumed nationwide passenger service from the majority of the railroads in this country.

Garden Railroad: I will not say much here, but I mentioned last month that we were approached by a lady concerning the donation of her son's G-scale train set to the ARM and the idea had blossomed into an idea for a garden layout as a memorial. I thank Virgil Young for volunteering at the last Business Meeting to take care of this item. Since that time it has grown into a significant project on its own as a rough plan has started to take shape and I will leave this up to Virgil to discuss at the June Business Meeting. A garden railroad has been in our long-range plans for some time. We invite G-scale modelers in this area to participate in this effort.

El Capitan: For modelers of the Santa Fe Railroad, Walthers had announced a limited edition release of sets of cars for the El Capitan. They advertised there would be an eight car set and a limited edition nine car deluxe set. The deluxe set was going to be limited to 350 sets. I talked with Don Harris at Hobby Time about the El Capitan train sets and he said they were all consigned to hobby shops within the first 16-hours after the announcement; he was not able to get any of the deluxe sets. The deluxe sets will be equipped with LED lighting and populated with Preiser figures; the lighting for the high level cars and the figures will be available separately for those who purchase the non-deluxe set.

Tracy Ball has been working long hours smoothing the finish on the wooden sheathing over the sharp corners of the backdrop. The wooden sheathing doesn't finish as rapidly as sheetrock walls. This has slowed down the smoothing, which has delayed start of painting. Because of the ongoing finish work, the Layout Room remains heavily laden with dust and I remind everyone to wipe your feet on the door mat at the vestibule to minimize tracking dust into the Meeting Room.

Lone Star Region (National Model Railroad Association) Convention: June 9-12 in Lubbock. Further information is available at the official website for the convention at <https://sites.google.com/site/lonestarregion2011/>.

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

***Beginning on page 6, we present some pictures taken at Jerry Michels' recent open house of his home layout. Based on the Missouri Pacific Railroad prototype, many of the structures follow MoPac standards. Enjoy!***

RUN 8 June 2011  
MEETING MINUTES

**ARM Business Meeting**

May 5, 2011

**Old Business:**

Happy Cinco de Mayo

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

**Treasurer's Report:**

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

**Car Sales Report/Update:**

We need to re-think our E-bay sales. We are not getting enough sales to support the number of auctions we have been conducting on E-bay. We may need to cut down to two auctions per month.

We have the Pennsy Box Car coming in at the end of this month, but we are already paying for it. It was set up for us with Intermountain to include our half in our monthly payments to them and Texas Western Club to pay their half upon delivery.

**Layout Construction:**

Tracy Ball reports that it is coming along very well. We got the sheetrock installed and taping and mudding done, although there is a lot that needs to be repaired before we start painting. I've been working on it a little every evening after work.

The next thing we need to do is move the fascia down while I am finishing the texture. After that we can start painting the backdrop. Virgil is almost finished with the backdrop behind the Amarillo yard, then we can move the yard module back into place.

Lights come next, then we start on the bench work. We still have light bulbs, but we probably don't have any fixtures.

Bob remarked about the need to keep the doors into the meeting room closed and wipe feet to control dust. We have vacuumed several times to pick up footprints of dust. We will need a heavy cleanup after sheet rock is done.

The man who did the sheetrock did a heck of a job and saved us years of work. The man who did the taping and mudding came back several times and worked to make it smoother. It is just a big job to get it ready for a backdrop.

**Building & Grounds Update:**

Tracy said the lawnmower is back in service. It is repaired and working. The right front wheel was rusted out and I welded twelve holes shut. Watch that right front tire; it may not stay up. The mower has new blades, new belts and new bearings.

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**2011 NMRA LSR Convention:** June 9-12, 2011 in Lubbock

Several e-mail notices have been sent advertising the convention; most recent news added information that major door prizes include two round trip tickets on the Texas State Railroad, as second set of two round trip tickets in the Texas State railroad including a cab ride, and most recently a set of two round trip tickets on the Durango & Silverton Narrow Gauge railroad. They also appear to have extended the registration discount. The convention website is: <https://sites.google.com/site/lonestarregion2011/>  
No other convention news at this time.

**Pullman Passenger Car:** No new news at this time.

**Blue Caboose:**

We have expressed interest in the blue caboose at the North Branch of Amarillo National Bank. President Bob Roth attempted to call the gentleman that is in charge of a project for renovation of this bank branch but had no success these last 2 weeks. If they are planning to do away with the caboose is unknown at this time. Contact information was provided to the Bank person in charge of the project a few weeks ago.

**Friends Convention:**

No further news on this convention. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo.

**Housekeeping Schedule:** Andy & Beverly Lyle were originally scheduled for May, but Jim Shook volunteered to do the housekeeping through November. Thank you, Jim.

**New Business:**

Elections: Elections for 3 Directors: Jerry Michels, Guy Pigg and Tracy Ball stood for re-election. A motion was made and seconded that the three of these gentlemen be elected by acclamation. The motion passed. Congratulations to all three!

Chamber of Music Amarillo: They held an annual fundraising event on Saturday, May 14 and their theme this year was centered around travel on the railroad. A request was received initially if we might be able to host their annual fundraising event at the ARM, but with an anticipated attendance of approximately 150 people, we had to say no as we do not have the space to host that many people. A second request was received asking if we could assist with décor. President Bob Roth had discussed this a few weeks ago with Jeff Ford and a few ideas evolved including setting-up a few of his yard modules with a display of model trains on his yard tracks, setting-up a slide-show of railroad-related pictures and possibly even displaying Jeff's motor car. Bob Roth met with David Palmer, Executive Director on Wednesday, 5/04.

**Garden Layout:** We were approached by a lady about donating her son's G-scale train to the ARM. President Bob Roth noted our current situation with overall displays not being settled at this time, but the idea evolved into setting-up a small garden layout as a memorial. Virgil Young agreed to work on the project.

**Phone Book Covers:** We have some phone book covers if anyone wants them. A donation was made to display an ad for the ARM on the covers and this gave us some advertising on radio, TV and in print. Ten announcements were played on the radio (KGNC-FM) last week. (Caught one ad at around 1:55 PM Friday in which the ARM was specifically mentioned.) There are supposed to be twenty-eight announcements on KVII-TV this week, and next week there will be a quarter-page ad in three editions of the American Classifieds.

Jerry Michels offered to open his home layout for visiting/viewing Saturday, 5/07 between Noon and 3:00 PM. Location: 133 Dewey.

**Clinics:** No set schedule for future clinics at the moment, but Virgil Doyle was asked about providing a clinic on mining along the RGS.

**ARM Work Dates:** May 14  
May 28 (Memorial Day weekend)  
June 11  
June 25

**Next Business Meeting:** Scheduled Date is Thursday, June 2.

**Cleaning Schedule for 2011:**

January	Virgil & Paula Young
February	Dan Juliano
March	Joe Sweeney
April	Guy Pigg & Liz Warren
May	Jim Shook
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Jim Shook
November	Jim Shook
December	

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Jerry Michels' MoPac-style roundhouse



Jerry's scratch-built MoPac coaling tower

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Jerry's adaptation of a stream bed



Jerry blends tree models with a painted backdrop of trees



A farm yard with barn and implements. Notice the tell-tale over the tracks warning workers on the top of the train that they are approaching an overhead obstacle.



Joe Sweeney, a former Ft. Worth & Denver employee, enjoys some of the intricate switching on the layout. Virgil Doyle, in the background, is running a train.

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A MoPac pump house and water tower.



The only steam locomotive visible on the layout during our visit. This is a MoPac 2-8-2 freight-hauling engine. The thumb tack? It is a substitute-standard switch stand.

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## **Opportunity from Opportunity**

*by Vergil Young*

We are always proud to announce any donation of funds as an indicator of our commitment to serve the public. We have worked to make our HO layout Museum Quality and we can work to reach this same level with the Phillip Pratt Memorial Garden Railway. Carol Abraham wants this layout to be attractive and useful and that will be our desire also. The Extension Service of Randall County will help with the solution of gardening problems, and as publicity develops, we look for more support from private business and industry. This is another opportunity for us to branch out with something different that will attract modelers who are not especially interested in HO modeling. It will also provide opportunity for current members to experiment in another scale, to develop new techniques and broaden our appeal.

We can visualize the development of a picnic area around the layout with shade trees and picnic tables where children may hold birthday parties and adults may hold cookouts and observe operation on both the Phillip Pratt Memorial Garden Railway and the Amarillo Railroad Museum's HO layout. Coupled with our development of educational units on railroads, the expansion of the Railroad Merit Badge program and the renewed efforts to recruit Junior Members will increase our educational outreach. Even though it comes at a critical time in our history, it is an opportunity, not a burden.

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# RUN 8

July 2011



## President's Message

*by Bob Roth*

We welcome Carol Abraham as the newest honorary member of the Amarillo Railroad Museum. Carol donated a significant amount of money to the Museum along with her son's G-scale train for the establishment of the Phillip Pratt Memorial Garden Railroad. The garden railroad will be located across the street from the ARM building. Virgil Young has the reins on this project and has made a great start with a draft plan for the layout and garden, developing a cost estimate for the construction of the garden and chasing bids for the first step in the process to extend a water line across the road to the site of the garden. As part of this process, some of us are learning quite a bit about garden railroads.

On June 9-12, I was in Lubbock attending the Lone Star Region National Model Railroad Association Convention. I went to this convention to assist the Lubbock Model Railroad club that was hosting the convention, but everywhere I looked, they seemed to have everything covered, so I spent my time visiting with other folks and attending some of the clinics. Overall, it was a good convention with a good slate of clinics, a few extra fare tours and a handful of layouts to tour. The one tour I attended was of the restored Harvey House in Slaton. The hosts at the Harvey House greeted the large number of LSR members that ventured to Slaton and gave a brief description of the history and operation of the Harvey House. I videotaped this tour and will make it available.

Operationally, the Harvey House was built by the Santa Fe in 1908 and served passengers on eastbound and westbound trains. Orders would be taken onboard the trains and telegraphed ahead so the food would be ready when the trains arrived. The train passengers would enter the Harvey House and be seated around a horseshoe-shaped dining counter where they would be served their meals. Passengers were given twenty minutes to eat and get back on the train. Harvey Houses provided the earliest form of fast food for hurried railroad passengers. The Slaton Harvey House was closed in 1941 as the railroad switched to dining cars with Fred Harvey dining service on the trains. The building sat unused for several years after the Harvey House closed.

By the 1990's the Harvey House had fallen into a state of disrepair and the hosts mentioned the

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demolition crew was on-site when they called a local plumber to check that all utilities had been cut-off; they asked him if he wanted any fixtures from inside before they demolished the structure. The plumber was able to muster some local support and they were able to save the Harvey House from demolition. The Slaton depot which had been located to the West of the Harvey House, and a Reading Room which had been located to the East of the Harvey House had been previously demolished.

Today a significant portion of the building structure has been restored and the structure is in use as a bed and breakfast, but the restoration work is not complete and they still need to raise additional funds to complete this restoration work.

The keynote speaker for the convention was Mr. William Glavin , Texas Department of Transportation, who presented the Texas Rail Plan. He described how the State submitted a plan for implementation of high speed rail in the State of Texas, how it was received by the federal government as a number of separate plans, how the State responded by consolidating a number of railroad-related departments into a single department within the Department of Transportation and looked at the various problems with railroad operations and then cobbled together a comprehensive rail plan for the State.

The focus of the revised rail plan for the State is to avoid disrupting the existing freight moved on the railroads within the state while enhancing and expanding existing passenger train operations. Tower 55 in Fort Worth where the BNSF crosses the Union Pacific at grade was noted as one of the biggest choke points in the State's rail network and plans are in the works to relieve the rail congestion at Tower 55 and make the area safer for motorists and pedestrians, particularly school kids in this area who have to cross the railroad tracks. The State's rail plan can be viewed at TXDOT's website.

Next year's Lone Star Region Convention will be held June 6-10 in Houston. One feature of this convention will include an outing with the Houston Area Live Steamers, so if you want to experience live steam operation, you may want to consider attending next year's LSR convention.

Next Meeting: The next Business Meeting will be on Thursday, July 7 at 7:30 PM. There may be a clinic following the Business Meeting.

*Editor's Note: On page 6 we will publish Jerry Michels' article he had planned for last month when we printed the pictures from his layout. Time slipped up on us and we didn't have the article when we published the pictures. Our apologies to Jerry for the slip-up. If you missed the issue from last month, go to our web site <[Amarillorailroadmuseum.com](http://Amarillorailroadmuseum.com)> to download the issue.*

RUN 8 July 2011  
MEETING MINUTES

**ARM Business Meeting**

June 2, 2011

The Business Meeting started at 9:19 PM after the Public Meeting accepting Carol Abraham's donation of \$10,760.96 and Phillip Pratt's train set. During this meeting Carol was made an Honorary Member of The Amarillo Railroad Museum, Inc. Several other presentations were made, including a proclamation by Mayor Harpole. A reporter from KAMR interviewed Carol. Attendees were given a tour of our building and train.

**Old Business:**

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

**Treasurer's Report:**

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

**Car Sales Report/Update:**

President Roth read Jerry Michels' May report.

**Layout Construction:**

Progress: Work has been slow as Tracy has been doing a lot of finish work on the sheet rock filling in holes, dips and depressions and sanding down high spots on the walls and ceilings to get them ready for paint. The wall on the West side is almost ready for paint, but must be wiped down with a damp cloth or sponge to remove dust.

Jerry, Earl, Bob and Virgil D. have started lowering the Fascia along the West wall and around the corner almost to the end of the North wall. Virgil Y. has essentially finished painting the backdrop behind the Amarillo yard, and we can move the yard module back into place.

The Layout room was extremely dusty, but in preparation for the Public Meeting and Business Meeting tonight, Tracy did a magnificent job of cleaning. He also moved all of the boxes out of the Meeting Room and did some extra cleaning in the rest rooms and Meeting Room.

**Building & Grounds Update:**

Ongoing mower problems: The one tractor has tire problems; Dan was mowing with the other tractor when the rear wheel fell-off; it appeared the axle sheared. We managed to push it back into the storage container. Tracy swapped the wheels and axle from the mower that was in the layout room to the mower in the storage container. He took the remains of the mower in the layout room to be repaired.

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### **2011 NMRA LSR Convention: June 9-12, 2011 in Lubbock**

Several e-mail notices have been sent advertising the convention; most recent news added concerned layout tours.

The convention website is: <https://sites.google.com/site/lonestarregion2011/>

President Roth will be away at the LSR Convention and at the Santa Fe Historical and Modeling Society conventions the next week.

**Pullman Passenger Car:** No new news at this time.

### **Blue Caboose:**

President Bob Roth finally was contacted by the bank's Vice President that is in charge of the project to remodel the North Branch of Amarillo National Bank and was told they do not plan to get rid of the caboose. The caboose will be dropped from the agenda.

### **Chamber of Music Amarillo:**

President Bob Roth assembled a display of model trains on Jeff Ford's modular 5-track yard modules. Bob planned to get some pictures for RUN 8 but didn't make it. He got to pick out one of eight pictures from their display.

### **Friends Convention:**

No further news on this convention. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo.

### **Housekeeping Schedule:**

Jim Shook volunteered to do the housekeeping through November. Thank you Jim.

### **New Business:**

#### **Garden Layout:**

Bob Roth speaking at the end of the Business Meeting: You all saw the main circus for tonight. The TV people were from Channel 4, and will also appear on Fox News and CNN. Wow!

When Carol Abraham first came at the April 23 Work Saturday, we were having a problem with a light bulb in the layout room. Virgil Doyle and I were the only ones here waiting for the electrician. I was entertaining some visitors when Carol popped in and asked about donating her son's train set to the Museum. I told her that we haven't firmed up what our exhibits will be because our main focus is getting the layout ready. She had heard me describe what our future projects might be to the visitors and saw the space we had. I continued to describe our long range plans that included a Garden Railway Layout across the street from the Club house, a structure to house equipment and a picnic shelter. She later called back and said that she would be willing to donate to establish a garden layout as a memorial to her son, Phillip Pratt.

At our May Business Meeting, I said, "Help, I need someone to volunteer". And Virgil Young

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stepped up to work on this and from then to this week, the whole thing just snowballed to where she asked for costs. Virgil put together some cost information and a rough track plan. We played with the garden hose across the street laying out a rough plan for the layout and generating ideas. We were meeting about every week, Virgil, Paula, David, Tracy and me kicking ideas around. They just ballooned.

Last week it came up that she could get a loan at a super low interest rate using one of her motor homes as collateral. Virgil gave an approximate figure to her and she upped what she was planning to give and it ballooned to \$10,760.96. Last week, Virgil and Paula picked up Phillip Pratt's trains and they are stored here.

Sunday, with the wildfires, Carol's house was the one in the city limits that burned to the ground. The newspapers picked up the story and Phillip's boyhood friend pushed the publicity. Today's article played on the fact that this mother still planned to go forward with the donation.

In a discussion that followed, Paula explained Carol's feelings of relief and closure from her son's death—she needed this garden layout to serve others, and the loss of her house did not alter that need.

**Clinics:**

No set schedule for future clinics at the moment, but Virgil Doyle was asked about providing a clinic on mining along the RGS.

**ARM Work Dates:** June 11  
June 25  
July 9  
July 23

**Next Business Meeting:** Scheduled Date is Thursday, July 7.

**Don Dean:**

Don is planning to donate several plastic model railroad cars/kits to the ARM; no recent contact.

**Cleaning Schedule for 2011:**

May	Jim Shook
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Jim Shook
November	Jim Shook
December	

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## **The Missouri Pacific Southern Illinois Coal Fields Benton and East-West Subdivisions of the Illinois Division Circa 1953**

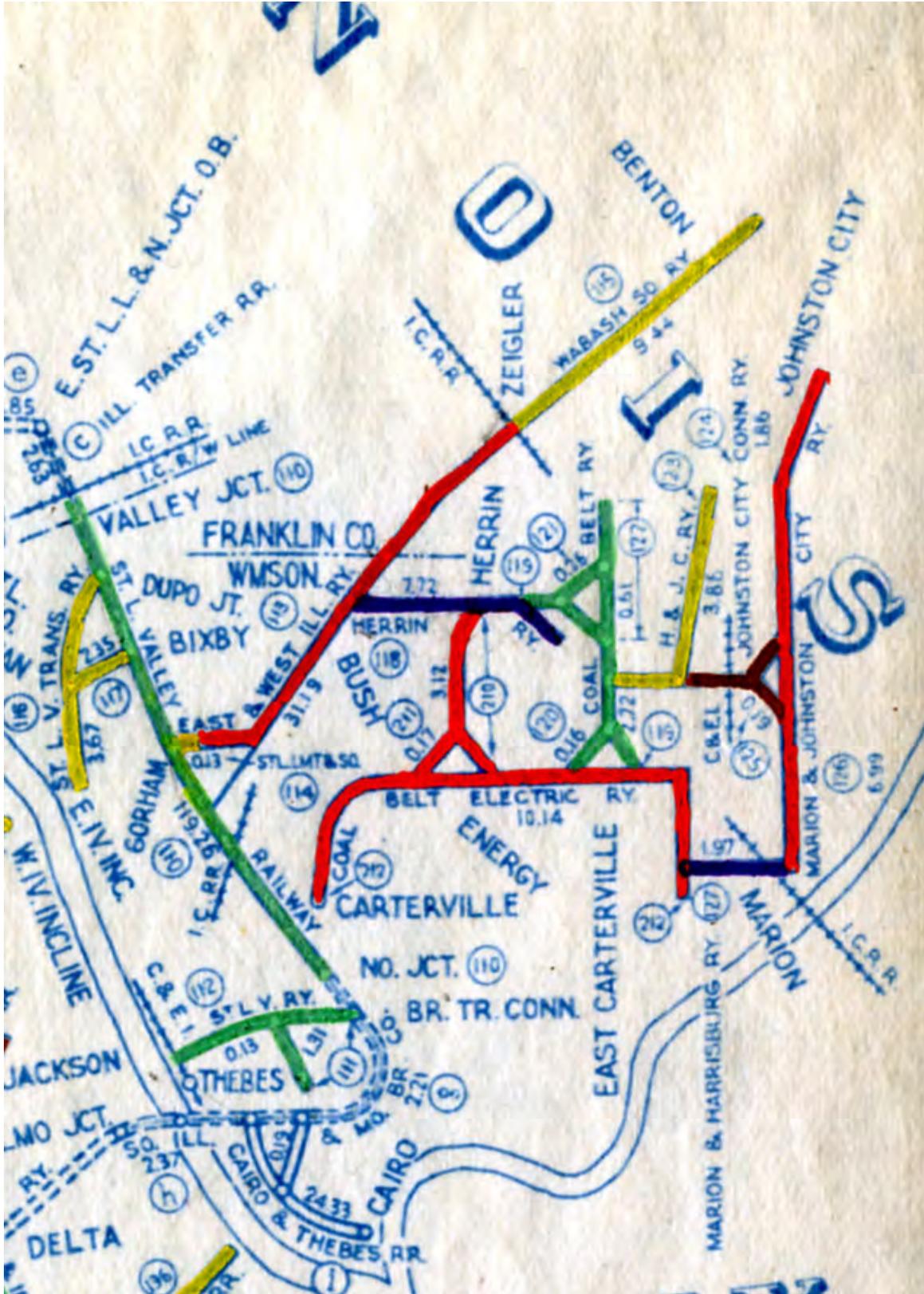
*by Jerry Michels*

Concept. I had always planned on modeling the Missouri Pacific Eastern Division with Washington, Missouri, as the focal point since that is where I grew up. However, when it came time to finally build my layout, space restrictions made modeling the Eastern Division mainline impossible. I knew I would have approximately 20 x 25 feet in a basement dedicated to the layout, so some other plan needed to be devised. Joe Collias and the MPHS came to the rescue with two articles published in the MPHS "Eagle" on the Missouri Pacific's branches in the Southern Illinois coal fields (SICF). There are probably other branch lines that would have fit the bill, but what I was after was a branch line that ran a moderate number of trains, not just one or two a day. Coal extras and mine runs in quantity were the key in making the decision to model this rather remote part of the Missouri Pacific. There were regular freights over the line, so the traffic isn't limited to just coal hoppers. Choosing a time period to model was important for operational and scenery aspects of the layout. Over the years, I had toyed with modeling anywhere from the 1920s up through the early 1950s. Giving up on the 1920s as impractical from a rolling stock stand point, and wanting to include steam and diesels, the SICF was even more pleasing to me because steam held on here longer than anywhere else on the Missouri Pacific. Therefore Fs and Geeps could be modeled side by side with 2-8-0s and 2-8-2s. So I decided on the 1950s

Collecting data is an important part of planning a realistic layout. My first step was to buy an employee timetable of the Illinois Division from the 1950s which included the subdivisions I wanted to model. I was also fortunate to find some MoPac company maps of the SICF on e-Bay, and a condensed Illinois Division profile map. After digesting this information, I set about drafting the layout using 3rd Planit, a model railroad layout CAD program, which I highly endorse if you want to take the time to learn the basics of CAD. My idea was to base the layout on the SICF, and model a number of layout design elements that represent actual areas on these lines. Again, because of space limitations (and physical obstacles such as taking the mainline along side and in back of a staircase) there had to be a lot of compromising and I also wanted to add some elements that made the layout interesting to operate. Therefore the layout is not a tie-by-tie representation of any actual area of the SICF, but the overall flavor of a busy spider's web of coal branches is, I think, captured.

A hidden staging yard located under the main level of the layout represents Gorham where the East and West Subdivision branches off from the Chester Subdivision of the Illinois Division. The line heads up and east through the small town of DeSoto, which has a stock pen and depot, then to Bush which was the marshalling yard for all the coal traffic coming off the branches. Bush is a busy terminal with a roundhouse and all the other facilities to handle steam, diesel, and a lot of coal traffic, including a scale track.

East of Bush the line splits into the Benton Subdivision from Bush to Benton via Ziegler, and the East-West Subdivision from Bush to Marion via Herrin. The Benton sub is modeled from Bush to Ziegler with an intermediate town of Royalton. After Ziegler, the line loops back into the line



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coming up from Gorham at DeSoto so that I can have continuous running if I want, but the plans are to give the illusion of a continuation of the line up to Benton. Most trains will turn at Ziegler and head back to Bush. At Ziegler there is the Bell and Zoller Coal and Mining Company mine, #1Apur (a warehouse for loading apples of course!), an automobile unloading track and a team track.

The East-West sub leaves Bush and begins a steady climb to the second level of the layout. I know this grade is not representative of the flat Southern Illinois prairies, but such is the case when actual space is restricted. Anyway, the line goes to Herrin, the site of the Consolidated Coal Company of St. Louis Mine #8, the Egyptian Powder Company, and local businesses and team tracks. On from Herrin, the line comes to Chalk Junction. After Chalk Junction it gets a little hard to explain the route because there are so many branches, and some came together to form a circle. Anyway, the map below may help. If you look at the line from Bush to Benton, you can see it is pretty straightforward. The East and West sub, on the other hand, is a complex of lines with six endpoints and two full circles! Out of this spiderweb I modeled a line extending from Chalk Junction (which is not shown on the map, but is just right of Herrin) to Johnson City. The reason for this was that just east of Chalk Junction was a small yard that served Herrin and traffic coming off of the various lines extending east and south of Herrin. This was called Berry Yard, and it makes a convenient and useful layout design element. There was also a water tank at Berry Yard, and it plays into the scheme of the layout well.

On from Chalk Junction/Berry Yard, the line runs to Johnson City. While more information is needed on businesses in Johnson City, it will have at least one business track, and act as the end of the sub, although a provision is made here again for continuous running. The whole area of the SICF was covered by railroads. Other players included the Illinois Central, Burlington, and C&EI. In order to capture some of this patchwork of branches, running from Johnson City to Chalk Junction, an Illinois Central line that jointly serves the Pratt Brother's Jeffery Mine with the MoPac at Chalk Junction. This isn't a full-blown operation, but an IC 2-8-0 or GP7 will occasionally be seen shuffling cars to Pratt Brothers or interchanging cars with the MoPac bound for Consolidated Coal at Herrin. And it will also give me an excuse to build AMB's IC Type-B depot! Along with the IC line, a Burlington line will cross the MP and IC between Herrin and Chalk Junction. This will be a two-foot segment of non-operating line running from the front to the back of the layout, but it will give me an opportunity to model a manual interlocking. Finally, the C&EI will cross under the MoPac line near Johnson City, and this will also be a non-operating segment.

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# RUN 8

August 2011



## President's Message

*by Bob Roth*

I am glad that July has been a relatively quiet month for me after traveling all-over the country during the month of June. On Wednesday, June 22, I drove westward to Tempe, Arizona to attend the annual convention of the Santa Fe Railway Historical and Modeling Society (SFRH&MS). I selected a route plotted by MapQuest that utilized several state roads to angle southwesterly across Arizona, turning off I-40 at Holbrook, Arizona. This proved to be an interesting route as I spotted several signs along the state roads indicating this route followed the *Hashknife Pony Express Route*. The drive was quite interesting as it entered pine forest approximately 30 miles south of the interstate highway and later transitioned to rolling hills covered with hundreds of saguaro cactus before reaching Tempe.

I hadn't heard of the Hashknife Pony Express Route before and I am interested in finding out more information about this route particularly since other information I read indicated the pony express route extended across Missouri, Kansas, Nebraska, Colorado, Wyoming, Utah, Nevada and California with the first trip being made on April 3, 1860. I tried to visualize what this route across Arizona must have been like for the pony express riders as they raced westward toward California. I was driving on nice, wide, paved roads while I am sure the pony express route was not much more than a dusty trail worn by the horses. The last part of the drive with cactus reminded me of scenes from some of the old western movies. The pony express was a short-lived venture that was supplanted by the telegraph soon after the first telegraph message was sent to California on October 24, 1861. The pony express never did have a contract with the postal service to deliver mail.

Major features of the SFRH&MS convention included extra fare trips to BNSF's (formerly Santa Fe's) Mobest Yard in Phoenix where we were able to watch two locomotives being turned on the old turntable; a ride on the Verde Canyon Railway based at Clarkdale and a trip to the Arizona Railway Museum located in Chandler. The train ride on the Verde Canyon Railway was wonderful as we rode in former Santa Fe passenger cars that were set-aside for convention attendees and separate from the rest of the tourists riding the train that day. The scenery in the Verde Canyon was fantastic.

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The Arizona Railway Museum was also quite interesting as they have a number of pieces of passenger equipment that have been restored plus several pieces that are being restored. Two of the cars at the museum were restored to AMTRAK standards and can be leased for operation on AMTRAK trains. Their museum is typically shut down during the summer months due to the heat and their tourist season is during the winter months. They opened the museum especially for the SFRH&MS convention. I took a number of pictures at the museum and will try to assemble a presentation to show following one of our future business meetings.

Speaking of heat, we have been experiencing a lot of heat here in the Texas Panhandle this summer having set several new record high temperatures and the summer is only half-over. Out at the ARM work on the layout has been rather slow due to the heat, but some progress has been made in lowering fascia around the perimeter of the layout and in painting the walls for the backdrop behind the layout. Outside we have managed to kill the one tractor mower that was working and the push mower in the effort to knock down the little bit of vegetation that is growing. Hopefully we can get the mowers repaired and back in service as some day it will rain again and the weeds will grow much faster than they have been.

Also outside, work has started on the Phillip Pratt Memorial Garden Railroad. A bore was made under the road for a water line and the sprinkler control cable for an irrigation system for the garden and trenches were excavated for the water piping for the irrigation system. More work is needed to install the water piping in the trenches and connect it with the control valves. Tracy will plan to bring his loader out in coming weeks which will be the start of the serious construction of the garden fill. We have a bit of work to do as we want to be in position to plant the trees around the garden in the fall.

Next Meeting: The next Business Meeting will be on Thursday, August 4 at 7:30 PM. There will be a presentation on a garden railroad display at Cheekwood, the botanical garden in Nashville following the Business Meeting.

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MEETING MINUTES

**ARM Business Meeting**

July 7, 2011

**Old Business:**

Meeting Minutes from June: Published in Run 8. The Minutes were approved as published.

**Treasurer's Report:**

The Treasurer was out of town and there was no Treasurer's report. Director Michels reported that they were about finished with getting a line-of-credit with the Amarillo National Bank, and we will be moving all our finances to Amarillo National Bank.

We will have to move the merchant's account from Bank of America to Amarillo National Bank for credit card transactions. Bank of America was charging us \$10 a month on every account we have there. Treasurer Doyle was able to obtain a refund on the charges by calling one of the clerks. However, that clerk is gone and we get no refunds on the charges

**Car Sales Report./update:**

Director Michels reporting: As you can probably see, we have a bunch of boxes at the back of the meeting room. This is the next run of the Pennsylvania X-29 boxcars in their Express Service paint scheme. We are doing this jointly with the Texas Western Model Railroading Association. There are 300 cars with 6 numbers and they are all here. Amazingly enough, there are 50 cars per number. Usually there is an unbalance in the quantity of cars per number. We are selling them at \$34.95 with members receiving a 10% discount on that figure.

Texas Western sent us a check for ½ of the cost of the cars. This check needs to be sent to Intermountain. Texas Western wants us to send them ½ of the cars for them to sell. They do a lot of local sales, but they will also be selling into the same market that we sell in. The buying public does not see two entities, they see one. This will lead to confusion in the orders.

The Texas Western Club needs to keep and sell all of the cars or we need to keep and sell all of the cars. We have worked out satisfactory arrangements with other cooperating organizations and we will be working with Texas Western Club for the same purpose.

**Layout Construction:**

Progress: Tracy Ball continued work during his spare time to fill holes and smooth the surface of the walls and ceiling around to the point of the peninsula. Additional fascia was lowered around the North side of the layout.

David Jusiak painted the base white coat on the walls around to the vertical stick near the point of the peninsula. As the fascia is lowered, David will paint the ceiling and inside

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the fascia with white. When he catches up with lowered fascia, David will go back to the north wall and paint the walls and ceiling blue.

Given the ongoing sheetrock work, the Train Room is still extremely dusty and we ask everyone to keep the doors to the Train Room closed to try to contain the dust.

We haven't seen the electrician yet-- maybe this Saturday. He will bring a line from our main breaker box to a secondary switch box which will control all our fascia lights and the layout power. Then we can start putting lights where the fascia has been lowered and painted.

### **Building & Grounds Update:**

We finally started to receive some rain and we can expect the weeds to sprout with the recent infusion of moisture. You may have noticed several new rain gauges scattered around the layout. They consist of Lone Star Beer bottle caps turned open side up.

### **2011 NMRA LSR Convention:** June 9-12, 2011 in Lubbock

President Bob Roth attended this convention. The folks in Lubbock appeared to have everything under control; they put on a good convention although attendance was down from other recent LSR conventions but the big part of this was since the convention was in Lubbock on the far western edge of the LSR vs. a major city such as Houston, Dallas, or San Antonio. Next year the LSR convention will be in Houston June 6-10; this convention will include an outing with the Houston Area Live Steam group. One clinician was from Albuquerque and he was advertising they will be hosting the Rocky Mountain Region Convention In Albuquerque called *Rails along the Rio Grande*, June 6-9, 2013.

**Pullman Passenger Car:** No new news at this time.

**Housekeeping Schedule:** Jim Shook volunteered to do the housekeeping through November. Thank you Jim.

### **New Business:**

**Friends Convention:** Exchanged several e-mail messages with Dave Poplawski; their convention is scheduled June 6-9, 2012, same date as the 2012 LSR convention. Tentatively they usually have a welcome meeting on Wednesday evening; a membership meeting and board meeting on either Thursday or Friday evening depending on other scheduled events; a banquet with BNSF speaker on Saturday evening with slide shows as-needed on Wednesday/Thursday/Friday evenings. They try to arrange tours of some local BNSF facilities usually on Saturday and a tour or tours of other rail-related industries whenever possible with some time for railfanning. Dave also asked about possibility for an operating session. They expect at most 30 attendees.

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**Garden Layout, Virgil Young reporting:** First of all, someone had to do something with this, so I have done something with it. I've talked to some people, but Paula has done most of the visiting. She talked to a Master Gardener today. He is Johnny Hutchison, Tracy's neighbor. He has done some extreme Xeriscaping. We look forward to meeting with him later. If you will look at the handout, the outline of the retaining wall is in red and the outline of layout is in orange inside the retaining wall. Red stones have been purchased for use in the retaining wall around the garden. Virgil & Paula have chased quotes to run a water line out to the garden site including a bore under the road. Virgil also looked into the extension of a power feed across the road included in the 4- inch tubing carrying the water line.

Fall is the best time for planting trees, and fall is fast approaching. The plan calls for planting four Shademaster Locust trees. All of these trees will be twenty feet apart and twenty feet from the retaining wall. Four bench sites have been chosen 5-6 feet from the retaining wall spaced equally around the layout. A Western Hawthorne tree will be planted at each bench to provide the maximum amount of shade over the bench. All 8 of the trees will have underground supply lines with sprinkler hose from its underground source circling the tree site.

**General Information:** Stephen & Cynthia Priest have donated the entire Russell Crump collection to the SFRH&MS and it has all been moved to Temple.

**Clinics:** There will be a power Point Presentation following the Business Meeting August 4, 2011.

**ARM Work Dates:** July 9  
July 23  
August 13  
August 27

**Next Business Meeting:** Scheduled Date is Thursday, August 4, 2011.

**Future Events:**

June 6-9, 2012 Friends of the Burlington Northern Convention in Amarillo

June 6-10, 2012 Lone Star Region (NMRA) Convention in Houston

June 19-24, 2012 Santa Fe Railway Historical & Modeling Society  
Convention in Temple, Texas

June 6-9, 2013 *Rails along the Rio Grande* hosted by Rio Grande Division  
#6, Rocky Mountain Region, NMRA. Albuquerque Marriott Pyramid North

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**Cleaning Schedule for 2011:**

January	Virgil & Paula Young
February	Dan Juliano
March	Joe Sweeney
April	Guy Pigg & Liz Warren
May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Jim Shook
November	Jim Shook
December	Virgil and Paula Young



Paula Young runs the ditcher while Dave Hebard and helper bore hole under the pavement. After Tracy got off work, he ran the ditcher.



Dave Hebard, under the umbrella, advances the bit one more length of drill stem.



Paula Young changing direction of ditch.

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Drill stem has emerged on South side of Roadbed. Larger bit head has been attached and will enlarge the hole to allow four-inch pipe to be pushed through.



On the South side, the four-inch tube has been pushed through. The one-inch water pipe, the one-inch electric conduit and the 7/8-inch tubing for control valve wires will go inside tube.

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One-inch water line from South side of roadbed at top of picture to the connection with the water meter at the bottom of the picture. The electric conduit and the tubing for the valve control wires have not been installed.

One-inch water line emerging from four-inch pipe on the North side of the road.





Tracy Ball and Brian Jansky constructed the first step for the irrigation Manifold.



Electric control valves installed in manifold



Els and adapters installed in finished manifold

Night fell by the time Tracy Ball and Brian Jansky laid the pipes for the six circuits. In the photo right above, the manifold has been placed in its approximate final location next to the ditch containing the water line from across the road.

In the photo right, lower, the six circuit pipes are bundled together to be connected to the manifold els.

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## Hot Work, Cool Accomplishments

*by Virgil Young*

Is difficult to describe personal feelings about the progress we have made this summer. First and foremost are the many days when the temperature rose above 100 degrees. Following closely in second place is the lack of rainfall. While working outside under these conditions is unpleasant, the conditions may have been a blessing in disguise.

Weeds, grass and mosquitoes were not annoying, and we didn't have to contend with working in mud. We have the tubing installed under the road that will carry the electric power cable and the control wires for the valves on the manifold in addition to the water line. Ditches for the water lines are dug and pipes have been placed in them. The irrigation manifold has been constructed, and we are waiting for Tracy's loader to dig the place for the irrigation control box, hook up the circuits and cover the ditches.

We are almost ready to start laying the retaining wall. We want to use some community helpers for this. When the retaining wall is up, Tracy will start adding soil to the inside of the wall to a little over a foot in depth. The Master Gardener wants us to purchase some special Gardener's top soil to complete filling the retaining wall. The master Gardener will take over from there, as he mixes the two layers with a rotatiller and directs where landscaping stones will be placed.

Track will be placed in a bed of sharp-edged decomposed granite. By then, it will probably be September and we will place the perforated hose for drip irrigation, plant some recommended biennials and cover the ground with cypress mulch. In October or November we will plant the trees. When everything is laid by, we will pour the bases for the benches. Concurrently, we will be learning to operate the trains over the installed track, and the fun begins.



One of the advantages of being located where we are is the chance to spot unusual train loads. Three of these airliner fuselages came by one day as we were leaving work at the club..

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# RUN 8

September 2011



## President's Message

*by Bob Roth*

As the month of August draws to a close I am hopeful that our record-breaking heat will be coming to an end soon. The heat has made it difficult to accomplish very much around the ARM during the summer and work on both the layout inside and on the garden layout have suffered somewhat. Despite the heat, we did manage to have a very productive work day on Saturday, August 13; new member Brian Jansky worked with Earl Carrell and they managed to lower the fascia all the way around the peninsula. New member Joe Calvin, Jerry Michels and Bob Roth all helped in the final lowering of the fascia. Virgil Doyle was not too far behind the others, taping and sealing the joint between the lowered fascia and the ceiling. David Jusiak has been working on painting the walls and ceiling and it appears the end of this work is in sight.

If anyone is wondering what work tasks are next in the construction of the layout, the next step will be a thorough clean-up of the Train Room to remove all the sheetrock dust that was generated during the installation and subsequent sanding of the walls and ceiling to make them suitable for backdrop. Following the clean-up, we will be looking at construction of benchwork for the rest of the layout. I have a commitment for a tour group to visit the ARM in September and I have a goal to lay some track on the lower level at Zita to demonstrate the capabilities of digital command control to this group.

Outside on the Phillip Pratt Memorial Garden Layout, Tracy managed to install the required tees in the water lines and the trenches were backfilled. Tracy also constructed a manifold for the water valves for the drip irrigation system although it has not been installed yet; the next major task will involve Tracy picking-up a load of rock and bringing his backhoe out to the ARM which will allow for preparation of the garden bed. Once the garden bed is ready we will be ready to start building the perimeter walls and bringing the fill soil for the garden.

It has been several months since we held a formal meeting of the Executive Board, and I finally called a meeting on Thursday evening, August 11 after accumulating a number of issues that required the attention of the Board. Many items were discussed during this Board Meeting including the following:

Bank: We opened a new checking account at Amarillo National Bank in coordination

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with our line of credit facility and the intent to move all our banking to ANB, but we found a problem with our credit card machine not being compatible. Our credit card machine was purchased brand new last year at a cost of \$500 and we do not want to give up this investment. Options are being investigated.

**Air Conditioning:** We observed how the evaporative cooler helped to cool the Meeting Room for our (August) Business Meeting and a plan was proposed to install the evaporative cooler on the South wall under the eave and to duct it to the Meeting Room above the ceiling of the hallway by next summer.

**Magazines:** An idea was offered to purchase DVD's of Model Railroader, Trains and Classic Trains magazines and to get rid of the hard copies to reduce the weight upstairs. The Board did not want to spend the money to purchase the DVD's at this time and members of the Board don't want to get rid of the hard copies yet although we need to get rid of duplicate copies of magazines.

**Layout Construction:** A question was raised when we might look to have the Texas Western club come back. The thought was probably in October when temperatures cool down. We need to be ready to build benchwork. The Board will re-visit this matter in September.

**Layout Track Detection and Signaling:** Jerry Michels had proposed to start testing track detection and signaling systems for use on the layout; this was approved.

**Garden Layout:** Virgil Young provided a draft of a timeline for construction of the garden layout but he had not visited with Tracy Ball to coordinate when Tracy might be able to bring his loader/backhoe out to the ARM. Once the loader/backhoe is present, a load of landscaping rock and many loads of soil for the garden fill will be hauled to the site. The timeline for the construction was revised and utilization of Community Service workers for construction of the garden retaining walls was also discussed.

On a sad note, I regret the passing of Ken Fritsch, a long-time member of the ARM on August 22. Ken enjoyed running model trains and remained a member of the ARM after we moved out of Western Plaza and dismantled the modular layout we had operated on for so many years. Ken had been fighting health problems these past several years and expressed a desire to assist in the construction of the layout although his health would not allow him the strength or energy to assist in this effort. I personally will miss Ken.

**Next Meeting:** The next Business Meeting will be on Thursday, September 1 at 7:30 PM. There will be a clinic concerning the Texas Northwestern shortline railroad following the Business Meeting.

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MEETING MINUTES

**ARM Business Meeting**

August 4, 2011

**Old Business:**

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

**Treasurer's Report:**

Treasurer's Report approved as read.

**Car Sales Report/Update:**

Director Michels reported that there wasn't much new since the last report. The Pennsy cars are in at the Texas Western Club and they are advertising them. I don't know if they have had any sales. We sent a gratis car to *Model Railroader*. We have about 7 or 8 of the Pennsy cars here if anyone wants them.

**Layout Construction:**

Tracy Ball reported that he has about finished smoothing and sanding irregularities—it is ready to damp dust and paint up to the last corner (inside NW corner). The fascia looks very good, coming around to the east curve of the Peninsula. David Jusiak has been following closely with white primer around to the point of the west peninsula and with blue to the corner behind it. The Train Room is still dusty but it is better than it has been.

**Building & Grounds Update:**

Mowers are all out of service. Tracy has a new belt he wants to try on one of the riding mowers to see how long it will run. The other riding mower has a broken axle. President Roth said that the push mower needs service.

**Phillip Pratt Memorial Garden Railroad:**

A casing pipe was bored under the road and two water lines and two conduits have been stuffed through that casing. On the north side of the road trenches were cut in the ground for the water lines for the irrigation system and plastic pipe was laid in the trenches. Additionally, Tracy Ball fabricated a manifold for the control valves for the drip irrigation system and a hole needs to be dug to contain the enclosure and manifold. The ditches are ready for the fill dirt with water being applied to settle the fill dirt. We need to check with the electrician to see how we will run the electric cable from the building to the tunnel and what will be needed on the north side for a terminal box.

**Friends of the Burlington Northern Convention:** President Roth has exchanged several e-mail messages with Dave Poplawski; their convention is scheduled June 6-9, 2012, (same date as the 2012 LSR convention in Houston). Their typical conventions meet Wednesday evening with slide shows and small presentations. Thursday, they try to have some kind of prototype tour allowing plenty of time for people to take plenty of

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prototype pictures. One highlight is to have someone from BNSF to speak to them about the railroad. It was unclear about whether they wrap-up on Saturday night or Sunday. Mr. Poplawski was looking for prototype suggestions. One suggestion was Prototype Rails.

**Pullman Passenger Car:** No new news at this time. Tracy asked what we need to do to get this project moving? Bob answered that he needed to get with Tracy on costs.

**Housekeeping Schedule:** Jim Shook volunteered to do the housekeeping thru November. Thank you Jim.

**New Business:** Last week Bob received a call from Stanley LaGrone, who is selling his entire collection of trains. Does anyone need code 100 track? Stanley has a lot of material that was in a 12' x 30' area. He wants to sell as one collection and wants to let people know about it.

We received word that Ken Fritsch was in Plum Creek Hospital suffering from bilateral pneumonia. He has been on kidney dialysis for over a year while trying to get on the kidney transplant list.

Paul Sowle is also ill, with several tests to be run. Remember Ken and Paul in your thoughts and prayers.

New Member: Brian Jansky, who has already started to work. (greeted with much applause and cries of “welcome”, “great”, and “wonderful”. Etc. Tracy said, “I’m not the youngest anymore.”)

Jerry Michels: I want to make a comment. Last weekend, I got the opportunity to visit the Greeley Colorado museum. If you get a chance to go, GO—take a three-day weekend and GO! It is absolutely worth your while. It is a magnificent railroad.

For all practical purposes, they have the railroad completely done. They charge \$6.00 per person admission. I wish we could have seen it before we got everything going here. I love their lighting system—theater lights overhead—looks great—works perfectly.

I got the tour to see their signaling system. They are using Bruce Chubb’s CTC system. One person owns the whole thing and he has supplied all or a large portion of the money. He is a benevolent dictator and he gave it to the city retaining the right to make all the decisions.

On Saturdays, public operation is round and round, but it is so large, it doesn’t seem like operation is so limited. People can bring trains and operate pretty much what they want. On other days, the railroad is closed to the public, and they have computer-controlled operating sessions.

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They are using NCE for their digital control. They can run four trains computer-controlled, hands free.

Nice thing, too, the UP's Cheyenne to Denver branch runs right in the back yard and up to a year ago, the Great Western, the sugar beet run was operating, but they had a bridge burn down so they are not using it right now. Actually, they have real railroads on both sides of the building.

**Clinics:** No long-term schedule for clinics at the moment, but tonight President Bob Roth has a presentation on a garden display at Cheekwood, the botanical garden in Nashville. Jerry Michels will provide a clinic in September. Virgil Doyle was asked about providing a clinic on mining along the RGS.

**ARM Work Dates:** August 13  
August 27  
September 10  
September 24

**Next Business Meeting:** Scheduled Date is Thursday, September 1.

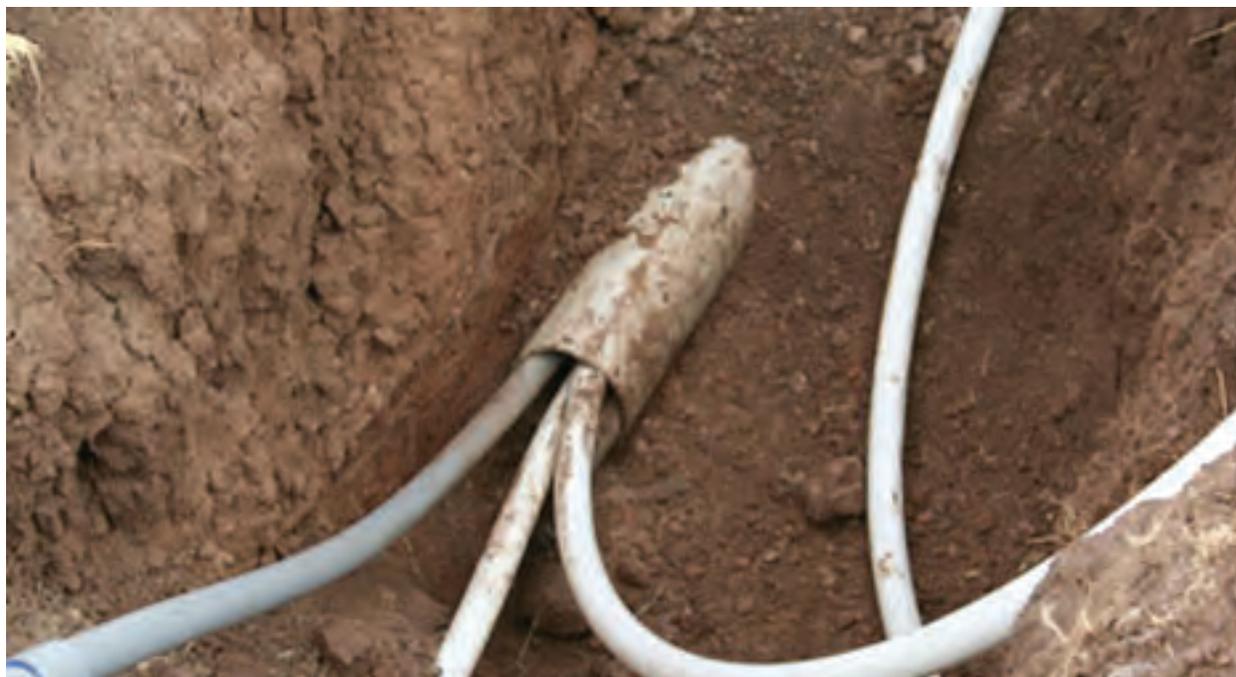
**Future Events:**

- June 6-9, 2012 Friends of the Burlington Northern Convention in Amarillo
- June 6-10, 2012 Lone Star Region (NMRA) Convention in Houston
- June 19-24, 2012 Santa Fe Railway Historical & Modeling Society Convention in Temple, Texas
- June 6-9, 2013 "Rails along the Rio Grande" hosted by Rio Grande Division #6, Rocky Mountain Region, NMRA. Albuquerque Marriott Pyramid North

**Cleaning Schedule for 2011:**

July	Jim :Shook
August	Jim Shook
September	Jim Shook
October	David A. Jusiak
November	Jim Shook
December	Virgil and Paula Young

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Paula Young worked four hours clearing the mouth of the pipe under the road while Angel Galinda finished filling the ditches and watering them in on Friday morning.



Paula Young, Angel Galinda and Virgil Young spent Monday and Wednesday mornings partially filling the ditches and watering them in. This is the main ditch; each of these two pipes will drip-irrigate 1/4 of the layout area. It was relatively cool from 7:30 AM until noon. There was a lot of dirt to be shoveled!

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Earl Carrell and Jerry Michels have just installed the last panel of the lowered fascia. The black and white appearance is due to the light from the overhead lights. It is mostly green.



Earl Carrell and Joe Calvin line up the next-to last panel. They are working from the left.



Brian Jansky, Joe Calvin and Jerry Michels are working from the right lowering the fascia. They are approaching the last panel.



Earl Carrell and Jerry Michels lining up the last panel.

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Brian Jansky makes a minor correction in the alignment of the fascia panels. Virgil Doyle is not far behind in filling in the gap between the fascia and the ceiling.



Virgil Doyle filling gap,, Brian Jansky, Joe Calvert, Earl Carrell and Jerry Michels breathing a sigh of relief that the fascia is completely lowered. And it was HOT!

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## **The Luxury of New Members**

*by Virgil Young*

We were all saddened by the passing of long-time member Ken Fritsch this past week. He was not in the best of health for the last few years, but he attended the Business Meetings when he was able, and took an active part in the discussions. He will be missed.

Last month Brian Jansky of Borger joined our club. Brian is a recent graduate of Texas A&M with a major in Chemical Engineering. He states that he is happy that the ARM will allow him to stay active in the hobby. His first layout was built years ago in cooperation with his Dad. He has no space to build where he lives and is willing to learn modern modeling techniques. He has begun with a bang, and his work has impressed the other members.

Last week Joe Calvin of Amarillo joined the club. He states that he would like to learn as much as he can about HO scale bench work, wiring, track laying, scenery, weathering and all details. He very much wants to be part of a club. His work this past week underscores his desires!

It is refreshing to be able to discuss two new members, describing their goals and outlook on model railroading. A number of years ago, we had regular articles on members, describing their accomplishments and goals. Would it be appropriate to renew this activity? We could highlight two members each month, with their picture and facts about their model railroading experiences. If you think it would help everyone to better know their fellow members, please let President Roth know your opinion.

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## Member Information

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# ***RUN* 8**

**October 2011**



## President's Message

*by Bob Roth*

This is model railroading...

This is a comment I've heard around the ARM a number of times from a few individuals during these last few months as we were working to finish the "dirty work" involving patching and sanding the sheetrock to smooth the irregularities in the backdrop walls. All this time the dust was so thick, particularly in the Train Room, it was not feasible to put any model trains on the track to play. Things are changing radically now as we have cleaned the majority of the dust out of the Train Room. I took the time to start cleaning some of the track for a demonstration for a scheduled tour on September 20. Jerry Michels assisted my effort by laying some new track along in the area of Zita which now allows us to run trains up and down the helix and out a distance from the helix on the lower level on the "public" side of the layout and as I write this we can now run model trains again although there is still a lot of track cleaning work required.

As I mention that we can run trains again, please look at the wheels on your models to make sure they are clean before you put them on the tracks. There was a Pennsylvania box car that Jerry used to check the freshly installed track and after it was pulled up and down the helix a few times, it deposited a significant layer of crud on the track and on the wheels of my locomotive and the track had to be cleaned again. I looked at the wheels on this car and could not believe the built-up. Anyway, this discovery was made a couple of days after the tour; the tour and demonstration went very well.

This is just a start... As I look around the Train Room we have a minimal amount of work to do to extend our tracks from both ends of the helix around the southeast corner and even along the narrow shelf on the upper level and down the length of Junior Yard on the lower level. What is missing is the benchwork around the remainder of the layout to keep from going any further.

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I have started looking ahead at the next tasks in construction of the layout, and while we discussed inviting members of the Texas Western club to come and assist with construction of the benchwork, we have a lot of preparatory work to complete first. We need to complete the installation of L-girder on the walls around the corners of the lower level and fabricate the L-girders required to support the joists; we need to paint the backdrop around the layout; we need to fabricate the L-brackets to support the upper level on the walls and we need to cut a lot of wood for the joists. This preparatory work will keep us busy for a while.

Concerning the Phillip Pratt Memorial Garden Layout, a push will be made in the first couple weeks in October to build-up the garden bed. Tracy brought his dump truck and backhoe out to the ARM on Saturday, 9/24. He brought a load of rock for landscaping in the garden and after everyone else was gone, we fetched the first load of dirt to use in leveling low spots around the garden. There is still a lot of work to do around the garden to install the manifold for the irrigation system and to install the water hydrant before we start to bring in the dirt fill for the garden. We will need several hands in this effort to get the garden bed built and while this will take some effort away from the layout, the garden railroad will be another point of attraction at the ARM when it is completed. Relative to planting vegetation in the garden, we will rely upon advice from the Master Gardeners and Potter County Extension Office for guidance on when to plant the vegetation and trees that will go around the garden. Fall is here and temperatures have moderated making it more feasible to work outside at this time. We need to take advantage of the cooler weather to work outside now because winter will be coming soon when it won't be as conducive to work outside.

Next Meeting: The next Business Meeting will be on Thursday, October 6 at 7:30 PM. There will be a clinic concerning mining along the Rio Grande Southern following the Business Meeting.



Landscaping stones hauled in by Tracy on first day with equipment.

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MEETING MINUTES

**ARM Business Meeting**

September 1, 2011

Joe Calvin joined at a most opportune time and helped us last Thursday night and Saturday. Joe is from Amarillo and is interested in layout design. Welcome Joe.

**Old Business:**

Meeting Minutes from August were published in Run 8. They were approved as published.

**Treasurer's Report:**

The Treasurer's Report for August 1 through August 31 was read and approved as read.

**Car Sales Report/Update:**

Director Michels reports the best car sales since January. The Texas Western Club has sold some of the Pennsylvania X-29 boxcars, but have not issued a report. They are mostly just getting started selling the cars.

**Layout Construction:**

Bob Roth: We had two great Saturdays out here. We finished dropping the fascia this last Saturday thanks to having extra help available.

Tracy Ball: Yes the fascia is all down. The walls are all painted. Dave Jusiak first primed the walls with white, and painted them "Big Sky" blue. We are through with sheet rock work for now so we can clean the walls and floor and anything left sitting in the dust. Ladders, sawhorses and other items were wheeled out on the front porch and scrubbed with water.

All of the deposits of compound need to be chipped up and mopped. Next we need to get lights over the walls so that clouds can be painted on.

We have about 400 board feet of lumber that can be cut into joists for layout modules.

I bought 20 sticks of strap iron to build the L-brackets which will support the upper level of benchwork. They will need to be cut, welded, bored and painted. I can use help out at my barn on evenings in completing these brackets.

**Building & Grounds Update:**

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So far, the grass hasn't grown much, so we haven't needed the mowers. Last week another belt broke on the working mower. Tracy reported that the two riding mowers donated to the club are out of service and won't be used until next year because of work required on them.

**Phillip Pratt Memorial Garden Railroad:**

Piping was installed for the water lines and the trenches have all been backfilled. Tracy will bring out his equipment about two weeks after Labor Day to start hauling dirt. It will take about 2 1/2 weeks to complete if we get some community helpers and the weather holds out. Virgil Young has visited with Potter County about using Community Service folks to assist with the construction of the retaining walls.

There was a discussion about Tracy trading in his old 1967 dump truck for a newer 1996 model.

**Friends of the Burlington Northern Convention:** All quiet this past month. The convention is scheduled June 6-9, 2012, (same date as the 2012 LSR convention).

**New Business:**

As noted in the President's Message, the Executive Board met on August 11 and discussed an accumulation of subjects:

**Air Conditioning:** After observing the benefit of the evaporative cooler during our August Business Meeting the Board decided to install the evaporative cooler on the back wall under the eave and to duct it to the meeting room above the hallway ceiling. Plan to do this before next summer.

**Magazines:** A recommendation was made to purchase DVD's with the full sets of Trains, Model Railroader and Classic Trains Magazines and to toss the hard copies to free-up space and reduce weight on the mezzanine. The Board discussed access to the DVD's which was not resolved. The decision was made not to purchase the DVD's at this time to save the money. Board Member Guy Pigg volunteered to assist in contacting Jeff Ford to check on his progress in sorting magazines so we can dispose of excess copies of magazines.

**Custom Car Sale:** It was noted we have had the Kadee cement hoppers for several years now; we have only 59 cars left in stock thus the Board decided to offer these cars for sale at \$25.00 to clear-out this remnant from our inventory. We need to reduce our inventory before we consider any new projects.

**Layout Construction:** The question was posed when we might invite the Texas Western club back up here. The recommendation was to wait until our temperatures cooled-off, probably in October. We need to be ready for work such as construction

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of benchwork. We will need to purchase lumber for the benchwork. The Board will re-visit this in September.

**Test of Track Detection and Signaling Systems:** Jerry Michels asked the Board if he could go ahead and test some track detection and signaling systems. This request was approved by the Board.

**Church Group Tour:** President Bob Roth was approached by a church group about coming for a tour of the ARM around September 20. The plan for this group is to do a presentation on the White Train and to show-off a train on the track operating under DCC. Need to do this demonstration on the public side of the layout by Zita to take advantage of the deeper aisle space; this will require laying some track. It was recommended the track be laid on the lower level.

**Old Project List:** Virgil Young looked through a list of projects that were waiting for some attention and two of those old projects were completed by Virgil and Paula. One was to install the lights under the back eave, and the other was to install down lights in the Meeting Room.

**Clinics:** No long-term schedule for clinics at the moment, but tonight Jerry Michels has a presentation on the Texas Northwestern Shortline Railroad. Virgil Doyle was asked about providing a clinic on mining along the RGS in October. President Roth is preparing a clinic on the Arizona Railroad Museum and Virgil Young is preparing a clinic on Distressing, Weathering and Painting Signs on Buildings.

**ARM Work Dates:** September 10  
September 24  
October 8  
October 22

**Next Business Meeting:** Scheduled Date is Thursday, October 6.

**Discussion followed:**

**Earl Carrell:** I would like to suggest that as we get the general house cleaning done, we clean the staging area and get the staging yards operational again. This will enable us to actually operate trains again for ourselves and for guests. This business of not being able to run a train at all does not present itself well for our club.

**Bob Roth:** We had to get the dusty sheet rock work done first. The dustiest work is now finished so we can clean up.

**Tracy Ball:** Carter and Garrett Osborne have been operating trains on the main line of the staging yards.

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**Earl Carrell:** Before we go from clean-up to new benchwork, we need to get the existing benchwork operational.

**Guy Pigg:** If you have fifteen people doing benchwork, you have benchwork done fifteen ways

**Earl Carrell:** That's why we have T.A. [Tracy] here.

**Tracy Ball:** With the paint on the wall, we can keep it clean.

**Cleaning Schedule for 2011:**

January	Virgil & Paula Young
February	Dan Juliano
March	Joe Sweeney
April	Guy Pigg & Liz Warren
May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Jim Shook
November	Jim Shook
December	Virgil & Paula Young



Tracy moved all of the pallets of stone on Friday September 30.

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Ditch for Timer control wires.



At the mouth of the 8-inch pipe under the road, we see two pipes exiting to the left. The larger of the two is the electrical conduit and the smaller carries the timer control wires. Entering from the right are two water pipes. The small line crossing the others is the water line to the repaired sprinkler control box which will also water the small trees.



Two valve control boxes hold the cut-off valves and anti-backfeed valve that are connected to the water meter located just to the right of these boxes.



On the north side of the road, we see the Electric Conduit, the Timer control conduit input and Timer control output to the manifold. The Electrical cabinet will stand over these pipes on the concrete legs.

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The surviving leg in foreground and the cast copy and form in the background. The pins on the end enter holes in the bottom of the electrical cabinet. Threaded internally.



It is difficult to see the four holes in the bottom of the electrical cabinet. You can see the rectangular plates in each corner which reinforce the holes.

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The instrument Box open. A breaker box and other accessories will be stored here.



The instrument box was manufacture by Union Switch and Signal for the Rock Island Railway.

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The frost-free faucet has water connected to it. It will stand beside the Electrical cabinet.



The hole for the manifold. Tracy will cast in place a concrete frost box. The incoming water line is to the left and the six circuit water lines to the right. The control wires from the timer will also come in here.

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Tracy placing and leveling the first level of stones. The water hose defines the border.



Tracy placing the third level. Notice the necessary knee pads!

## Wheels and Other Car Criteria

*by Virgil Young*

Bob Roth related an experience with crud accumulating on car wheels and depositing the crud on other track work. Bob didn't say, but Bob's experience seemed to indicate that the Union Pacific boxcar being used might have plastic wheel sets. When checked, the Union Pacific box car had metal wheels with the narrow tire tread. Bob's experience led to the following re-listing of requirements for cars operating on the ARM layout.

Plastic wheel sets are notorious for picking up and re-depositing all sorts of crud which limits the flow of current from the track to the decoder and engine motor, unbalances the wheels and is unsightly. For this reason, one of the requirements for cars operating on the ARM layout is they must have metal wheel sets. Metal wheels will also pick up crud, but not so much and not as rapidly as plastic wheels.

When replacing plastic wheel sets with metal ones in the original side frames, sometimes the standard metal wheel sets have too long an axle for the original side frames, and the resulting truck is not free-rolling. To remedy this, there is a simple reamer available which will lengthen and smooth the axle indents in the original side frame and make the truck free-rolling.

Another requirement for cars operating on the ARM layout is couplers compatible with Kadee metal couplers. When Kadee's patent on their couplers ran out, many companies marketed replacement couplers, many all-plastic, compatible with the original Kadees, but of varying quality and useful longevity. Kadee metal couplers are still the best choice, in this author's opinion.

Total car weight is another defined requirement for cars operating on the ARM. It is defined by car length and the weight should be one ounce plus ½ ounce for every inch of car length over couplers. A 40-foot boxcar is 6 inches over couplers, making its required weight 4 ounces. Experiments have shown that this formula works on varying track radii, and on varying track grade .

A last requirement for cars operating on the ARM layout is the owner's 3-color dot owner's code painted on the under frame. This author's code is green-blue-green. Club-owned cars are orange-orange-orange. To avoid confusion in the code, it is recommended that green be Floquil Burlington Northern Green, blue is Floquil Big Sky Blue, red is Floquil Caboose Red, orange is Floquil Reefer Orange and yellow is Floquil Reefer Yellow. At the present time, check with the Secretary of the Club for your color code.

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# RUN 8

November 2011



## President's Message

*by Bob Roth*

October is here and while the Fall season has started-out warm, Winter will be here soon. We are in the middle of the garden project and need to get it finished as soon as possible so Tracy can get his equipment back home where he needs it and then all of us can get on with work on the layout.

Concerning the Phillip Pratt Memorial Garden Layout, the perimeter is approximately three-quarters finished leaving an opening for the dump truck and the tractor to get inside the perimeter for addition and adjustment of the dirt fill material. The critical work at this time is bringing the fill material into the garden. Once the fill is complete, we can complete the perimeter wall and try to water the fill so that it will settle before we lay out the railroad. Further work on the garden from that point will be dependent upon the gardening folks to assist with selection and location of plants. As I write this I am not sure if it is getting too late in the year to plant the garden and if we will need to wait until Spring.

There is still other work to do around the garden to install the manifold for the irrigation system and to run the sprinkler control wire across the street to the manifold. While we have conduit run under the road to the railroad signal box located across the street, we lack the section of conduit extending to the building. We need to finish this conduit run and finish the sprinkler system piping so we can backfill the trenches and holes before a hard freeze arrives.

Work on our layout slowed this past month as we put more effort into the construction of the garden, but we have made some progress. We made a change in the light fixtures we are using and have started the work to continue installation of the lighting behind the fascia.

This month brought some surprising news: UP 844 will be steaming across the Northwestern corner of the Panhandle on November 2. News from the Union Pacific website provides a schedule for the 844 to come down the front range of the Rockies, over to LaJunta, Colorado, where it will get on the former Santa Fe line. On November 2, the 844 will leave LaJunta and come down the line to Stratford where it will switch to the former Rock Island Golden State line and steam from there to Dalhart. It will be on display in Dalhart on Thursday, November 3, and will continue its trip on Friday going through Tucumcari and Santa Rosa, New Mexico.

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The other huge piece of news concerns ATSF 5000, the Madam Queen located here in Amarillo. We received an e-mail message from the Railroad Artifact Preservation Society with a newsletter titled the "Fifty-Hundred" that announced an effort to restore the Madam Queen to steam. No firm date is set when this will happen, but the plan is for the Madam Queen to be moved from its present site downtown to the Progress Rail facility where the restoration work will take place. Restoration of a steam engine is a very costly and time-consuming process and I will try to keep my eyes on this project as it happens.

There is an article in the November issue of TRAINS magazine concerning the restoration of ATSF 2926. This steam engine was one of the last large 4-8-4 steam engines purchased by the Santa Fe. It was donated to the City of Albuquerque after Santa Fe discontinued use of steam in 1956 and sat on display in a city park for many years until 2000. The group in New Mexico restored the tender first and is currently working on restoration of the boiler. They were hoping to have the restoration complete in time for the State of New Mexico's centennial celebration in 2012, but according to the article, these plans were foiled after the economy tanked. They are still working on the restoration, it is just taking longer to accomplish than hoped. This sounds very familiar to me...

Next Meeting: The next Business Meeting will be on Thursday, November 3 at 7:30 PM. There will be a slide show about the Arizona Railroad Museum following the Business Meeting.



Tracy's mock-up of G scale scene on Southeast corner of Garden Layout. Photo by Tracy Ball

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MEETING MINUTES

**ARM Business Meeting**

October 6, 2011

**Old Business:**

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

**Treasurer's Report:**

The Treasurer's Report for September 1-30, 2011 was approved as read.

**Car Sales Report/Update:**

Director Jerry Michels was out of town. No report was made.

**Layout Construction:**

Progress: Significant cleaning was done in the Train Room during September with a lot of sheetrock dust removed. Jerry Michels laid some track on the lower level at Zita to support the tour that was scheduled on 9/20 and the track on the helix was cleaned, allowing some train operation on the public side of the layout. Virgil Young painted additional backdrop around the West wall through Umbarger. Given the cleaning of the track, we want to minimize the generation of dust in the Train Room although we still have significant dust to clean off the "shingle" roof above the constructed part of the layout. We have looked ahead and determined it will not be feasible to have the Texas Western club come back in October as we have a lot of preparatory work to complete before we will be ready for a work crew; we have to finish installation of L-girders around the bends in the walls on the lower level; L-girder to fabricate; wood to cut for joists; a lot of angle brackets to fabricate; elevations to transcribe through the wall for delineation of the upper level; painting of backdrop; and installation of lights. Fabrication of the angle brackets will involve cutting steel, welding pieces, drilling holes and painting the brackets; Tracy has the material and tools at his shop. Work we can do to further the operable portion of the layout includes joining the spline on the lower level at the end of the Junior Yard table; sanding the installed spline roadbed; installing cork roadbed; setting and installing switches in the main line; and installing track. We are also very close to the point of installing the plywood deck on the Junior Yard table; first we need to frame around the turntable location and then double the joists that will support the ends/edges of the plywood. The Board will work on prioritization of the outstanding work tasks in the next two weeks.

**Church Group Tour:**

President Bob Roth hosted a tour of the ARM for a church group on September 20 with assistance from Virgil and Paula Young. The group was shown a short presentation concerning the ARM followed by a presentation on the White Train before being given a tour which included operation of a train on the track by Zita. Included in the tour was a visit to the White Train and the Garden Railroad. Thank you everyone that assisted with

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the clean-up of the dust in the Train Room prior to this tour as it went very well.

**Building & Grounds Update:**

Push mower was restored to operation; the air filter was choked with dirt.

The TV antenna has torn loose from the building and requires attention to re-secure it.

**Phillip Pratt Memorial Garden Railroad:**

Tracy hauled a load of rock for use in landscaping within the garden when he brought his backhoe out to the ARM on Saturday, 9/24. A load of dirt was brought in to help with leveling of the garden wall and a number of "stones" have been laid for the garden wall. The frost-proof water hydrant has been installed across the road by the garden which will help in providing water for settlement of the dirt in the garden. The next big task will be to start hauling dirt fill for the garden and building up the walls. Virgil and Paula Young have visited with Potter County about using Community Service folks to assist with the construction of the retaining walls.

Last Tuesday, October 4, two loads of dirt had been brought in. Tracy took the day off to lay about  $\frac{3}{4}$  of the stones and built up the Southeast corner six stones high so you can see how high the retaining wall will be.

**Friends of the Burlington Northern Convention:**

All quiet this past month. The convention is scheduled June 6-9, 2012, (same date as the 2012 LSR convention).

**Pullman Passenger Car:**

Bad News. We received an e-mail request from Laurin Prather asking for a release from his verbal promise to donate the Pullman car to the ARM; in his e-mail message he noted a group from Athens had contacted him about restoring the car to Athens. Initially he indicated they had raised the funds for restoration of the car, but in a later message it sounded like they still need to raise the funds. The Board was contacted and the majority of the Board concurred with the release.

**Magazines:**

Guy Pigg has worked some on sorting magazines so we can dispose of excess copies of magazines.

**Housekeeping Schedule:**

A few of us did this since Jim Shook was sidelined.

**New Business:**

**Cub Scout Tour:**

A Cub Scout group from the Highland Park school has requested an opportunity to visit the ARM on Saturday, 10/08. The tour for the Tiger Cub group is scheduled at 2:00 PM.

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I may need two people to assist with this.

**Boy Scout Railroading Merit Badge:**

An e-mail message was received 9/06 asking if we could assist with the Railroading Merit Badge at the Merit Badge University to be held on January 21 at WT in Canyon. A response was sent back that we can. President Bob Roth has been registered as a Merit Badge counselor for the Boy Scouts. Two people may be needed to assist with this. It will be a one or two-hour class introduction. They will have to return at a later date to finish. It may be one class or two.

**Magazine Article:**

We were contacted by a gentleman, Mr. J.P. Bell of JP Bell Photography who was working on an article for "Ride Texas" magazine and was looking for some historical information. This is a motorcycle touring magazine; the article is to appear in their January issue. It will be an article about Railroad Heritage.

**Madam Queen:**

An e-mail message was received from Sam Teague concerning restoration of the Madam Queen to steam. A new newsletter, "Fifty Hundred Team News" was received as an attachment; the e-mail noted this would be a quarterly newsletter distributed only to members. Larry Brasher, who wrote the article, is associated with the Railroad Museum in Temple, Texas. He wrote the book, *Santa Fe Locomotive Development* and he may have a second book in the works.

They have some businesses lined up to support the restoration of the Madame Queen.

**Clinics:**

No long-term schedule for clinics at the moment, but tonight Virgil Doyle is providing the clinic on mining along the RGS.

**ARM Work Dates:** October 8  
October 22  
November 12  
November 26 – Thanksgiving Weekend

**Next Business Meeting:** Scheduled Date is Thursday, November 3.

**Cleaning Schedule for 2011:**

September	Jim Shook
October	David A. Jusiak Jim Shook
November	Jim Shook
December	Virgil & Paula Young

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Tracy laid and leveled the first layer of stones on the Southwest corner. They will have dirt covering them while the rest of the layout is filled. Photo by Tracy Ball.



Tracy continued laying and leveling stones along the rest of the West side. They too, will be covered with dirt while the rest of the layout is filled in. Photo by Tracy Ball

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How the layout area looked on Saturday morning, October 8, 2011. This is the day the community helpers were supposed to report for work. It was supposed to rain. Neither happened. Photo by Jerry Michels



Tracy and Earl preparing ditch for setting electric cabinet posts. Photo by Jerry Michels.

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Tracy and Earl setting one post of support for electric panel. Photo by Jerry Michels.



Earl and Tracy are almost there in setting first post. Photo by Jerry Michels.



Earl and Tracy lowering Electric Cabinet onto support posts. Brian and Dave are supervising.



Earl and Brian fill in dirt around support posts. Tracy is preparing to move dirt around. Photos by Jerry Michels.

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Stones have been built up to full height on two sides. Caliche dirt has been packed into base of wall. Photo by Jerry Michels.



Dave relaxing, Brian is emptying the dirt from his shoes. Photo by Jerry Michels.

## Early Snow

*by Virgil Young*

We were pleasantly surprised at the snowfall this past week. Not only was the moisture welcome, but it reminded us of the end of fall. Among the tasks remaining for the Garden Railway this fall is the planting of trees. It would seem to this author that the layout needs to be filled with dirt, the wall built up to height, the manifold needs to be installed and weathered in, the open ditches need to be covered and the holes for the trees excavated and trees planted. Tracy and others have made great progress toward these tasks and are to be commended.

After a long period of miscommunication, the manufacturer of the railroad benches was contacted. The benches should be delivered in the next two to three weeks. Four concrete slabs will need to be poured to fix them in place. Each slab will be four feet from the retaining wall to allow for a walkway between the bench slab and the retaining wall. They will be evenly spaced around the retaining wall. A Washington Hawthorne will be planted adjacent to each bench location to provide shade during the hottest part of the day. The four Shademaster Locust trees will be planted twenty feet from the retaining wall and twenty feet from each other.

One of the gardening specialists has been ill. Further consultation with them and perhaps others will be necessary before we know when and what to plant within the layout. We will use the landscaping stones to support the mountainous area on the south side of the layout. The track through this area will be almost level, however. Four water circuits will be connected to the manifold for the layout area.



Brandy says it's the end of the day. Photo by Jerry Michels.

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# RUN 8

December 2011



## President's Message

*by Bob Roth*

I am writing this message a little earlier in this month than I have the last few messages so that I can wish everyone a Happy Thanksgiving. I hope that everyone has a great Thanksgiving holiday with friends and family. Enjoy the food and the football.

As I write this, we are still in the middle of the garden project and need to get it finished as soon as possible so Tracy can get his equipment back home. The one biggest chore remaining with the garden is filling the garden with dirt so the perimeter retaining wall can be completed. The perimeter retaining wall is approximately three-quarters complete leaving an opening for the dump truck and the tractor to get inside the perimeter for addition and adjustment of the dirt fill material. Once the fill is complete, we can finish the perimeter wall and try to water the fill so that it will settle before we lay out the railroad.

Further work on the garden from that point will be dependent upon the gardening folks to assist with selection and location of plants but I suspect the planting will need to wait until spring when we lay out the railroad in the garden. On Saturday, November 12, Tracy brought out three of the large trees to plant around the perimeter of the garden and we managed to get two of these trees planted before it got dark but the location for the third large tree is in the path of the opening into the garden and its planting will need to be delayed until the garden fill is completed.

There is still other work to do around the garden to install the manifold for the irrigation system and to run the sprinkler control wire across the street to the manifold. While we have conduit run under the road to the railroad signal box located across the street, we lack the section of conduit extending to the building. We need to finish this conduit run and finish the sprinkler system piping so we can backfill the trenches and holes before a hard freeze arrives.

Concerning the HO scale layout, the Executive Board took a look at the priorities for the construction of the layout at this time and the priority is as follows: 1) Painting of the backdrop; 2) Installation of lighting; 3) L-girder construction; 4) Amarillo Junior Yard; and 5) Installation of the upper level helix. Let me note this priority listing is highly simplified as there are a number

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of tasks associated with each of these priorities. As an example, somewhat grouped between Priority #1 and #2 is the task to finish painting the back side of the fascia white to cover-up blue paint that was slopped onto the back side of the fascia when the ceiling was painted; it would be beneficial to get this painting done before the light fixtures are installed and this work needs to be done as soon as possible. We also identified the need to drill holes through the walls at the locations where the support brackets will be installed to assist with the backdrop painting effort; some of this work was completed on Thursday, November 10. We recognize that not everyone has the expertise, skills or training to work on particular tasks so the goal is to go on down the list to those tasks for which individuals are better suited and we can train each other how to do particular work tasks.

One issue is that week-to-week we do not know what folks will show-up to work, so we can drop down to lower priority tasks to suit the team of folks that does show up on any given day. A copy of the priority/task listing has been posted on the bulletin board inside the main entry into the ARM so that everyone can look at this task list and see what is next on the list to be done. We have already completed some of the tasks on the list.

Something I missed last month; October 26, 1861 marked the end of the Pony Express service as the earliest means of electronic communication, the telegraph, linked the East Coast with the West Coast. This was 150 years ago and I was surprised this anniversary was so quiet. From what I read it still took approximately a month for the parcels carried by the last Pony Express riders to cross the continent and this delivery time wasn't improved until the transcontinental railroad was completed eight years later in 1869.

Polar Express Excursions: The West Texas & Lubbock Railway is running special *Polar Express* excursions starting November 18 thru December 23. Information can be obtained through their internet website at [WestTexasPolarExpressRide.com](http://WestTexasPolarExpressRide.com) and reservations can be made through their website, or by calling 877-726-7245.

Next Meeting: The next Business Meeting will be on Thursday, December 1 at 7:30 PM. There will be a slide show concerning the Arizona Railroad Museum following the Business Meeting.

MEETING MINUTES

**ARM Business Meeting**

November 3, 2011

**Welcome:**

New Members: Joe Bolt, Joes' Granddaughter Sam & Grandson James. Each of them has been doing good work. Sam has expressed a desire to paint buildings on the backdrop and her assistance will be welcome as we paint the area around East Tower and back toward Third Street. Secretary Virgil Young will provide prototype pictures and help her get started.

**Old Business:**

Meeting Minutes from October were published in RUN 8. Minutes were approved as published.

**Treasurer's Report:**

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

**Car Sales Report/Update:**

Director Michaels said that there is not a lot new. No new cars are planned and no new cars are coming in.

**Layout Construction:**

Progress: Progress on the layout was slowed this month as more effort went into the garden layout on our October 8 work day and our October 22 work day was hampered by a lack of able bodies. Virgil Young painted additional backdrop around the North wall through Hereford. Virgil Doyle started installing boxes for the lighting behind the fascia.

The electrician is giving us an estimate of the materials and labor to be needed for lighting and power.

**Cub Scout Tour:**

President Bob Roth hosted a tour of the ARM for the Tiger Cub group associated with the Highland Park school on October 8. The group was shown slides of different types of railroad equipment in conjunction with a brief discussion concerning the importance of trains and railroad history and railroad safety before being given a tour. Thank you for all who assisted in this tour.

**Building & Grounds Update:**

TV antenna has torn-loose from the building and requires attention to re-secure it.

**Phillip Pratt Memorial Garden Railroad:**

With assistance from several members' hands, the perimeter walls were erected around the perimeter of the garden and a few loads of dirt were added within the walls.

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Unfortunately we had an inadequate number of folks available on Saturday, October 22 and were unable to bring the multiple loads of dirt needed to fill the garden bed. The snow this past Wednesday, 10/26 provided some much needed moisture for this area and helped us with wetting of the existing garden fill, but it also hurt us in making our source for dirt fill into a mud hole. The main tasks needing to be completed are bringing-in the dirt fill and planting trees. Tracy hauled three loads of dirt just before the snow.

**Friends of the Burlington Northern Convention:**

All quiet this past month. The convention is scheduled June 6-9, 2012, (same date as the 2012 LSR convention).

**Magazines:**

Guy Pigg has worked some on sorting magazines so we can dispose of excess copies of magazines. Jeff Ford has indicated he will be moving to Denver--planning for January transfer.

**Magazine Article:**

No further contact from Mr. J.P. Bell of JP Bell Photography concerning an article for "Ride Texas" magazine that is to appear in their January issue.

**Housekeeping Schedule:**

Thank you, Jim for cleaning around all the piles of projects which are ongoing. Virgil and Paula Young have signed for December Cleaning.

**New Business:**

**Heater:**

Turned on the heater on Wednesday November 2.

**Clinics:**

No long-term schedule for clinics at the moment, but tonight we have pictures of the UP #844 taken by Bob Roth, Tracy Ball, Jeff Ford and Jeff Ford's wife. The 844 made an excursion on November 2 to Las Animas, CO to Stratford, TX where it switched to the former Golden State Route through Dalhart, Tucumcari and on to Santa Rosa, NM.

**ARM Work Dates:**

November 12  
November 26 – Thanksgiving Weekend  
December 10

**Next Business Meeting:**

Scheduled Date is Thursday, December 1.

**Cleaning Schedule for 2011:**

December 2011                      Virgil and Paula Young

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Shademaster Locust tree near Southeast corner of Stone wall. It will provide shade in the morning on the layout.

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Northeast corner of Wall. A Sunburst Locust tree has been planted just to the left of the sickly-looking Cedar tree. The Cedar tree will be removed later.



Southeast corner of the Wall looking almost into the setting sun. A Shademaster Locust tree has been planted just to the left of the pile of dirt. It will be the main tree providing shade in the afternoon.

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Shademaster Locust tree planted at the Southwest corner. It will provide shade to the layout from noon to about mid-afternoon.

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The gap in the wall which allows the tractor to get inside and shape the dirt pile. Several more loads of dirt will be added before the rest of the stones are put into place and the Wall completed. The snow made it almost impossible to load dirt at the dump site.

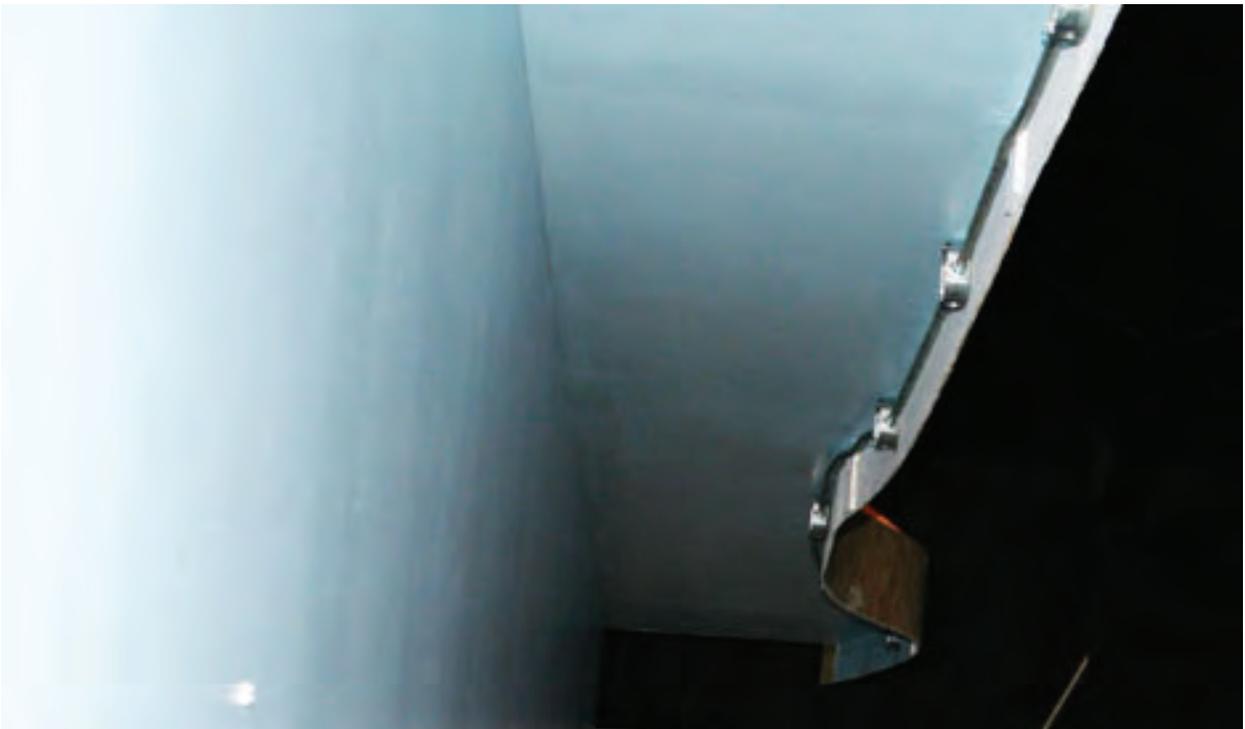


Landscaping Stones spread out to select a desired stone. Some experimentation is needed to best utilize these stones in an artistic manner.

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The Northeast corner of the Wall. The Landscaping stones will need to be arranged a little differently for the terrain.



Virgil Doyle started assembling the conduit and light boxes and gluing them to the inside of the fascia on the West outside wall.

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Virgil Doyle, Earl Carrell, Dave Jusiak, Joe Sweeney and others continued the conduit and light boxes all around the outside and are here moving down the south side of the peninsula. Brian Jansky painted the inside of the fascia white ahead of the conduit.



The turntable area has been boxed in and the joists doubled to allow 3/4-inch plywood to be butt-joined over the area. The rest of Amarillo Yard needs the joists doubled before plywood can be added.

## How to Miss a Water Pipe

*by Virgil Young as told by Tracy Ball*

For those of you who are new to the club, our building is heated by hot water circulating through plastic tubes buried in the floor. The pipes are arranged in the form of a square grid with the pipes spaced approximately one foot apart. It has been in place for several years and heats the building adequately.

Also, when the building was built, three conduit lines were buried below the water pipes in the train room. The conduit has been used as electrical supply for tools and lights for some years. These conduits stretched from the aisle on the east end to the aisle on the west end. The boxes on the west end were useless in the middle of the aisle, so they were not connected and have been filled with foam, cardboard, etc.

Recently, we found that we needed a conduit beneath the floor with a box within the double wall of the west layout and going to the peninsula in the middle of the layout. We had an unused conduit running from the peninsula to the west aisle, but we would have to drill a four-inch hole in the floor to connect a box within the west wall, but we had to miss the water pipes. How do you do this?

Tracy turned on the heat. After a day or two, he could locate the approximate one-foot square where the pipes were not, and started drilling a hole very carefully. He enlarged the hole away from the water pipes and drilled down to the unused conduit. He spliced his new conduit to that in the floor. Now he can run supply lines from the entry box to be located at the south end of the west wall to the new conduit, through the unused conduit into the peninsula, and from there he can wire the peninsula for lights and track power, both upper and lower levels. It saves having to run supply lines along the west and north sides to the peninsula. Slick, isn't it!



It is hard to see the Sunburst Locust tree next to the poor Cedar. The Sunburst Locust was a smaller specimen than the Shademaster Locusts. But it will grow!

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