

RUN 8

January 2010



President's Message

by Bob Roth

I would like to wish all the members of the Amarillo Railroad Museum and our friends a very Merry Christmas and a Happy New Year! I am hopeful that I may finish some historical research (several different projects) and I have several models I would like to assemble during the holidays.

Out at the ARM world headquarters as 2009 comes to a close I believe that we are showing significant progress on the construction of the layout. We have the benchwork in-place for both levels along the East wall that will support Canyon on the upper level and Zita on the lower level and Tracy just started installation of the spline roadbed on the lower level extending out from the helix. Up top Tracy has been working on shingle installation giving the one leg of the layout a near finished look. Additionally the benchwork for Amarillo Junior Yard has been assembled but it is pulled out from the wall to leave room for painting of the backdrop and Virgil Young has been working regularly on the backdrop painting. We still have a long way to go, but we are definitely well on our way.

I was doing some reading on the growth of the Texas Panhandle and came across an article about the oil boom in Borger. Panhandle was the closest town to Borger and there was no railroad to Borger at the time thus the supplies were being delivered to Panhandle. The article indicated that trains were lined-up five miles outside of Panhandle to unload goods bound for the Borger oil fields and there were a number of trucking companies formed to haul the supplies to Borger. This ultimately led the Santa Fe to build their rail line up to Borger. I need to re-read this in more depth because there was a lot of information about Panhandle and other communities booming due to the discovery of oil.

Speaking of historical matters, we received our copies of the Amarillo Postcard History books from Arcadia Publishing at the beginning of this month and we have a limited number of copies available for sale. We are selling the books for the retail sale price (\$21.99) although members of the ARM can receive a 10% discount. One caution; Texas residents are subject to the Texas sales tax. I found the book *Amarillo Through Our Eyes – Celebrating 100 Years* published by the Amarillo Globe-News is also an excellent source of historical photographs that compliments the postcard book.

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Given the holidays and the fact that Thursday, December 24 is Christmas Eve and December 31 is New Year's Eve we will not have formal Thursday evening meetings for a couple of weeks prior to the Business Meeting. 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 7 at 7:30 PM.

BUSINESS MEETING MINUTES

ARM Business Meeting

December 3, 2009

Old Business

Visitor: Mr. Walt Gibson brought some maps, timetables, railroad books and other historical paper information from his collection. President Roth is cataloging the information.

Meeting Minutes from November: Approved as published in Run 8.

Treasurer's Report: Treasurer Virgil Doyle presented the Treasurer's Report for November 2009. The report was approved as read.

Car Sales Report/Update:

ART cars in 33000 series were received just before Thanksgiving. A third of cars are already sold. 205 of the cars remained prior to the business meeting.

MKT mechanical reefers will probably arrive in February/

Jerry Michels, chairman of the Car Committee, recommended that the Club use the magazine *Model Railroad News* to run our ads about new car offerings.

Layout Construction:

Significant progress made this past month: Virgil Young completed the backdrop painting on the East wall and turned the corner onto the south wall. L-girders and joists were installed along the south wall on the lower level for Zita to the SE corner, and framework was built for the Amarillo Junior Yard. Additionally a number of light fixtures were installed above the Junior Yard area.

Tracy and Virgil Doyle began laying the backbone of the spline roadbed off the helix onto the site of the rail welding plant. Several members worked on leveling and adding legs to the Amarillo yard module. Earl Carrell added some needed bracing. Tracy has also been adding shingles to the roof of the overhang. It looks good!

Building & Grounds Update:

Mowers: The mowing of the property was completed although some weed-eating is still needed to clean-up the area particularly behind the DOE train. We will look into repair of the mowers before the next growing season.

Flag Pole: It was suggested that we install a flag pole in the triangular spot between the sidewalks out in front of the building. A flag flying on the pole would echo the patriotic feelings of the members and would be a signal that we are open. By paving the area around the base of the flagpole, we would obtain space to display our commemorative bricks.

Advertising:

We were solicited by a salesman from the Yellow Book this past month looking for us to buy an ad in the book and in their on-line site. Proposed cost was more than our monthly membership dues. This has not been before the Executive Board, but the feeling is the cost is too high.

2011 NMRA LSR Convention:

No formal correspondence received from Lubbock to date.

Housekeeping Schedule: Month of December: Jim Shook
 Month of January: Guy Pigg

Sign-up sheet for 2010 was started last month and we still have a lot of holes to fill.

New Business:

Santa Fe Building Museum Coalition: We had received a letter from Walter Wolfram stating they had temporarily halted their fundraising activities mainly due to the economy at this time, but also because they are considering their options. The letter raised a number of concerns with the museum location within the Santa Fe building including security due to courts located within the building, limited space for the museum, no space for display of railroad rolling stock, weekend access to the Santa Fe building, and a lack of parking around the Santa Fe building. I sent a letter response back to Walter relating that we still support the museum but we were under the belief the effort to locate the museum in the Santa Fe building was particularly to satisfy terms of the grant the county received for the renovation of the building. I noted that we have space available for the display of rolling stock and I issued an invitation to Walter to come and visit us. No response received to-date.

Books from Arcadia Publishing:

Postcard History Series – *Amarillo*; books were received in Amarillo on Tuesday.

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The book has many railroad-related pictures including the Santa Fe depot being built and early photos of the Santa Fe Building. The price is \$21.99. Members and paid internet members receive a 10% discount. Orders for delivery in Texas pay the Texas Sales Tax..

New Book Offer:

Request received from Arcadia Publishing asking if we might be interested in compiling a book of Amarillo historical railroad photos. No response received from the membership thus this item will be tabled. Arcadia will be contacted shortly...

New Book offered by Amarillo Globe-News: Interesting photos from newspaper archives.

OKC Train Show is this weekend. Anyone going?
Flyers to advertise RI boxcars & new reefers?

Director Tracy Ball asked the question, “What is our address”? If a 911 responder attempts to locate our building using GPS, he would wind up west of our location. It is important that we get the street address corrected for visitors and for responders to 911 calls.

ARM Work Dates:

December 12
December 26 – scheduled date, but being the day after Christmas...
January 9
January 23

Next Meeting: Scheduled Date is Thursday, January 7, 2010.

Schedule of Clinics to be conducted following monthly Business Meetings:

December	Photography of Norman Stuppi
January	3 Room House on Wrong Side of Tracks by Virgil Young
February	Decoder Pro by Jerry Michels
March	DCC Decoder Installation by Earl Carrell – Postponed
April	Installing Gear Boxes in Locomotives by Virgil Young
May	Sound Installation in Steam Locomotives by Virgil Young

Parking Lot:

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

Mission Statement: Preservation of the rich railroad heritage of the Texas Panhandle through

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the preservation of railroad equipment significant to industries of the Panhandle and through model railroading

Cleaning Schedule for 2010:

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

Which Are You?

Are you an active member; the kind who would be missed, or are you content that your name is on the list?

Do you attend the meetings and mingle with the flock, or do you stay at home and criticize and knock?

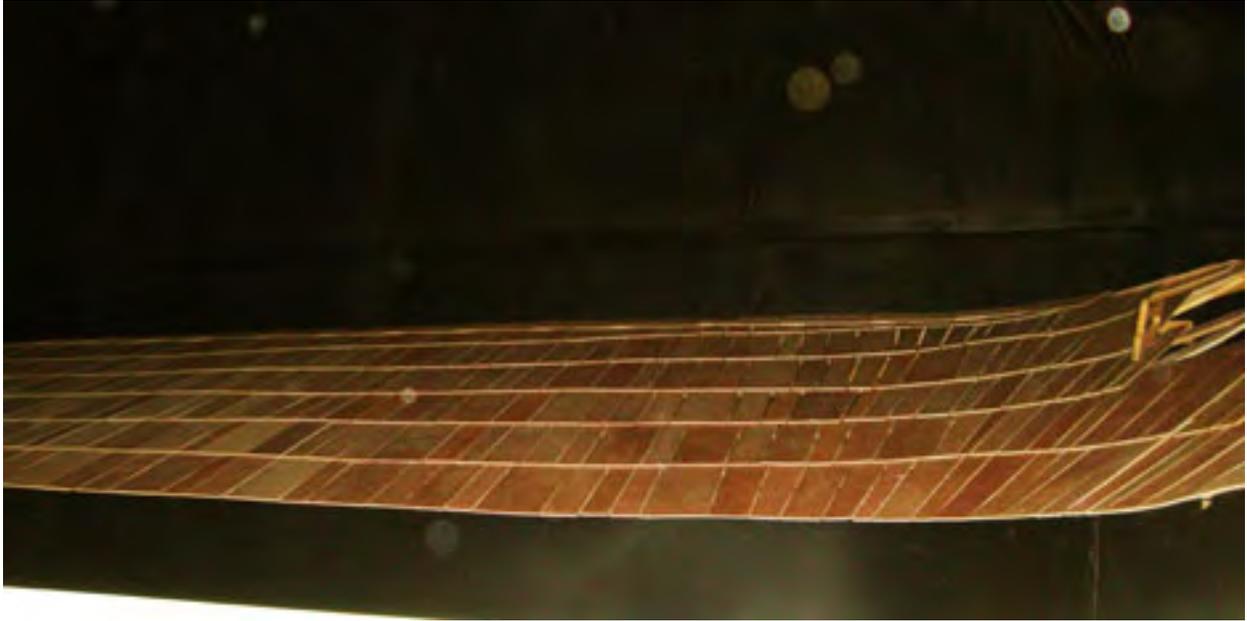
Do you take an active part to help your “local” along, or are you satisfied to simply say that you “belong”?

Do you ever volunteer to help the guiding stick, or do you leave the work to just a few, and then talk about the clique?

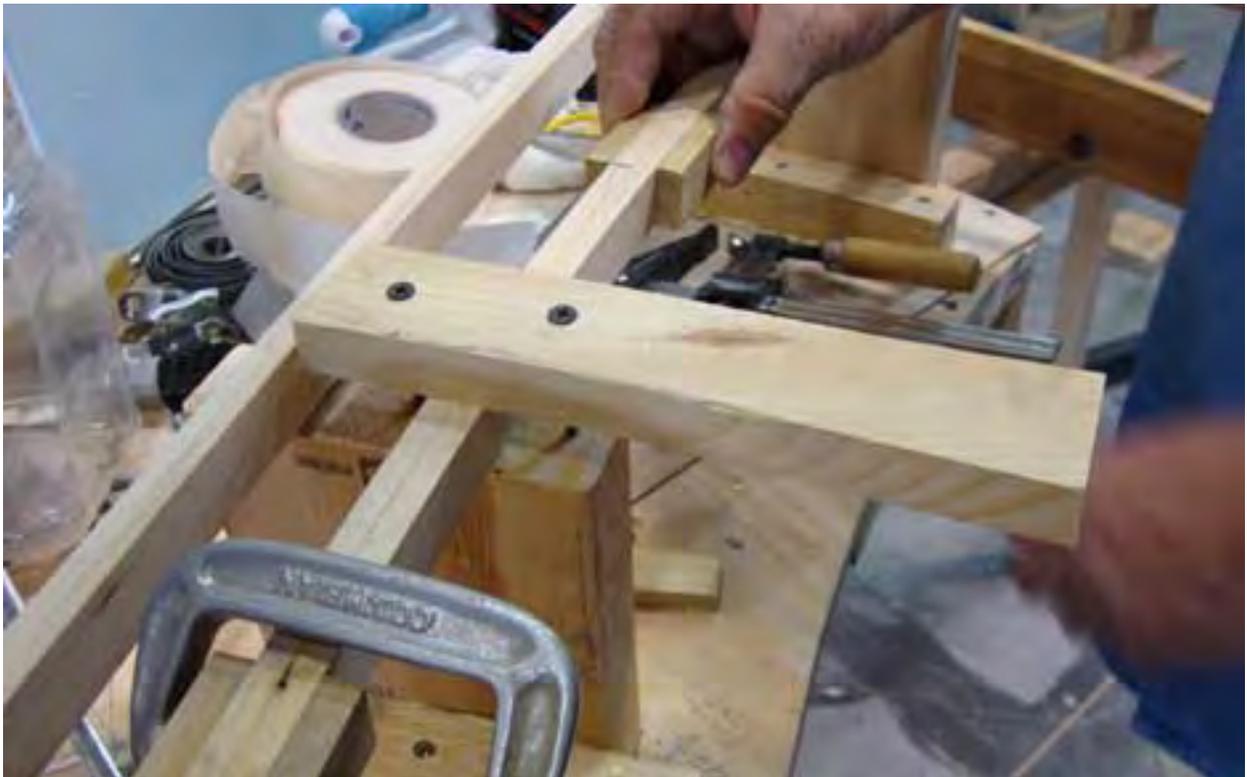
Come out to the meetings with hand and heart. Don’t just be a member, take an active part!

The above was provided by Director Tracy Ball from his Motorcycle Club Newsletter.

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Tracy Ball has shown much progress in shingling the roof. In this picture he is almost to the corner. All photos in this issue are by Tracy Ball



The backbone has been glued. Now the spacer blocks are being glued to the backbone in preparation for the next layer of the spline roadbed.

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The spacers were glued to the backbone, the outside layer of the spline has been glued to the spacers, and this is the beginning of the lower outside main line.

The top level of the south wall was completed to the west end.



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Tracy beginning work on the Canyon Wye, helix and upper level return loop for the upper staging yard. The big circular piece will be split to that the upper half can form a helix passing under itself and entering the return loop.



For those of you on the lookout for open loads, here are three condolas with prefabricated turnouts ready for a shoo-fly around a wreck, or for replacement use.

Stone Soup--Making Something from Nothing

by Virgil Young

We are making great strides in building our layout. We are almost to the point where we can add scenery and structures to imitate the actual structures that existed in our cities and towns from Canadian to Texico. This won't be easy because many of the structures that were present in 1955 are gone. Depots, housing for workers, stockyards and water servicing facilities were sold, moved or demolished to remove them from the tax rolls.

What we do have, however, are standard plans for many of these structures and even better, some commercial kits that follow the standard plans. We are still lacking specific plans for petroleum jobbers, elevators and other industries located along the track. While most of the elevator companies were building concrete silos in 1955, there were enough corrugated iron elevators still remaining to add interest to the right-of-way. The concrete elevators probably still remain and the height, number of silos and general arrangements can be determined from contemporary photographs.

A highway usually paralleled the railroads, and service stations of all designs, lumber yards, grocery stores and usually smaller houses were spaced along the highway. There won't be enough space to represent everything, but study what remains and any available photographs for recognizable structures that can be scratch-built. Did someone say scratch-built, the term that strikes fear in the hearts of many modelers? Scratch building is like building a kit without parts or plans.

Most of you have read about or discussed how to arrive at an elevation of the walls from photographs.. Assume a door height of 6' 8" with a width of 2' 6". From that point you count off how many door widths are in the length of the wall and how many door heights are in the height of the wall. You can get a rough measurement for the height of all wall elevations by assuming the internal wall height is eight feet in newer construction and twelve feet in older buildings. Also assume that bedrooms are a minimum 10' x 10'; 12' x 12' may be a better figure. Once you have a rough diagram compare the proportions to those of the photograph. Place an HO scale figure next to the drawing for comparison. For the ultimate comparison, build a rough model from cheap cardboard with the doors and windows drawn in ink.

When you are satisfied with the proportions of the building, substitute scribed siding for the walls, Grandt Line windows and doors from their online catalog and roofing from Walthers catalog. Remember to paint walls and windows separately before assembly and add glass to the windows. Once you have all the walls completed, with the doors and windows installed, and curtains or shades on the inside, assemble the walls. Add the roof and cover it with the appropriate material. That wasn't hard, and you now have a structure that is scratch-built to a plan that you scaled from a photograph. Place it on the layout with pride, but first, weather it a bit!

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February 2010



President's Message *by Bob Roth*

As this New Year began, I had a major shift with a move of my office from one building to another which lengthened my walk from the parking lot considerably, but this is not a bad thing given my need for more exercise. I will also have my scheduled work shift change later this month as my employer is implementing what is being referred to as a 9-80 work schedule where I will work nine hours a day from Monday through Thursday of each week and alternate the schedule on Fridays, working eight hours one week and having every other Friday off. Of course, the change encountered most frequently is remembering to include the 1 to write 2010 after ten years of writing 200X.

The ARM is also seeing some changes. One of the most recent is the change in our physical address. Years ago when we first erected our building we were given the street address of 13000 US Highway 60. This address proved to be somewhat difficult for us as our building is not actually located on US Highway 60; instead our building is located along Warehouse Road #4, the name of this road dating from the days of the Amarillo Air Base. In December 2009, the City of Amarillo had crews install new street signs all over the vicinity of the Museum to aid in response by 911 emergency crews to the area and we observed that we were now located in the 14000 block per the numbers on the new street sign. After some internal discussions, I contacted the City and requested an address off of Avenue I, which is the road that connects with US Highway 60. This request was made because we own the portion of Warehouse Road #4 that is on our property and using the address along Avenue I allows us to treat that portion of Warehouse Road as our driveway. Our new physical address is 3160 Avenue I. I am working to obtain a new address sign to post on our sign.

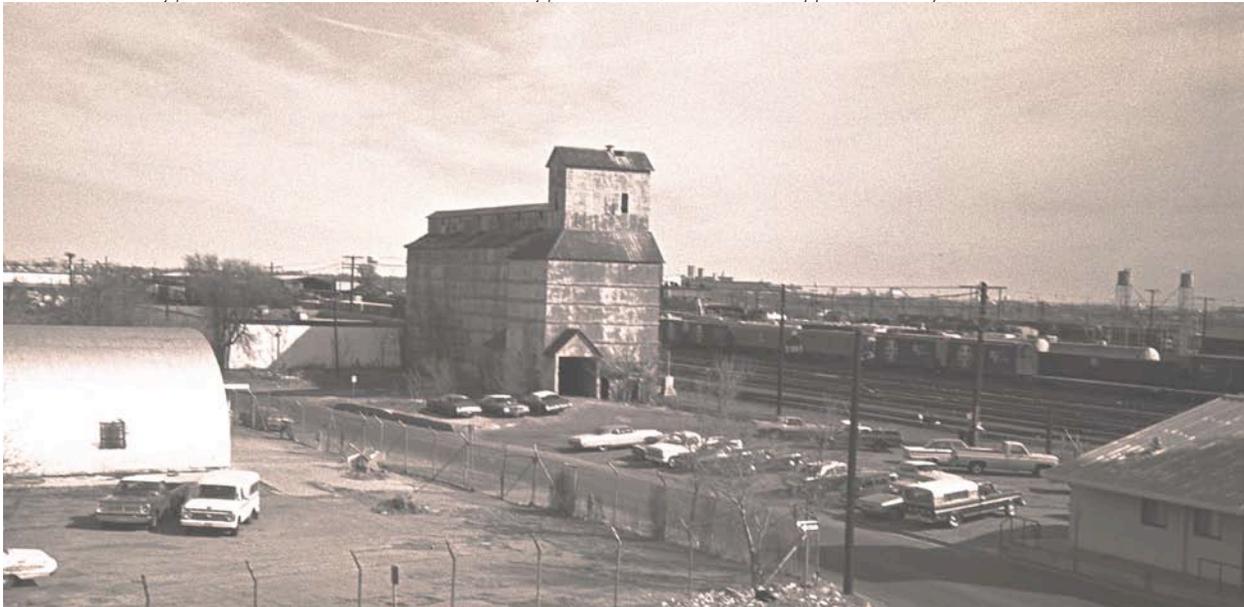
I was not as successful as I had hoped to work on model projects and railroad research over the Christmas holiday. I did manage to take apart one of the Athearn CF7 locomotives (round cab roof) I had purchased earlier this year to investigate a problem where it was shorting the power pack when I ran it on DC power. I found it had a heavy application of lubricant that was causing the short and after cleaning the excess lubricant it was running again, better than when I first took it out of the box. Next I installed a Digitrax decoder and after programming it at the ARM it is now ready for use on the layout. I have a second CF7 (angled cab roof) that still needs a

decoder installed. Most of my model railroad equipment is early 1980's Santa Fe with a number of exceptions, one of which will be the San Francisco Chief circa the mid-1960's; I bought the Intermountain F7 Santa Fe red and silver Warbonnet locomotive kits years ago and still have to assemble those kits.

The most recent request for assistance that we have received is a request for any information concerning the utilization of Hispanic men by the railroad to construct the railroad line, particularly the line from Canyon to Farwell. I haven't seen very much information on the construction of this particular rail line other than the line being built so the Santa Fe could connect with the railroad they purchased, the Pecos Valley and North Eastern, which extended down through Roswell. The information I've read so far is pretty skimpy, especially concerning the men who actually constructed the line. The rail line was extended south from Amarillo to Canyon in 1898, where the PV&NE turned back to the southwest. After this connection was made to the PV&NE, the Santa Fe continued building westward from Texico, New Mexico, making the connection with their original transcontinental main line just west of Belen, at Dalies, New Mexico in 1908. This connection completed the reduced-grade southern freight loop, called the Belen Cutoff, which connected to the transcontinental line at Harper, Kansas, traveled across the northwest corner of Oklahoma to Higgins, Texas. From Higgins, it went to Texico, New Mexico and then across New Mexico to Dalies, New Mexico. The line from Canyon to Plainview and Lubbock was built in 1906 and the connection between Lubbock and Texico, New Mexico was built in 1914.

Don't forget that we still have a limited number of copies of the Amarillo Postcard History books from Arcadia Publishing available for sale; the price is \$21.99. Members of the ARM will receive a 10% discount. Texas residents are subject to the Texas sales tax.

Next Meeting: The next Business Meeting will be on Thursday, February 4 at 7:30 PM.



Backside view of Kimball Elevator which once stood just north of the yard tower. This picture was made in 1972 by Virgil Young

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MINUTES

ARM Business Meeting

January 7, 2010

Old Business:

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

Treasurer's Report: Treasurer Doyle presented the Treasurer's Report which was approved as presented.

Car Sales Report/Update:

ART 33000 series cars were received just before Thanksgiving. We have signed contracts for five more runs different schemes of ART cars..

Missouri Pacific Airslide Hoppers: The artwork has been finished and they will be in production soon. Not certain when the finished models will be here.

MKT mechanical reefers: Artwork should be finished in one month.

Director Michels gave a comprehensive report on the past runs and sales and future plans. Three different cars are due to come in over the next six months.

Layout Construction:

Spline roadbed for both inside and outside main on the lower level has started at the Helix and is progressing along the east wall. More fascia material is needed. Virgil Young has pretty much completed the backdrop for the upper level on the south wall.

We need to attach spline roadbed to the upper level of the Helix and proceed down the east wall, around the corner and along the south wall. The Canyon wye is completed and ready to install and connect with the upper staging yard located on the south side of the partition. The shingle roofing is continuing. More bracing is needed on the Amarillo Yard bench work.

Many pictures of prototype buildings and scenery adjacent to the Santa Fe have been photographed in preparation for painting the backdrops on both levels along the east wall and the south wall. The backdrop for the lower level 10th Street to 3rd Street will be the first section to be worked on since it has the depot and other essential elements. It is also west of the area containing the access aisle which makes it easier to represent.

Treasurer Doyle asked if we were ready to buy an electrical breaker panel. Director Ball said that he had been looking at some blank panels to install toggle switches to control the fascia lighting. These panels would receive power from the breaker box outside.

Building & Grounds Update:

No news on the building. Progress Rail Services reported they could not get any of the former Rock Island boxcars released by Union Pacific. PRS asked BNSF and they have offered to donate the next car that comes up in this area.

Advertising: Deposit was made at Model Rail Progress publisher.

Book Sales: Books from Arcadia Publishing: Nothing new.

Postcard History Series – *Amarillo*; books were received in Amarillo on Tuesday, January 5.

2011 NMRA LSR Convention:

An e-mail message was received from Dave Lambert on 1/06 asking if we could help fill committee chair positions for Publicity/Printing and Door Prizes/Raffles. The particulars are expected soon.

Housekeeping Schedule:

Month of February: Dan Juliano

Month of March: Paula Young and Linda Silva

The Sign-up sheet for 2010 still has a lot of vacant slots to fill.

New Business:

There was a suggestion to use the 5th Saturday as a “Play Day” on the layout and possibly to have a hobo breakfast. Saturday, January 30 is the first 5th Saturday. Concern was expressed that we are really congested right now, and we are adding track roadbed along east wall and the south wall. The Club’s 20th Anniversary will occur in May and we will still be laying track. The 5th Saturday in July was suggested as a possible planning date for a Hobo Breakfast for Club Members and family and Play-day train running over newly-installed tracks and a belated celebration of the Club’s Twentieth Anniversary.

For the July 5th Saturday, Member Jeff Ford suggested a model contest and motor car races on tracks east of stored cars in addition to a hobo breakfast and Play Day. All of these factors should be considered in making plans for that day.

Director Michels said that the Club could easily use twelve cabooses when operating, and suggested that the Club purchase a set of six ATSF early steel cabooses from Intermountain for use on the layout. Intermountain has already produced one run of these cabooses which have sold out. The 6-model sets come in three versions with two numbers in each version. The three versions are: Mineral Brown with radio, Mineral Brown with Wig-Wag signals and Indian Red with giant Circle-Cross Logo.

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These cabooses are from the Centralia Car Company and will fit the planned era of our layout. We can purchase a package of 6 cabooses for \$150 and the thought is that we could purchase an extra set of six cabooses to be sold to members. Secretary Young said he would buy three of the six. Are any other members interested in the other three cabooses?

ARM Work Dates:

January 9
January 23
February 13
February 27

Next Meeting: Scheduled Date is Thursday, February 4, 2010.

Schedule of Clinics to be conducted following monthly Business Meetings:

February	Decoder Pro by Jerry Michels
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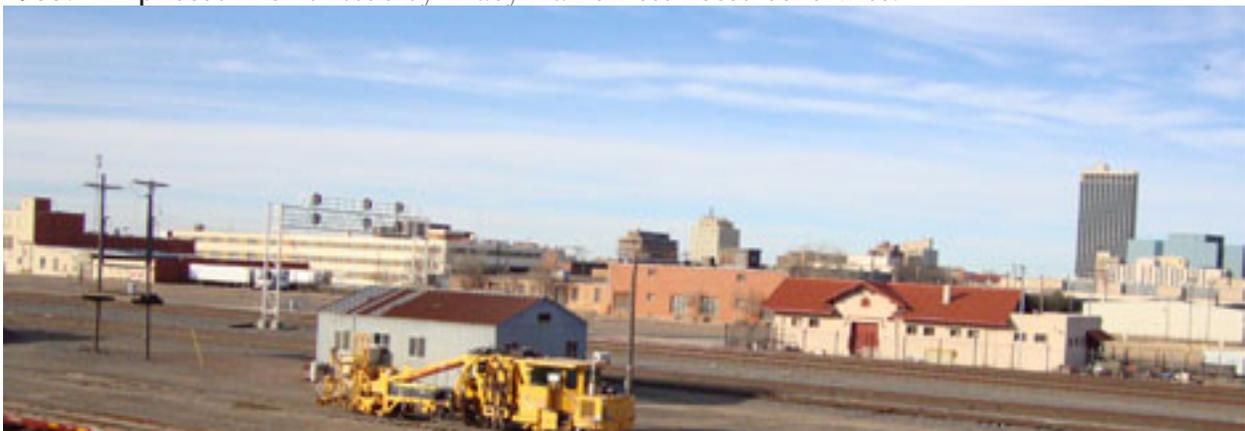
Mission Statement: Preservation of the rich railroad heritage of the Texas Panhandle through the preservation of railroad equipment significant to industries of the Panhandle and through model railroading

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October	Bob Roth
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December	



The former Railway Express Agency to the left and the Amarillo Depot and Harvey House to the right. The Amarillo National Bank over the left end of the depot and the Chase Bank Tower just south of the depot will not appear in our backdrop since they were built after 1955. All photos in this Issue by Tracy Ball unless noted otherwise.



The space between the REA Building on the right hand of the picture and the Borden's Plant at the extreme left was once occupied by the Freight Depot and Pigeon-hole bays. Freight from cars was unloaded from this side; customers received freight from a road just west of the docks.



This freight house at Ft. Stockton is similar to the pigeon-hole freight house that once stood in Amarillo.

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4th St. Intersection with red brick road which ran behind the Freight House to allow freight pickup.



Continuation of red brick road to 6th Street. Notice the faded words Amarillo Hardware Company on the building across the street west of this building.



6th Street Intersection with the Red Brick road.



A larger picture of the building on page 7. Amarillo Hardware is much more evident.



The main part of the Borden's Building. At one time, a single rail line ran between the back of the buildings and the Red Brick Road.



The Kimball Elevator from the track side. Photo by Virgil Young

The Backdrop
by Virgil Young

The most important aspects of recognizable buildings in a backdrop are shape, size and color. The shape of the building will change according to the angle from which it is viewed. Its size will vary according to the distance between it and the viewer; it is inversely proportional to the square of that distance. Colors of objects change, becoming lighter in shade as the distance to the viewer increases. This is partially due to the increased layers of air between the viewer and the object as that distance increases. These changeable factors help make up what we call perspective.

Generally speaking, we are painting a three-dimensional view on a two-dimensional flat surface. Our eyes do this all the time, except the two-dimensional surface is the retina and it is curved to focus all of the image of the extremely short focal-length of the eye's lens. We want the image we paint on the backdrop to resemble the image formed on our retina.

Why don't we use a large photo of the scene we want on the backdrop? This would require a special camera called a *landscape camera*. Landscape cameras have an extremely wide film plane and a moveable lens board. Photographers used such cameras when photographing large student classes on the steps of the college administration building, or a wide view of a landscape. They use film about 8" x 17".

View Cameras also have a moveable film board, and are used to correct the distortion of the image of tall buildings as the camera is aimed upward, or to focus on an object that is slanted, such as a 3/4 view of an automobile.. Only small portions of a slanted object would be in sharp focus unless a view camera is used. They depend on keeping the angle between the plane of the film and the plane of the lens the same as the angle between the plane of the lens and the plane of the object. They come in sizes up to 11" x 14". We use cameras that are less complicated and much less expensive.

Sometimes it is possible to use a photographic mural to represent the backdrop. This is difficult when the space available cannot contain the complete mural, which must be narrowed in places to include the necessary photographs in perspective within the limited space available. You would wind up with a series of vertical slices of the photograph that no longer blend together. To remedy this, we have to compromise with paintings of the foreground buildings with more distant buildings represented with shapes, colors and minimum detail.

With these thoughts in mind, we have been accumulating some older photographs and taking new ones if the building is still present. The photographs in this issue of RUN 8 represent some of the types of photographs we have now, but we want to improve the photo quality of the buildings still in place, while continuing the search for older photographs that show how a scene once appeared.

RUN 8 February 2010

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RUN 8

March 2010



President's Message

By Bob Roth

February being a short month is turning-out to be an extremely busy month. We started this month with snow on the ground, cold weather and a forecast for more snow thus we postponed the scheduled February 4 Business Meeting out of concern for the ability of our members to make it to the ARM. Directors Tracy Ball and Jerry Michels and I made it out to the ARM that evening and we spent our time cutting spline for the layout. The Business Meeting was conducted the following week on February 11 although our attendance was smaller than usual due to the weather conditions. We also need a procedure for calling members who don't have access to Email.

Despite the wintry weather, progress on the layout proceeded and we have spline extending along the East wall of the layout to the Southeast corner. Progress on both levels has been slowed somewhat due to the extra tracks. At Canyon, depicted on the upper level, the railroad had sidings through the city on both sides of the track thus the spline roadbed has flared-out from 2 rows for the main track to four rows of spline.

At Zita, depicted on the lower level, the difficulty was trying to figure out the track to feed into what will be the Santa Fe's Centralized Welding Plant in the southern part of the City of Amarillo and a layout that maximized the track for the rail welding plant. Tracy built a cardboard mock-up of the welding building and the gantry crane to aid in this effort. Today, this area is a container loading/unloading facility. The track roadbed has reached the corner on both levels.

We have another slowdown ahead in the Amarillo Junior Yard area as we are continuing to paint the backdrop and attempting to find a good perspective since we are compressing a significant distance on the layout in Amarillo. We have a work-around planned that will allow us to continue with the roadbed construction despite having the benchwork for the Amarillo Junior Yard pulled out from its permanent location to allow for continued work on the backdrop.

One other problem is that we are choked for space inside the Layout Room due to the workbenches, power tools and all the materials. The Executive Board has seen this problem coming and while we were hoping we could resolve it with the acquisition of a boxcar that we

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could use for workshop and material storage, we have been unable to acquire the boxcar. The Executive Board has resolved to obtain a storage container before our next scheduled workday on February 27 with the plan to shuffle the materials out of the building on our next workday.

In my December message I did not go into my list of items that I want for the ARM, but this want list is quickly growing into a list of needs. As mentioned previously, we received a request from the folks down in Lubbock in charge of the 2011 Lone Star Region National Model Railroad Association (NMRA) convention for chair positions for Printing, Publicity and for seeking prizes for door prizes and raffle prizes. I did not previously have a job description for these positions, but I have received this information and we really can use some help from our members not currently serving on the Executive Board to fill these positions. The ARM has received some significant donations of books, magazines and other documents recently and these donations have increased the need for someone to take charge of our library. We need all the books cataloged into the library and the magazines checked against our reference set that we maintain.

One other looming need is for an all-weather walkway from our back door out to the edge of the dock. Currently this area gets muddy following rain and snow. For the icing on this cake, we could extend this walkway in both directions along the timber retaining wall using paver bricks similar to those used on the old Santa Fe passenger station platforms.

A couple of neat and nifty items this month: The March issue of *Railfan and Railroad* magazine has a feature article titled *Amarillo: BNSF's Texas Panhandle Hub*, written by Forrest L. Becht. I have not personally read this article, but it looks like it tells quite a bit about current railroad operations in this area and includes several photos and a map. The cover photo shows a southbound stack train at Zita. This article is followed by a 2-page spread titled: *Vintage Rails in Amarillo* with a few photos by Joe McMillan. The one larger photo is of Rock Island E6 #628 at the Rock Island station dated August 31, 1965. Someone had previously told me the E units were too big for the Choctaw Route.

The second neat item is that the NMRA has a 75th Anniversary photography contest – for UP modelers. Photos must be of model(s) of UP equipment and/or structures in a realistic setting with the photos to be judged for “prototype fidelity of the modeling and scene as well as for photographic art.” The grand prize is a cab ride in one of the mainline steam locomotives operated by the UP on the first leg of an excursion in May, 2010. This prize will include airfare up to \$500, plus two hotel nights and transportation to and from the excursion. The person submitting the photos must be a member of the NMRA in good standing. Photos need to be submitted by April 20; details are given in the March, 2010 issue of *Scale Rails*.

Next Meeting: The next Business Meeting is scheduled on Thursday, March 4 at 7:30 PM.

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MINUTES

Arm Business Meeting

Deferred to February 11, 2010

Old Business:

Meeting Minutes from January were published in RUN 8 and 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 Jerry Michels was absent, so no report was made.

Layout Construction:

We are making some decent progress on the backdrop painting in January. Secretary Young had worked hard on painting the upper level backdrop. He brought his electronic projector to the meeting and projected slides of the lower level Amarillo Yard from 10th Street to 3rd Street. We spent a significant amount of time trying to develop the perspective of the area to the west of Amarillo Yard, for instance, how large should the Santa Fe Building be painted given its distance back from the track?

Spline roadbed construction started on the upper level and Tracy went to town and used up all of the spline. He then finished the shingle cover over Junior Yard up to the end of the fascia.

Director Ball added that as soon as we get some more Formica, we'll finish up the fascia. We are working on the spline on the upper and lower levels. The upper level is almost finished for the main line and sidings.

Director Ball's proposal: we add more bracing to the Amarillo Yard bench work so that it will not shift when moving it. Next, move the bench work to its correct location so that the location of the spline roadbed for the main lines can be marked on the table. We may also board over the yard with plywood at this time, except the additional weight may present a problem when moving the bench work. Next, move the bench work back out so that painting the backdrop can continue. Work on the spline roadbed for the main lines and stubs for sidings will continue while the backdrop is being painted. When the backdrop is completed, move the bench work back to its correct position and connect the spline roadbed across the joint between benches.

We need more splines cut. We lack about 10 feet having the roof over the Amarillo Yard shingled. A decision needs to be made about the temporary loop and the table beneath it. We need to build higher bench work to replace the table so that bench work can continue

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on around the room.

Building and Grounds Update:

Our new address is 3160 Avenue I. A new reflective sign has been obtained and will be installed on our rails and ties signboard.

There is no news on the boxcar. Contact with Bruce Siebold earlier this week indicated no boxcars became available.

Book Sales:

Books from Arcadia Publishing: *Postcard History Series—Amarillo* still available.

2011 NMRA LSR Convention:

Duties of the Chairman for Publicity/Printing and the Chairman for the Door Prizes/Raffles committees have been received. Copies will be distributed via Email and at the March Business Meeting. We need some volunteers to write letters and make phone calls.

Housekeeping Schedule:

Month of February: Dan Juliano

Month of March: Paula Young and Linda Silva

The signup sheet still has a lot of vacancies to fill.

New Business:

Some members of the Texas Western Model Railroad Club have expressed an interest in making a trip to our club to help in construction following our plans. In an E-mail message from couple from Texas Western Model Railroad Club, Leo and Lorrie Palitti, have offered to build a scene for us. They suggested they could do a small stream scene and possibly a small town. They would build the scene at Ft. Worth and bring it when their club visits.

In response to the question of the ethnic identity of the men who built the Santa Fe Line from Canyon to Amarillo, a graduate student said that illegal Mexican immigrants were used to build the line from Farwell to Amarillo.

The 20th anniversary of the Club will come in May. We need thoughts for special events to celebrate.

A request has been received from Kings Highway, a tour group for Senior Citizens, asking for tour information.

With dim prospects for obtaining a boxcar, the Executive Board has discussed the possibility of buying a used container for storage. The Executive board is continuing discussion on this alternative. A 48' railcar container will cost \$3,800 delivered. We are getting closer to the time for increasing the bench work and we will have to move tools and materials from the train room to make room.

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A decision about the temporary train loop will have to be made for construction to continue beyond Amarillo Yard. The Executive Board, working with the Layout Design Committee will decide what to do about the removal of the temporary table and the consequential break in the Club's only continuous-running route.

ARM Work Dates:

February 13
February 27
March 13
March 27

Next Meeting:

The scheduled date is Thursday, March 4, 2010.

Schedule of Clinics to be conducted following the monthly Business Meetings:

March DCC Decoder Installation by Earl Carrell—Postponed
April: Installing new gear boxes in Steam Locomotives by Virgil Young
May: Installing Tsunami sound decoder in Steam Locomotives by Virgil Young

Meeting adjourned at 8:45 PM

Cleaning Schedule:

January Guy Pigg

February Dan Juliano

March Jim Shook

April Paula Young and Linda Silva

May Andy and Beverly Lyle

June

July

August

September

October Bob Roth

November David Jusiak

December

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The sun was almost down when Bob Roth finished installing the Steet number sign.



Upper level spline roadbed coming from upper level of the helix. The two lines from the helix become four lines just this side of the bridge. Two lines are almost finished while the other two lines just barely have the spine laid out.

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Upper level from the north end. The transition from two lines to four lines is more clearly shown. The turnouts have been placed on the roadbed to show how spline roadbed works with long, flowing paths. The height of the rail may vary, but the vertical transition is also smooth.



Lower level from the helix south to the curve into Amarillo Junior Yard. The distance covered is about 35-40 feet and it will depict about six miles of prototype track.

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On the south end of the lower level, the curve into Amarillo Junior Yard is being built. The clamps maintain the curvature while the joint between the north-south track and this curvature is built.



The eight splines which will make up two lines are joined to the north-south main lines.

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The splines will have spacers between the splines as they take on their final form. This will happen after the glue in the joint is dry. Besides that, the members are tired and hungry and ready to go to Hummers.



This is where it is all headed: Amarillo Junior Yard bench work temporarily in place. There will be a narrow access aisle between the wall and the yard. The main line will run down the wall side. Our narrowest members will clear up derailments, etc. in this area.

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Nothing Succeeds Like Success
by Virgil Young

This title was borrowed from some place buried in this author's memory. But it so aptly describes what has been happening at the ARM regardless of the foul weather. We received some badly needed moisture and some time for some of the members to gain skills in laying spline roadbed, catch up on ongoing tasks such as shingling, undertaking new projects by building the Canyon Wye Helix, and adding more Formica to the fascia. Painting the backdrop came to a halt due to illness, but at the last meeting, the outlines of the buildings nearest the tracks was drawn on butcher paper for transfer to the backdrop.

This latter task represented a lot of cooperation and agreement on laying out the lower level backdrop from 10th Street to 3rd Street. Most important was the agreement on the scale of the foreground buildings. This will help us to lay out the buildings in Canyon, Amarillo Junior Yard and other areas to follow. The compromise comes with the scale of these foreground buildings. Trains will run in front of the foreground buildings meaning the buildings will need to be near scale size for acceptable appearance. In some cases, however these same buildings are far away from the viewer standing in the aisle, and would normally appear to be much smaller. We compromised by making them slightly smaller.

Another compromise was made when it was decided that the Amarillo Yard would be made portable so it could be moved away from the wall for painting the backdrop. At the same time, measurements so that spline roadbed for the main lines through Amarillo Junior Yard could be laid while the bench work is away from its permanent location.

Last, but not least, the Executive Board has voted to purchase a container or dismantled truck body for storage of all the accumulation in the train room as well as the stored items in the baggage car. The baggage car will become our workshop and will require some more compromises. But anyway you look at it, compromise with progress beats stalemate any day.

RUN 8 March 2010

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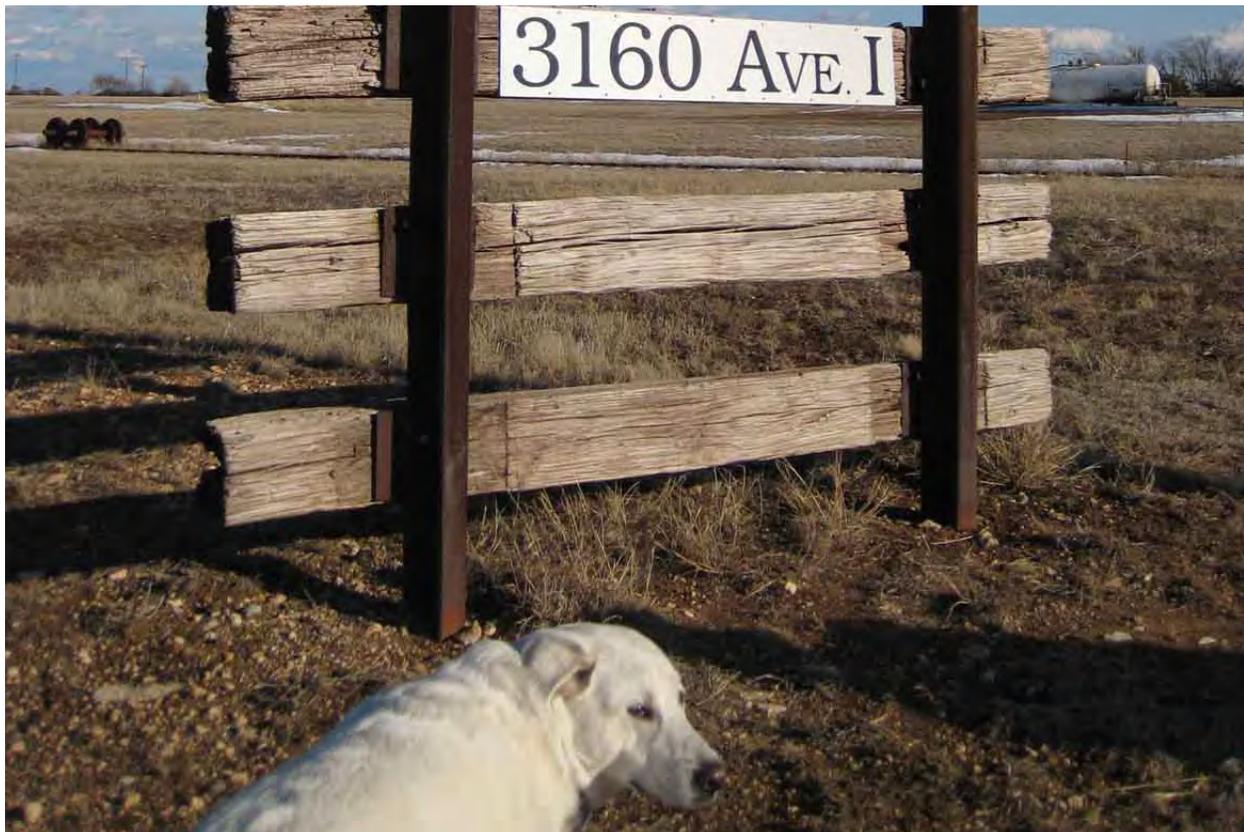
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Clearly, Brandy
likes the new sign

RUN 8

April 2010



President's Message

by Bob Roth

As I finally take a few minutes to draft a message for the month of March it is already the middle of the month. February blew past me and so has half of the month of March. Fortunately we have been successful during these past few weeks in obtaining a truck trailer body for storage and this past Saturday, March 13, we moved most of our stuff stored in the baggage car over to the trailer and then moved the majority of the wood and tools from the Layout Room into the baggage car. The weather cooperated on Saturday giving us a warm day in which to make the move. The end result is that we have cleared the majority of the floor in the Layout Room and after we clean the floor we will be able to outline the rest of the layout on the floor.

As I mentioned last month, some of our *wants* will become *needs*. Now that we have moved our wood and tools into the baggage car, we really need an all-weather surface on the part of the loading dock straight out the back door so that we can access our supplies without difficulty when it rains or snows. My preference for the loading dock is to install paver bricks similar to the old Coffeerville bricks used on the Santa Fe passenger station platforms. We also need to install lights inside the baggage car so we can see in there after the sun sets. Although we have entered Daylight Savings Time and currently have daylight until around 7:45 PM in the evenings, this is insufficient to serve our needs. These two needs translate into more projects

Other needs include folks to help with the 2011 Lone Star Region National Model Railroad Association (NMRA) convention for chair positions for Printing, Publicity and for seeking prizes for door prizes and raffle prizes, and someone to work on the Library at the ARM. We really need some help from our members not currently serving on the Executive Board to fill these positions. To date, no one has visited with me about assisting with this work.

Progress on the layout continued these last few weeks and the spline roadbed now extends from the East wall around the Southeast corner on both levels. To aid in filling-in of the bench work around the Southeast corner, the Amarillo Junior Yard framework was moved back into place temporarily and is still in-place although it will need to be moved out again to allow for work on the backdrop. Tracy installed plywood at Zita to provide a base for the Santa Fe's Centralized Rail Welding Plant and Earl started laying cork roadbed on the spline on the lower level starting from the helix. Further up the line Virgil Young started painting some of the building structures from the downtown Amarillo area onto the backdrop. Overall, this section of the layout is really

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starting to take shape. Let me caution everyone that as we prepare to expand the footprint of the layout we will need to remove the temporary loop between from the beginning of Canadian back to the Staging Yard; anyone wanting to run trains on the dog-bone layout as it exists needs to get their run time in as soon as possible.

If anyone is interested in Electro-Motive Division's 645 diesel engine, there is a feature article in the April issue of *RailFan and Railroad* magazine titled "The Electro-Motive 645 Diesel Engine" written by Preston Cook. This article is very informative concerning how EMD started with their 567 prime mover in 6, 12 and 16 cylinder versions for locomotive use and improved on it over the years ultimately utilizing the same engine block for their 645 prime mover. According to the article they were able to keep the cylinder bore size and piston stroke the same, but they reduced the thickness of the cylinder liner water jacket to increase the size of the pistons thus increasing the horsepower output of the engine. The new 645 engine was tested extensively on Class 1 railroads before EMD introduced it formally in mid-1960 on the GP40 and SD40 locomotives.

Elections: As I compiled my notes for the March Business Meeting I forgot to include upcoming May elections. May is our bi-annual election for the office of President, Vice-President/ Secretary and Treasurer. If anyone is interested in running for one of these positions, please let one of the members of the Board of Directors know so that we can be prepared for the election at our May Business Meeting. May is only two months away.

Next Meeting: Given the first Thursday in April is Maundy Thursday, a religious day for some of us just three days before Easter, we will postpone the next Business Meeting until Thursday, April 8 at 7:30 PM.



An example of the clutter surrounding a roundhouse, these air pumps and brake wheel were photographed at the Sierra Railroad roundhouse in Jamestown, Californiaia.

RUN 8 ApC:\Users\
MEETING MINUTES

ARM Business Meeting

March 4, 2010

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:

Good sales for February. Nothing new to report for schedule of new cars.

ART 33000 series cars: This Fall

Missouri Pacific Airslide Hoppers: Spring

MKT mechanical reefers: Early 2011

Member Jeff Ford sent slide of BN/FW&D 18 rib covered hopper. We can get about 300 cars with 6 numbers. Texas Western Club Board approved going 50-50 with us. Cars will probably be out November-December 2010

Layout Construction:

On the lower level, spline is complete up to corner and ready to go into Amarillo Junior Yard. The rail welding plant lines, the entry siding and the two main lines are completed through Canyon. The inner siding which is the passenger siding, is completed to the wye for Lubbock Junction.

The Lower siding which is the outer siding on the upper level is finished down to the corner and ready to go around the corner toward Umbarger.

Backdrop started using tracing on lower level at west end of the yard. East end yard bench work completed and tied in to the corner.

Roof almost completed up to where we will come around corner on West end of South Wall. Got more fascia Boards completed.

Got plywood for deck in Junior yard, then can put tracks on Junior Yard. Plywood and tracks make Junior Yard too heavy to lift and move, so will wait until backdrop is completed and Amarillo Junior yard is moved back to its permanent place.

Started to extend the cork roadbed from the helix onto the spline on the lower level.

RUN 8 April 2010

Next Meeting: Scheduled Date is Thursday, April 8, 2010.

Schedule of Clinics to be conducted following monthly Business Meetings:

March	Decoder Pro by Jerry Michels
April	Installing Gear Boxes in Locomotives by Virgil Young
May	Sound Installation in Steam Locomotives by Virgil Young
June	DCC Decoder installation by Earl Carrell (Postponed)

Mission Statement: Preservation of the rich railroad heritage of the Texas Panhandle through the preservation of railroad equipment significant to industries of the Panhandle and through model railroading.

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November	David Jusiak
December	

RUN 8 April 2010



Tracy Ball, after repairing the fans, enjoys a ride on his flying scaffold. After the flight, the scaffold was dismantled and stored in the trailer. It is tied down in the trailer so it can't move.



Tracy Ball and Earl Carrell discuss the bracing Earl will add to the Amarillo Junior Yard bench work. It must be braced securely because it will be moved several times in one piece from the wall so that the backdrop may be painted.



The upper level roadbed just around the curve with the Lubbock Junction wye connecting with the rest of the line where the long clamp holds the right-hand curve of the wye.

RUN 8 April 2010



Jerry Michels measures and cuts stripwood for holding wiring beneath the joists.



David Jusiak, Virgil Doyle and Jerry Michels building the slip joint between the Amarillo Junior Yard and the curve just south of the rail welding plant.

RUN 8 April 2010

Trouble! And that starts with T and that rhymes with P and that stands for Pool.

by Virgil Young

Most of you can recall at least some of the words to the song delivered upon the occasion of the delivery of a new Pool Table in River City. Robert Preston won the title role of *The Music Man* after his surprise rendition of the song to Meredith Wilson during casting. The comments that follow have nothing to do with the delivery of a Pool Table but everything to do with the delivery of our second turntable.

It starts with T but doesn't rhyme with roundhouse, which is the next item we need to install. Roundhouses are dirty, smoky, stained, smudged and smelly buildings filled with tools, jigs, fixtures, ladders, lights, wiring, air and water lines, and outside, it is surrounded by piles of still-usable parts, salvageable parts and just plain junk. The material stored outside, air pumps, brake shoes and flues, are not greatly harmed by exposure to the elements, but lend identity to what goes on in a roundhouse.

Contrast the above impressions with an automobile showroom. The difference is striking, yet many railroad modelers display their roundhouses as though they were sales showrooms. The interiors are clean, unstained and devoid of any specialized fixtures that are used to service locomotives.

This author is a firm believer in a realistic appearance of the roundhouse compared to the showroom presentation of an out-of-the-box model. Display a prize locomotive in a dirty, well-weathered roundhouse and not in an automobile showroom.



This Compressed air reaswevoir is one of the larger pieces of clutter at Jamestown, Califor-

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Date to the right of your name is the date
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RUN 8

May 2010



President's Message

by Bob Roth

Spring is here, and with Spring came some rain, and with the rain the grass has started to grow meaning the regular chores of mowing and weed-eating are looming. A minor issue is that we never did finish all the weed-eating last year. At last report, both riding mowers need repairs.

During a meeting of the Board of Directors on March 27, I brought up the issue of the need for an all-weather surface behind the building to provide access to the baggage car where we have located our wood supply. Director Tracy Ball investigated a proposal to pour concrete over an area behind the building that would allow all-weather access to the baggage car and reported the cost to be reasonable. The next step was that he obtained reinforcing steel and started digging the area out and on Saturday, April 10 concrete was poured. The surface of the concrete was stamped with a brick pattern so that it resembles a brick platform.

Concerning the model railroad layout, an effort was made to clean the floor in the Layout Room and a rough outline of the layout is now marked on the floor with tape. The next step is to determine the location of the walls and the quantity of lumber that will be required to construct the walls and the roof trusses. This effort will take the next few weeks of work to accomplish.

Another issue I put before the Board of Directors on our March 27 meeting was that Walthers had released a "Modern" 130-foot turntable under their Cornerstone brand and I recommended that we should consider acquiring a turntable out of the concern that if we waited too long we might not be able to find a decent turntable for the layout. The turntable comes fully assembled indexed to 60 positions. The Board considered the information and agreed that we should purchase a turntable and one was procured later that day.

Walthers internet website has some interesting information concerning the "modern" turntables. In 1842 what we would recognize as a railroad turntable was in regular use in England and over the following hundred years turntables became a fixture of railroads around the world. As locomotives grew longer, along with the servicing facilities the turntables were built to accommodate the longest steam locomotives in service on a Division. The "modern" turntable represented by Walthers model is typical of a turntable installed by most railroads from the

RUN 8 May 2010

1920's on at major Division point terminals where locomotives were serviced. The information went further to state the need for turntables declined in importance as diesel-electric locomotives took over and the number of active turntables is declining.

I am hopeful that some of our members might be able to attend the 2010 Lone Star Region (LSR) Nation Model Railroad Association convention to be held in San Antonio on June 2-6. I have had a good time at each of the LSR conventions that I have attended over the years. Please remember that we volunteered to assist the Lubbock Model Railroad club in hosting the 2011 convention and it can be beneficial to see what activities are going on at this year's convention to help with planning the work for next year. I am still looking for another volunteer to assist with the pursuit of donations to serve as door and raffle prizes.

New Item: I received a flyer from Sam Teague indicating they are celebrating the five-year anniversary of the relocation of the *Madam Queen* (ATSF 5000) advertising the release of a DVD concerning the relocation of the locomotive. The planned release date for this DVD is June 15, 2010. Orders placed before May 1 will receive a discount of \$5.00 off the planned regular price of \$29.95.

Elections: As I mentioned last month, the May Business Meeting is our bi-annual election for the office of President, Vice-President/Secretary and Treasurer. I have checked with existing officers and all three of us, myself, Virgil Young and Virgil Doyle all plan to run for another term for the offices we currently hold. If anyone else is interested in running for one of these positions, please let one of the members of the Board of Directors know so that we can be prepared with ballots for the election at our May Business Meeting.

Next Meeting: The next Business Meeting is scheduled Thursday, May 6 at 7:30 PM. This will be Election Night.



First Rebar is placed

RUN 8 May 2010
MINUTES

ARM Business Meeting

April 8, 2010

Old Business:

Meeting Minutes from March were published in RUN 8. They were approved as published.

Treasurer's Report:

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

Car Sales Report/Update:

The delivery schedule remains unchanged. March has been a slower month, but we are doing OK on the sales.

ART 33000 series cars are moving fast. We have only 45 of these cars left.

Missouri Pacific Airslide Hoppers are due in about a month.

MKT mechanical reefers due early 2011..

BN/FW&D 18-rib Covered Hoppers due probably November-December 2010.

Advertisements: The Executive Board approved utilizing ads in *Model Railroad News* in which we will offer a 10% discount to test the effectiveness of this advertising.

Layout Construction:

Progress: The spline roadbed was continued around the southeast corner of the Layout where it started to extend out onto the Amarillo Junior Yard section of bench work. Once the spline was started on the Yard section, the Yard was pulled-out from the wall to give more space for Virgil Young to work on the backdrop. Virgil Doyle took advantage of the repositioned layout to finish out the spline roadbed for the two tracks through Amarillo Junior Yard.

On the upper level, Tracy extended the spline where he started a little branch where it is going to the upper level staging yard behind the wall. The line continues on around the shelf towards Umbarger. There will be a noticeable change in elevation where the line dips to cross a culvert and then rises back to its original level. It is planned to have rises and dips throughout the layout to avoid the *plywood pacific* look of a perfectly level layout.

Building & Grounds Update:

On Saturday, March 13, a major effort was made to relocate the storage items from the baggage car to the storage container and then to relocate the lumber and wood shop from the Layout Room to the baggage car. Four men came out to help. It was a lot of work, but was done so that the baggage car could function as the wood shop, while we cleaned the layout room so we could mark the remainder of the layout outline on the floor.

New Business:

Elections: We forgot to mention this last month. At next month's Business Meeting we will be electing positions of President, VP/Secretary and Treasurer. Bob Roth, Virgil Young and Virgil Doyle plan to run for their current positions. If anyone is interested in running for one of these positions, please let one of the officers know so that his name can be added to the ballot.

Turntable: The Executive Board approved the purchase of a Walthers Cornerstone 130-foot "Modern" turntable for Amarillo Junior Yard. The concern was that Walthers had released a limited number of turntables some time back and we wanted to secure one before they were unavailable. A purchase was made.

Clinics: We are almost at the end of the list of planned clinics. Tonight we have a clinic by Virgil Young "Installing Gear Boxes in Locomotives" and a clinic next month also by Virgil Young "Sound Installation in Steam Locomotives." Beyond these clinics we don't have any formally scheduled although we do have two topics, one is the twice delayed clinic proposed by Earl Carrell "DCC Decoder Installation" and the other subject proposed as a possible clinic is "A Day in Silverton" by Jerry Michels. Question to the membership is what is the interest in future clinics; we need some subject matter ideas and new volunteers.

Pullman Passenger Car: Jeff Ford forwarded an article from the Lubbock Avalanche-Journal concerning an old passenger car in Lubbock. The owners are looking for a new home for this car. The story was interesting as the car was purchased by the grandfather of the current owners and he hosted a number of dignitaries in the car including Harry Truman

ARM Work Dates:

April 10
April 24
May 8
May 22

Next Meeting: Scheduled Date is Thursday, May 6, 2010.

Schedule of Clinics to be conducted following monthly Business Meetings:

April	Installing Gear Boxes in Locomotives by Virgil Young
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Potential Subjects:	DCC Decoder Installation by Earl Carrell – Postponed twice A Day in Silverton by Jerry Michels

Parking Lot:

Mission Statement: Preservation of the rich railroad heritage of the Texas Panhandle thru the preservation of railroad equipment significant to industries of the Panhandle and thru model railroading

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December	



Tracy bending the last rebar.

RUN 8 May 2010



The first scoopful arrives.



Screeding the last.

RUN 8 May 2010



Tracy carefully placing brick template.



Tracy emphasizing lines between bricks with a trowel.

RUN 8 May 2010



Someone has to clean up all the tools.



Slab is poured, smoothed, patterned and finished.

RUN 8 May 2010

Invasion of Iwo Jima

By Virgil Young

Borrowing a line from Danny DeVito in *Romancing the Stone*, “It looks like they are getting ready to invade Iwo Jima”. Danny DeVito’s car was appropriated by the Minister of Antiquities and Danny found himself in the middle of preparations to go after Mike Douglas and Kathleen Turner who had escaped into the wilds of Columbia. The magnitude of the Battle for Iwo Jima was second to the June 6, 1944 Invasion of Europe.

Our preparations for pouring the walkway at the rear entrance, the preparation of the huge lumber purchase we will make, the inspection of the Pullman car in Lubbock and the planning for the work day with the Fort Worth group have certainly occupied our minds lately. As with most good things, requirements build fast and we find ourselves hard-pressed to complete all of the new tasks, and continue the ones we have been working on for the last six months.

One of those tasks, the completion of spline roadbed in the Amarillo Junior Yard is almost complete. We cannot install plywood on Amarillo Junior Yard until we move it permanently into place. We cannot move the yard back until we paint the backdrop. It appears that the Amarillo Yard will have to stay where it is and clear of other work projects until we can finish the backdrop. Work on the backdrop will have to be during off hours since the projector and other paraphernalia occupy the area while work on the backdrop continues and interfere with free movement around Amarillo Yard. If we can work around that placement while preparing for and conducting the workshop with the Ft. Worth Group, then work on the backdrop will continue.

If the yard bench work must be moved back south to its final position, then work on the backdrop will have to wait. By the same token, if we begin work on the rest of the layout by starting where the temporary loop bench work was removed, construction will interfere with completing the backdrop. Choices must be made, because work on the backdrop can’t proceed where other work is being done in the immediate vicinity.



This is one of the scenes to be painted on the backdrop behind the Kimball elevator model.

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RUN 8

June 2010



President's Message

By Bob Roth

To members and friends of the Amarillo Railroad Museum, **Happy Twentieth Anniversary!** This month marks twenty years since our organization was founded. Although we do not have any special celebration planned this month to mark the occasion, we have discussed having a party sometime in July which is yet to be planned.

Twenty years ago, I remember seeing an advertisement in the newspaper relating there was a group looking to see how much interest there was in starting-up a new model railroad club in Amarillo and they had a meeting scheduled at the Texas A&M Center on West Amarillo Blvd. I attended that meeting, met a number of folks that I did not know and I listened to the ideas for starting this club. I was interested enough that I attended the next meeting and the ideas were turned into goals and the framework for our organization was established. The goals included starting a modular model railroad, saving money, buying our own property and building a permanent layout on our own property to model one of the railroads in the Texas Panhandle. I can admit that at that time I had no idea what modules were or that I might find myself in the President's chair twenty years later.

It has been a very interesting twenty years. We started with absolutely nothing and we have accomplished most of our original goals building a modular layout that we operated on for several years, buying our property, building our headquarters and at this time we lack only the completion of the layout from our original goals. Our dues were set high from the very beginning to help with cash accumulation and to show that each of us that chose to be members had a commitment to our organization.

The first year we did a show at the Tri-State Fair with the modular layout was a fun experience. I did not have my own train and I wasn't sure what I was going to do at this show when Carter asked me if I wanted to run a train. The next thing I knew, I had a throttle in my hand with two trains on one track. The passenger train was running much faster than the freight train and I was shown how to pull the passenger train onto a siding which was set-up with a second throttle so I could slow the passenger train and then let it go from the siding just ahead of the freight train. I worked on making it fairly close and a while later Carter came by and made a comment about

RUN 8 June 2010

the guy in the observation car at the tail end of the passenger train being plastered against the window screaming because the freight train was so close!

Anyway, while we remain focused on the construction of the layout, it is time to dream about what the ARM can be. Riding back from Lubbock on May 1 with a few of the members of the Board we had a discussion concerning our priorities. We need to attract new members. We would like to build a train-watching platform. We would like to have a switch installed that will connect us with the outside world. We would like to acquire a few select pieces of rolling stock such as a stock car, an ice-bunker refrigerator car and an early mechanical refrigerator car that would help to represent some of the story of the railroads. In discussing priority we felt that the layout holds the most promise for attracting new members, but we see a second avenue for people interested in historical preservation of our regional railroad heritage becoming members possibly at the Associate Member level; much further thought and discussion is needed, but we are looking and thinking about the future of the ARM. Give us your thoughts on this matter.

Don't forget the Lone Star Region National Model Railroad Association convention is scheduled June 3 – June 6 in San Antonio this year. I will not be able to attend this year, but it will be a good opportunity to learn various tips on modeling. We are scheduled to assist the folks in Lubbock with the hosting of the 2011 LSR convention and this will be a good opportunity to see how this convention operates.

Elections: I would like to thank everyone for your vote of confidence in the leadership of the ARM. No one volunteered to run for one of the officer positions and the three of us, myself as President, Virgil Young as Vice President/Secretary, and Virgil Doyle as Treasurer were elected by acclamation at the May Business Meeting. We need to look into leadership development as another priority because at some point each of us needs to take a break and we need to be prepared.

Next Meeting: The next Business Meeting is scheduled Thursday, June 3 at 7:30 PM.

RUN 8 June 2010
MEETING MINUTES

ARM Business Meeting

May 6, 2010

Old Business:

Meeting Minutes from April were published in Run 8 and were approved as published.

Treasurer's Report:

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

Car Sales Report/Update:

ART 33000 series cars: should come in in September.

Missouri Pacific Airslide Hoppers: expected in June.

MKT mechanical reefers: expected in November

FW&D Hoppers: To be done with the Texas Western Club. We could get the car by November. Jerry has to get some better slides of this car.

Possible Bowser covered hopper—CB&Q special paint for 10 cars to differentiate them for the roller-bearing trucks on these 10 cars. They were painted special orange with white lettering.

Layout Construction:

We will pick up lumber at Home Depot Saturday. Members meet there at 9:00 AM. We will unload Saturday afternoon.

Progress: The outline of the layout has been marked on the floor in the Layout Room with pin-striping tape. Virgil Young continued painting on the backdrop in the downtown area and behind Amarillo Junior Yard. We are planning for members of the Texas Western club from Fort Worth to arrive here on May 21 to help erect walls and roof trusses for the remainder of the layout. They should arrive about 5:00 PM. We will help them unload and may eat out. We will need a lot of hands each day. We will work in shifts. Bring all electric drills with driver bits and with batteries charged. Virgil Young bring framing nailer. There will be no time to stop and eat, Pizza and beer until May 24. We have about 243 feet of backdrop walls to build. We will use 182 8-foot wall studs, and 729 feet of 2" x 4" for floor plates and crown plates.

Building & Grounds Update:

Tracy mowed around the front and East side of the building a couple of weeks ago. Bob worked on the West side of the building and killed his mower on the loose rocks. We need to rake-up all the rocks and deposit them elsewhere. Tracy will have someone

RUN 8 June 2010

Potential Subjects:

DCC Decoder Installation by Earl Carrell – Postponed twice

A Day in Silverton Jerry Michels

Dispatching on the Layout with DCC – Guy Pigg

Fast Time Clocks on the Layout

ARM Work Dates:

May 8

April 22

June 12

May 26

Next Business Meeting: Scheduled Date is Thursday, June 3, 2010.

Parking Lot:

Mission Statement: Preservation of the rich railroad heritage of the Texas Panhandle through the preservation of railroad equipment significant to industries of the Panhandle and through model railroading

Cleaning Schedule for 2010:

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December	

RUN 8 June 2010



Its fingernails have never been so clean. Ready for the visit of the members of Texas Western Model Railroad Club.



Tracy's Truss Assembly Fixture. We need 50 more just like the one in the fixture

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The unloading crew tried to convince us they carried this bundle in on their shoulders. There aren't any handles on the bundle to lift it up!



Can you see the silver lines on the floor? The inside line is the wall outline, while the outside line is the roof perimeter

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More floor lines on the north side of the room.



This foreshortened model of the Kimball Elevator is one of a few designed to fit almost in the right-of-way.

The End of the Beginning

by Virgil Young

This author was born in Hereford and lived about three blocks from the Santa Fe railroad from ages three through sixteen. The Post Office was on South Main Street about one-half a block from the Santa Fe Depot. The family's livelihood depended on the Post Office since the father of the family was employed as the first city carrier for Hereford in 1928. The Post Office's proximity to the Santa Fe Depot provided views of engines taking on water and oiling around, baggagemen and REA agents loading and unloading the cars, and memories of a three-year-old lifted up to post a letter in the mail slot on the side of an RPO car.

One Christmas, Santa Claus left a wind-up M-9000 Union Pacific Diesel in Brown and Yellow. It was fun until it broke down, but it wasn't black like the Santa Fe Engines, so it wasn't like a real train to these eyes. 1939 brought the first opportunity to see a real diesel when the Santa Fe began taking delivery of the blue and yellow FTs. Most of the steam freight engines were 4000 class 2-8-2s, but the number of FTs increased rapidly, and during the war years, they made up a large percent of freight power. The Santa Fe crossed Twenty-Five-Mile Avenue three blocks south of the family residence. During the war years, simply stepping out the front door to the side of the road, troop trains, armament-loaded trains, and countless regular freight trains could be observed, often powered by the FT.

Most of the steam power on the Santa Fe was either scrapped or in storage by 1953. There was one last major use of steam from Clovis, NM to Waynoka, OK in 1955. California was in dire need of motive power due to an increase in traffic on the west coast and the water available was difficult to treat, so it was decided to send all of the diesels west, pull replacement mainline steam from storage, and operate the steam from Clovis, NM to Waynoka, OK where the water supply was good. These large engines had not been needed in this area during the years of regular steam operation. Incidentally, Clovis and Waynoka had 130-foot turntables and would be able to turn the 2-10-4s and 4-8-4s pulled from storage. They could not be turned on turntables at Canadian and Amarillo but wyes were available for turning in an emergency. It was a great show while it lasted and this author, away at school, missed all of it!

From the end of the war, interest in model railroading had been maintained, albeit greatly reinforced by visits to the narrow gauge country of Colorado. In 1968, after a move to Amarillo, a search was begun for a model railroad club. Memories of the old model railroad club which met in the kitchen of the old Harvey House led to some of the former members of that club who were interested in starting again. More meetings were held in the library and in rooms at the bank and a consensus was reached on organization. Finally, an offer of a room in a storefront on Third Street was accepted and work was begun on a G-shaped layout with too-sharp curves and very little aisle space. This modeler possessed modeling and organizational skills, but not

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the ability to lead in the process of uniting the many unfocused goals into a coherent plan others would accept. Personal stress from the perceived conflicts led to resignation from the club and a return to the narrow-gauge ideas as promoted by the *Narrow Gauge and Short Line Gazette*. Efforts to continue development of modeling skills preceded the construction of several detailed dioramas and a renewed interest in model railroad convention activities.

Attendance at the same exploratory meeting that Bob Roth mentions in this issue failed to convince this author that many of the same problems perceived in the club on Third Street were solved. Experiences with the narrow gauge were expanded to include annual trips to Telluride, Colorado and Chama, New Mexico where photographs and measurements of equipment were compiled.

Not long before retirement, Carter Osborne introduced himself during a meet in Lubbock and explained what the latest organization of the Amarillo Model Railroad Association meant. He pointed out that the Board of Directors, elected by the members, made the policy decisions of the club. This greatly reduced the problems perceived in the old club on Third Street, and following the sales pitch of Carter, this author joined the club. It was an invigorating experience. Several articles, some co-authored with Carter, were published in *Mainline Modeler*. Involvement in layout planning came next, and the first experience with a professional layout designer failed because the designer neglected to follow some of the design parameters. The second professional layout designer, Byron Henderson, was suggested by Tom Jones. He proved to be competent and cooperative. The Amarillo Railroad Museum Layout has begun in earnest and the weekend of May 21-23, 2010, members of the Texas Western Model Railroad Club of Fort Worth will travel to Amarillo to assist in the next phase of construction.

This author sees the club advancing in artistry and craftsmanship as we add scenery and structures to our excellent bench work and roadbed construction. Discipline and guidance will be necessary to keep from over-filling the layout with attractive models that do not resemble the structures which actually appear in this area.

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President's Message

By Bob Roth

Most of our local members are aware that my wife and I took a cruise during the latter part of May to help celebrate our twenty-fifth wedding anniversary. Although our anniversary is not actually until late August, my wife is unable to take time-off from her job at that time thus we decided to sail on the first cruise of the season to take advantage of discounted prices for "off-peak" season travel and we took a ten day cruise and land tour. Overall we had a WONDERFUL trip and were well taken care of during our trip.

How we selected our cruise line is a story in itself. Most everyone knows that I am a devoted fan of the Santa Fe Railway and how that came into play is that I was originally chasing the former Santa Fe big dome cars. The Santa Fe purchased six big dome cars brand new for the San Francisco Chief, car numbers 550-555 when this passenger train was inaugurated back in 1954; I believe all the other cars used to make-up the San Francisco Chief had seen service on other passenger trains and were basically hand-me-downs. After Santa Fe turned-over their passenger service to Amtrak in 1971, several of the big dome cars were sold to Autotrain and were used on the East Coast for a period of time. Eventually after Autotrain went bankrupt, several of the big dome cars were purchased by the Holland America/Westours, refurbished, and were shipped up to Alaska for use with their land tours associated with their Alaskan cruises. Although I had seen some of the big dome cars in Colorado (still painted in their McKinley Explorer scheme) on the Rio Grande Scenic Railway around Alamosa two years ago, I was set on the cruise line that pioneered the concept of the Alaskan rail tours with the Santa Fe big domes.

Our cruise started in Vancouver, BC and sailed up the inside passage to Ketchikan, Juneau, Skagway, Glacier Bay National Park, through Prince William Sound to College Fjord and then on to Seward where the cruise itself came to an end and we took a motor coach up to McKinley Park for two nights and then the train from there back to Anchorage where we caught our flight home. We made side tours at each port of call, going on a wilderness tour with a crab feast at Ketchikan; a tram ride up Mount Roberts and an evening whale-watching cruise at Juneau; and riding the White Pass and Yukon narrow gauge railroad and taking a walking tour (Ghosts & Good-time Girls) at Skagway. At Glacier Bay National Park our ship was up close to some of the glaciers and we were able to hear the cracking of the glaciers as chunks broke-off and fell into the water.

Up at McKinley Park we took a bus tour into Denali National Park and saw all four of the big game inhabitants (moose, caribou, grizzly bears and Dall Sheep). Our tour driver said we got to see the “grand slam” on our tour since it was clear and we were able to see the mountain (Mt. McKinley or Denali as the natives know it) in addition to all the wildlife.

The scenery everywhere was absolutely beautiful and we were able to see humpback whales, bald eagles, snowshoe hares and other wildlife in various places in addition to the big game in Denali. As our trip was coming to an end, the train ride from Denali to Anchorage was anti-climatic and neither of us wanted to leave; unfortunately reality set in with the trip expenses eating our reserve cash. Alaska is not cheap; even with the Alaskan pipeline and the huge oil reserves in Alaska, the price of gas in Anchorage was around \$3.37 per gallon. To answer one particular question that folks may have, No we did not see Sarah Palin although both our motor coach tour and the train ride passed through Wasilla. The one other thing we did not see on our trip that I was hoping to see was salmon swimming up the small streams; the salmon don't start running until around mid-June through July. Maybe another trip sometime in the future...

I want to issue my own thanks to the members of the Texas Western Model Railroad Club that came up to Amarillo and helped with the layout construction effort on May 22. While I would have liked to have been here to help that workday myself, our cruise had been scheduled long before that special work day and there was no way for us to change our plans. I did think of everybody once or twice, but I would not have traded places with anyone for the overall experience of this trip. I took a lot of still pictures (over 400 images) plus some video and it will take me some time to assimilate it into something that I can meaningfully share.

Next Meeting: The next Business Meeting is scheduled Thursday, July 8 at 7:30 PM. The meeting was pushed back a week due to the July 4 holiday.



Last workers Sunday noon: Standing -Virgil Young, Paul York, Darrell Cowles, Don Hays, Glen Buie, Ronnie Downing, Virgil Doyle, Jerry Michels Kneeling-Tracy Ball with Brandi

Minutes

Arm Business Meeting

June 3, 2010

Old Business:

Meeting Minutes from May were published in RUN 8 and were approved as published.

Treasurer's Report:

Treasurer Doyle read the Treasurer's Report. He explained the financial arrangements for the lumber purchase for the Texas Western visit. It was approved as read.

Car Sales Report/Update:

ART 33000 series cars:

Missouri Pacific Airslide Hoppers:

MKT mechanical reefers:

PRR X29 Boxcars:

FW&D Hoppers: Proposed joint project with Texas Western Model RR Club: The Executive Board followed a recommendation by Jerry Michels to delay this project to pursue an opportunity for a different run of PRR X29 boxcars. We are deferring the FW&D Hoppers until Spring. The Board of the Texas Western agreed to the change and will support us in the project.

Layout Construction:

Tracy, Earl and others marked the floor of the layout room with the outlines of the layout, the outlines of the roof overhang and the center line for the roof girders before the visit by the Texas Western Club.

On Saturday, it took a few minutes to unload tools, set up sawhorses, and establish work areas. Then the sawdust started flying. One crew measured, cut, assembled and braced the walls for the layout. By Sunday noon, they only lacked one straight section and a long curved section.

Another crew cut plywood to serve as plates for the curved section in the northwest corner.

Another crew measured and cut the base girders for all of the roof trusses, then began assembling the trusses. By Sunday noon they had completed at least 26 of the seventy-odd trusses needed.

It took Earl and Jerry about two hours to cut enough reinforcing scabs for the roof trusses. After that, Jerry helped assemble the trusses and Earl and Carter Osborne began doubling

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Tracy said that he is working on braces to tie the walls together. He has completed enough braces for the west wall. When all the braces are installed, we will start installing the roof trusses. When we have the trusses installed, we will install the sheetrock, tape and bed it and paint it blue. Then we will have many more clouds to paint.

That will be well into the winter before we get that far.

Building and Grounds Update:

We have one rider mower running and one push mower running. The other riding mower needs a bearing in the lower deck. Tracy has been working on this mower out at his barn, but he has also been mowing afternoons and doesn't have much time for either job. He needs help with the mowing.

President Bob Roth said that the push mower had a bent blade from hitting rocks. He picked it up from the shop the day he left for his trip and found that the timing key had also been sheared in the rock incident. He asked that someone pick up the rocks in the mowing area.

Lone Star Region Convention:

The Lone Star Region Convention started today and it looks like nobody from the club attended. Next year's convention will be June 8-12 in Lubbock. We are helping with that convention; please mark your calendars in preparation for it.

Pullman Passenger Car:

The week before Bob left on his trip, he heard from Laurin Prather saying that he had communicated with all but 3 of the members of the family and they were all in favor of donating the car to ARM, so that is a positive sign. Laurin also said that he is going to try to visit the Club during the month of June. That is another reason to keep the grounds mowed.

Tracy Ball plans to go to Holter with pictures of the car and talk face-to-face with the owners to see if he can get some straight answers on the cost to move car to Amarillo.

Bob roughed out a plan for moving, repairing and display of the car in Amarillo. This plan will be used in soliciting aid from companies

Housekeeping Schedule	Month of June	Jim Shook
	Month of July	Jim Shook

New Business:

We received a call from Don Dean talking about donating model railroad equipment. Don has hearing problems and Bob needs someone who can help communicate with Don to accompany him when he visits Don.

Secretary Young explained that the latest shipment of Fast Tracks materials includes tie panels with spike holes pre-drilled. This will not help in assembling the turnouts, but will help when installing the turnouts on the layout. There was no additional charge for the pre-drilled tie panels.

Clinics after Business Meeting:

None are scheduled at present.

Suggestions include: White Pass and Yukon RR and Alaska RR by Bob Roth

Celebration of 20th Anniversary of Club:

It was pointed out that the weekend of May 22 & 23, when the Texas Western Club came up to help was the biggest celebration we could have.

Work Days:

June 12

June 26

July 10

July 24

Business Meeting

July 8

House Cleaning Schedule:

June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Bob Roth
November	David Jusiak

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Don Hays, who brought most of the tools, and he knew how to use them.



Mike Corley, the Texas Western President, assisting Guy Pigg and Jerry Michels in building roof trusses.

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Our own Tracy Ball, whose leadership in laying out the plans on the floor, calculating the lumber needed, hand-picking the lumber, and advising the visiting crew made the whole operation run more smoothly and allowed everyone to know what to do.



Virgil Doyle and the all-around hard worker from Texas Western, Darrell Cowles.

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Earl Carrell and Carter Osborne are adding a second plate to the wall section. This top plate reinforces the joints between wall sections and strengthens the plates to support the roof trusses.

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Lorie and Leo Palliti, who specialize in building model scenes, signing the guest book.



Ronnie Downing couldn't believe that Dave Jusiak could stand flat-footed on the floor and paint the ceiling of the modeling alcoves.

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The two West to East wall sections after the Texas Western crew departed.



The Northwest corner of the framework., showing part of the West wall.



Standing L--R: Jim Wallace, Virgil Doyle, Tracy Ball, John Callesen, Paul York, Jim Shook, Ronnie Downing, Jerry Michels, Guy Pigg, Dave Jusiak
Kneeling L--R: Earl Carrell, J. T. Bailey, Glen Buie, Mike Carlson, Jerry Fussell, Don Hayes, Joe Sweeney

RUN 8

August 2010



President's Message

By Bob Roth

The "Dog Days" of summer are finally here. While we enjoyed the temperatures experienced on our work days and evenings through the month of June, we are finally seeing temperatures in the upper 90's with above normal humidity. Work usually slows during these hot muggy days, but we soldier on...

I was thrilled with the progress we made at the ARM on our work day on Saturday, July 10, especially given the small number of folks we had working that day. It was a very hot and humid day and I was sweating while spacing and anchoring the trusses on top of the one wall. We managed to install the prefabricated trusses on the top of the West wall while a second crew completed fabricating the remainder of the trusses for the roof canopy over the layout. Outside, Dan mowed some of the taller vegetation while avoiding the ponds and puddles left from the rains a few days earlier. Highland Park School located just to the East from the ARM received over 11-inches of rain from the one storm on Wednesday, July 7 which caused flooding inside the school. I was asked about flooding at the ARM and fortunately our building is sufficiently high enough to stay dry through such an event although the tracks in our rail yard were temporarily under water. There were signs of high water in our rail yard including a large pile of float debris to the west of the White Train. Unfortunately, all the residual moisture will bring a bumper crop of mosquitoes and more vegetation growth that will require mowing.

Tracy indicated the need to fabricate the custom trusses to turn the corner from the West wall to the North wall before we install the trusses along the top of the North wall. We still need to complete the top plates on the center walls and erect the walls that will connect the center walls with the North walls, so we still have a good bit of construction work ahead of us. Each day we work at it we get a step closer to our goal.

I received an e-mail message from Dave Lamberts in Lubbock concerning our assistance with the 2011 Lone Star Region National Model Railroad Association convention to be held in Lubbock next year. Now this year's convention is past it is time to go to work publicizing the upcoming convention and soliciting door prizes, etc.

While looking through the Lubbock Model Railroad Association's monthly newsletter Virgil Young pointed out a statement: "the Amarillo club will be operating at Hobby Time during the month of October." This is not us; I believe it is the "Scott-Free" Model Railroad group since they've set-up at Hobby Time in the past. This group has a few of our former members amongst their group and if anyone wants to run their equipment on their layout, we have been invited to do so in the past. This also provides us an opportunity to advertise our existence and construction of our layout thus we should take-on a challenge to complete a small piece of our own layout to be able to show in October..

As I write this message I am preparing to head to Denver to attend the annual convention of the Santa Fe Railway Historical & Modeling Society.

Next Meeting: The next Business Meeting is scheduled Thursday, August 5 at 7:30 PM.

MEETING MINUTES

Business Meeting

July 8, 2010

Old Business:

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

Treasurer's Report:

Treasurer Doyle was absent. He did not have time to close the accounts for June before he left and could not create a Treasurer's Report. He will give the delayed report at the August meeting.

Car Sales Report/Update:

Missouri Pacific Airslide Hoppers came in Tuesday, July 7. Jerry had advertised the car previously on the Missouri Pacific site and we've already sold four cars. Jerry applied decals to two cars this morning so they can be photographed for the Web site. He said that it took about twenty minutes to decal the side and end numbers. Different reweigh dates and build dates are included in the decal set. The old dates and labels come right off using a pencil eraser.

The next car will be the ART Classic scheme kits with no numbers. Following that series will be the repainted 3200 and 3300 painted yellow with brown roof and ends and the black outline herald instead of two colored heralds. There are six ART reefers left on our shelves from the assembled model 3300 Series.

MKT mechanical reefers:

PRR X29 Boxcars:

Centralia Santa Fe Cabooses (Intermountain)- Second run has sold out at Caboose

Hobbies. Virgil Young bought two at Discount Model Trains in Dallas. They had several left. There will probably be a third run later on.

Layout Construction:

Progress: Continued building and started installing roof trusses. Tracy was busy conducting a visitor around the property.

Tracy does not want to install the roof trusses over the north wall until the special trusses needed to turn the corner are finished.

Building & Grounds Update:

Mowing: One tractor mower was restored to operating condition; on Saturday, 6/24 a nut connecting the steering linkage apparently rattled loose and fell-off. We made a temporary repair to put the mower away and Tracy chased down a new nut to return the tractor back to service. We still have significant weeds and tall grass to mow on the south side of the DOE train.

Tracy said that the bees in the S-2 will have to go. Tracy has the stings to underscore the need. The bad news is that even if we get rid of the bees, another hive will re-populate the diesel because the residue of honey and wax are still there.

The hives that are located east of the track storage area in the trees have been increased in size and some honey has been collected by the man who installed the hives.

2011 NMRA LSR Convention:

I've received two e-mail messages from Dave Lamberts asking about progress on the publicity/advertising and door prize search for the 2011 LSR convention.

I sent back an email asking for clarification, because we have seen or heard nothing of their plans for a logo or any other background information. There is not much we can do if we don't know their plans.

Next year's convention in Lubbock will be June 8-12, 2011. We will assist them in this convention, so save these dates on your calendars.

Pullman Passenger Car:

President Bob Roth exchanged e-mail messages with Laurin Prather and the last word was that he had heard back from all but one of the grandchildren in favor of donating their grandfather's Pullman passenger car to the ARM. The one grandchild not heard from lives in California. Laurin still intends to visit the ARM on one of our Saturday Work Days. I sent a schedule of our work days for July, August and September.

Housekeeping Schedule:

Month of July: Jim Shook
Month of August: Jim Shook

New Business:

Contact Information: A list of contacts was circulated and members were asked to correct any mistakes. These corrections have been entered into the Member List.

Don Dean: Virgil Young and I visited with Don Dean on Tuesday, 6/29. He is planning to donate several plastic model railroad equipment cars/kits.

Convention: Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo and they have contacted us for assistance. They want to visit ARM and want assistance with home layout visits.

New Student Member: Robert Chancellor, 13 years old, lives in Pampa and wants to learn anything he can. He has attended one work session where he helped with roof girder assembly.

Clinics: No set schedule at the moment; tonight we have the a slide show by Jerry Michels. Pending is a clinic by Earl Carrell "DCC Decoder Installation." We have two topics, one is "A Day in Silverton" by Jerry Michels and another could be on the White Pass & Yukon Railway although this one is not compiled yet. Guy Pigg had also proposed doing a clinic later in the year. We may ask Norman Stuppi to come back and show more of his photography. We also have some videos and I have some clinics I videotaped at the SFRH&MS convention last year.

ARM Work Dates:

- July 10
- July 24
- August 14
- August 28

Next Business Meeting: Scheduled Date is Thursday, August 5.

Potential Subjects: DCC Decoder Installation by Earl Carrell – Postponed twice
 A Day in Silverton by Jerry Michels
 Dispatching on the Layout – Guy Pigg
 Use of Time Clocks with DCC – Guy Pigg

Cleaning Schedule for 2010:

January	Guy Pigg
February	Dan Juliano
March	Jim Shook
April	Jim Shook
May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Bob Roth
November	David Jusiak
December	



Tracy Ball is checking the low spot on the two-track route from Canyon to Umbarger. Virgil Doyle built the low spot for a culvert which will add visual interest to the long, lonely stretch.



The installed girders over the beginnings of the Canadian yard on the far side and the connections of the staging yard with the northern strip of Amarillo Yard on the near side. Some special girders will have to be built to tie this section of roof girders with those along the south wall.



The installed girders at the north end of the west wall. The large open space at the north end is of great importance as the location of the return loop for trains from the Clinton, Oklahoma branch and the returns from Borger Branch via Panhandle. Special connecting bars will have to be constructed to tie the walls together over the loop area before the girders covering it can be built.



Virgil Doyle's progress at clamping the roadbed beginning at the low point on the long, plain, tracks from Canyon to Umberger. A culvert will occupy the low point.



A cloud concentration has been painted above the Amarillo yard area. Some of the background buildings will be silhouetted by the clouds. Hopefully, more time can be spent on finishing this backdrop.

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While Virgil Doyle was clamping track, Jerry Michels doubled the plates on the remaining walls. This stiffens the joints between wall sections and provides more support for the roof girders.



Meanwhile, Dave Jusiak laid cork roadbed on the two mainlines between the Helix and the semi-permanent Amarillo yard .

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Virgil Doyle and Jerry Michels traced and cut the upper and lower plates for the outer connecting wall between the north wall and the Pampa peninsula.



This is the superstructure over the return loop for two or three routes using this area.

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An Excellent Example of Long-range Planning

by Virgil Young

It was nine weeks ago that the Texas Western Club traveled to Amarillo to help us build the layout. This author was amazed at that time and is still amazed at the completeness of the plan for construction that Tracy and others worked on so diligently to be ready for May 22. It began with slight modifications to the original to ease construction.. The walls were plotted and the length of the roof truss base plates calculated. The centerlines of the crests of the roof trusses were planned to provide a smooth flow of roof line and the plan for each truss was calculated and indicated on the base plate. An assembly fixture was built allowing the height of each truss to be the same, but allowing for different lengths of roof truss base plates.

Once the plans were finalized, the amount of board feet for each lumber dimension were calculated and to top it off, Tracy and others spent hours at the lumber yard, hand-picking each piece. It worked well on Saturday and Sunday, May 22 and 23, when the Texas Western crew found the material they needed, stacked and ready to go.

Today gave further proof of the thoroughness of planning as Virgil Doyle and Jerry Michels traced the upper and lower plates of the joining walls from the floor drawings, cut them out and prepared them for assembly exactly 9 weeks later. It is unknown to this author whether Tracy wrote down the process he underwent to produce the results he achieved. There is hope.

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RUN 8

September 2010



President's Message

by Bob Roth

On July 21 – 25. I attended the 30th annual convention of the Santa Fe Railway Historical & Modeling Society in Denver. The convention was filled with activities that kicked-off on Wednesday evening with a barbeque dinner at the Colorado Railroad Museum in Golden. Thursday morning we had to get up extra early to catch the buses headed to Canon City where we rode the 9:30 AM train through the Royal Gorge. On the way back to Denver we stopped to have a picnic lunch at Palmer Lake and watch trains operating on the Joint Line, but this was foiled by a rainstorm and a southbound train that apparently blew an air hose and came to a dead stop across the lake from our picnic area and tied-up all train traffic. Thursday evening was left open for convention attendees to shop at Caboose Hobbies. Friday and Saturday provided the normal schedule of clinics with a vendor room. A special event Saturday afternoon was a trip to the railroad museum in Greeley. The convention wrapped-up with the Saturday evening dinner and awards, followed by the annual meeting on Sunday morning. Overall I had a great time at the convention and was able to visit a few layouts as I headed back home.

There were two major themes behind the convention; one concerned the Royal Gorge War while the other focused on the Joint Line providing some interesting history lessons woven into the convention. Concerning the Royal Gorge War, it was the result of a race between the Denver & Rio Grande Railroad and the Santa Fe to build a railroad line to Leadville where gold had been discovered. It started with the Rio Grande building a railroad line south along the front range of the Rocky Mountains from Denver while the Santa Fe started in Kansas building westward. The Rio Grande reached Pueblo in 1872 and surveyed a potential route through the Royal Gorge toward Leadville also in 1872. The Santa Fe did not reach Pueblo until 1876, but they surveyed a route into the Royal Gorge ahead of their railroad construction, two years after the Rio Grande. The Santa Fe's survey re-used most of the stakes from the Rio Grande's survey, but they cut-off the Rio Grande's markings on the stakes and applied their own markings.

After reaching Pueblo, the Santa Fe dropped-back to LaJunta, Colorado and started building their rail line toward Trinidad and Raton Pass. The Rio Grande was also interested in building over Raton Pass and they built their rail line to within six miles of Trinidad. This action by the Rio Grande alienated the citizens of Trinidad as it was a move to force the citizens of Trinidad

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to relocate to the rail line. As the Rio Grande made preparations to move into Raton Pass and their crews retired to the hotel for the evening, Santa Fe forces were able to rally the citizens of Trinidad and they moved into Raton Pass at night, reached an agreement with “Uncle” Dick Wooten to purchase the right-of-way for their railroad and started with grading activities. When the Rio Grande crews started to enter Raton Pass the next morning, the Santa Fe construction crews were already at work and the Rio Grande lost out at Raton Pass.

A couple of months later, Santa Fe people in Pueblo became aware the Rio Grande was accumulating supplies to build into the Royal Gorge. An agent of the Santa Fe attempted to charter a train to Rio Grande Cañon City, but the Rio Grande would not allow this and the agent rode a horse overnight to Cañon City where he rallied the town people to turn-out and start grading efforts. The next morning the Rio Grande forces started to enter the area and found Santa Fe forces already at work. This time the Rio Grande didn't back down and began additional grading work. Both railroad groups brought in arms and there was some shooting, more to scare the workers of the other railroad than to injure or kill them. We were told the Santa Fe issued arms to all their workers, but only issued ammunition to a few sharpshooters. The battle to build the railroad line was taken to court where initially the Rio Grande lost the right to build the rail line through the Royal Gorge, but they were able to force the Santa Fe to build a narrow gauge rail line rather than standard gauge. The Rio Grande did not give up and appealed the ruling to higher level courts while the Santa Fe commenced with construction of the rail line. The Rio Grande eventually won the court battle, but the end was not reached until Jay Gould brokered a tri-partite agreement wherein the Rio Grande had to pay the Santa Fe approximately \$2 million for the work they had completed; the Santa Fe won trackage rights and both railroads had to share a percentage of the freight with the Kansas Pacific and the Union Pacific, both controlled by Jay Gould. The Santa Fe continued with westward construction of their railroad toward California.

Clips from the movie *Rio Grande* were shown and certain historical inaccuracies in the movie were pointed-out. Apparently the Rio Grande helped to finance the filming of that movie and had the movie slanted in a way depicting the Santa Fe as the bad guys in the story.

Residual features from the war are still in evidence today. Short sections of the grading for the second railroad line are evident when riding the train through the Royal Gorge and the speakers noted findings of several “forts” overlooking the railroad.

Next month I will have some notes concerning the Joint Line. The next Business Meeting is scheduled on Thursday, September 2 at 7:30 PM.

Old Business:

Meeting Minutes from July: Published in Run 8, were approved.

Treasurer's Report:

Treasurer Doyle was absent the June Meeting. Treasurer's Report for June was read by President Roth during July Meeting and was approved as read.

Treasurer Doyle read the Treasurer's report for July and it was approved as read.

Car Sales Report/Update: Director Michels was absent and no new report was given
ART 33000 series cars:

Missouri Pacific Airslide Hoppers: Received on Wednesday, 7/07. They have been flying off the shelves.

MKT mechanical reefers:

PRR X29 Boxcars:

Layout Construction:

Construction Foreman Ball reported: Progress: All of the prefabricated roof trusses have been built and the trusses have been installed over the west end wall separating Canadian from North Amarillo. Last week we built all the special roof trusses for the Farwell corner. They will be installed when I return from vacation. We can then install the roof trusses along the North wall. Some of the guys cut out the plates for the connecting wall. We'll wait for a while to install that wall for ease of walking.

Virgil Doyle has been working on the spline roadbed extending the second level west from Canyon toward Umbarger. Cork roadbed has been installed through Zita on the lower level and has started in Canyon on the upper level. There's another siding to be installed at Zita.

There's trees growing on the backdrop. I don't know if it's Miracle Grow or not. As soon as we get the wall painted, we will set the yard module back into place.

Building & Grounds Update:

Construction Foreman Ball reported: Dan has been doing quite a bit of mowing. Every time I come out; he is working to catch up. Mower man! Mower Man! Mower Man! Tracy led the chant as everyone joined in.! We still have significant weeds and tall grass to mow between the tracks and on the south side of the DOE train. Weed-eating is required around mowing obstacles.

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Dan has been posting signs around the property after a stick that he started to remove turned into a snake. The signs read, "**Private Property: No Snaking!**"

Tracy brought his backhoe out to the ARM and cleaned-out a few of the drainage ditches by the road to the East. Tracy built a dirt berm at the rear of the storage trailer for loading and unloading the mowers. A few more "Private Property" signs were added.

2011 NMRA LSR Convention:

I've received another e-mail message from Dave Lamberts; he has enlisted a couple of his folks in Lubbock to assist with the publicity/advertising and door prize search for the 2011 LSR convention. However, a sit-down meeting with him to pull both clubs' plans together is badly-needed.

Next year's convention in Lubbock will be June 8-12, 2011. Save these dates on your calendars.

Pullman Passenger Car: No news to report this month

Friends Convention:

Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo; we were asked if we could provide assistance including being open for them to tour the layout. Jerry Michels responded that we are willing to assist them and to be open.

Housekeeping Schedule: Month of August: Jim Shook
Month of September: Jim Shook

Ken Fritsch asked about the Pullman Passenger Car-

President Roth recited the complete history of the Pullman Passenger Car as covered in previous meetings and in RUN 8 beginning with the April 2010 issue.

New Business:

Don Dean: No word from him about his plans to donate some car kits to us. Virgil Young and I visited with Don Dean on Tuesday, 6/29.

Intermountain Santa Fe Cabooses:

President Roth video- taped a clinic which discussed the issue of combining parts from Intermountain kits with the detail parts available from the Santa Fe Historical and Modeling Society. The cabooses that Jerry Michels and Virgil Young bought are fully assembled models and have the Wig-Wags installed.

Re: President's Message last month

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The Scot Free Group is planning to operate a layout at Hobbytime in October. President Roth wants to take advantage of the event. We had set a goal last year of needing to boost our membership, and this is an opportunity to do so. We have two months to get track into an operational status at least at Canyon and Zita and to run trains up and down the Helix and maybe even on the upper level line to Umbarger. *Editors Note:* This concept was discussed in an Executive Board Meeting on August 12, 2010. The consensus of opinion was that too much preparatory work would need to be done to finish the project by October.

Clinics: No set schedule at the moment
President Roth described some clinics that he had videotaped. These clinics usually lasted one hour or longer at a convention. Some DVDs listed as sources nearly always run at least an hour. *Editors Note:* Should there be some time limits on clinics offered after the Business Meetings? Should there be other guidelines for selecting clinic topics and a person designated to use the guidelines in scheduling monthly clinics?

ARM Work Dates:

August 14
August 28
September 11
September 25

Next Business Meeting: Scheduled Date is Thursday, September 2.

Cleaning Schedule for 2010:

January	Guy Pigg
February	Dan Juliano
March	Jim Shook
April	Jim Shook
May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Bob Roth
November	David Jusiak
December	



Laurin Prather, one of the Grandsons of the original owner of the Pullman Car currently on display at Lubbock. He and one other Grandson visited the Amarillo Railroad Museum on Saturday, August 28. A report of this visit will be presented at the Business Meeting September 2.



The half-wall built and installed Saturday by Tracy Ball, Earl Carrell and Virgil Doyle. This will support the backdrop behind the curve into Umbarger.

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Guy Pigg and Jerry Michels finishing the installation of roof girders over the walls on the North side of the building. Trains on the COW line from Clinton, Oklahoma will operate through the space between the walls as will returning trains from Borger.



Roof Girders installed over the North wall of the layout.

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Guy Pigg, Tracy Ball and Jerry Michels place the first roof girder on the peninsula walls.



Jerry Michels and Guy Pigg place the second roof girder on the peninsula walls. Then they systematically began to apply more.

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L-girder applied to wall under Umbarger location. The backdrop will be spaced just above the L-girder and will reach four feet above.



Jim Shook demonstrates how rapidly 60 grit sandpaper can level the cork roadbed.

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Have Dream, Will Wander
by Virgil Young

Thursday night, August 19, at an abbreviated Executive Board Meeting, the Board examined layout construction plans for the near future. One of the questions was whether we would concentrate on adding to the bench work or would some of the members who are unable to help construct bench work be better utilized in locating turnouts, installing switch machines and wiring the switch machines to a control panel.

Further discussion revealed that the cork roadbed was uneven and not ready for turnouts. The reasons for the unevenness were many, but the sander used was a short, compact type and tended to make waves in the wood as it rocked along the surface. Solutions will be found for these problems and this authors dream is a written account, with pictures, of the concepts, planning and building of the Amarillo Railroad Museum Layout.

Jerry Michels wrote a history of the building of the Layout up to a certain time. Many members have photographs of the various stages in the development of the Layout. But the real lessons to be learned from a written account will lie in picking the brains of those who accomplished the tasks, comparing their feedback with the Jerry Michels' history and available photographs, and compiling a written descriptive record.

This author is volunteering to compile such a record. The main requirement of the members is cooperation, especially as those members' memories are searched for facts about what happened in the past. The beginning of the study will start with the events of the last few months as we prepared for the visit of The Texas Western Model Railroad Club. Let us give credit for accomplishments but no blame for missteps.

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RUN 8

October 2010



President's Message

By Bob Roth

As I mentioned last month, part of the theme of the Santa Fe Railway Historical & Modeling Society's convention this past summer concerned the Joint Line. The Denver & Rio Grande (D&RG) Railway built a narrow gauge rail line from Denver southward reaching Pueblo in 1872. The Santa Fe built their line westward from Kansas reaching Pueblo in 1876. For railroad traffic to be directed to the East or West, freight had to be trans-loaded from the narrow gauge D&RG line to the standard gauge Santa Fe. To avoid the trans-loading, the Santa Fe Railroad and the Colorado & Southern Railroad worked together to build a standard gauge railroad line parallel to the D&RG line along the front range of the Rocky Mountains to connect Pueblo and Denver, reaching Denver in 1887. The D&RG would not allow the railroad lines to cross at grade thus the Santa Fe's rail line was built with "flyovers" where they crossed over the D&RG rail line. The D&RG line was converted to standard gauge along with most of their main lines in 1888. The result of having two competing rail lines along the Front Range was a relatively inefficient operation by both railroads.

The Santa Fe entered a contract with the Colorado & Southern (C&S) where the C&S handled the operation of the rail line between Denver and Pueblo starting in 1900. In 1917, during World War I, the United States Railway Administration (USRA) was set-up to run the railroads in an effort to get freight traffic moving more efficiently over the nation's railroad network. The USRA implemented a system where one railroad's track was used for northbound trains and the other railroad's track was used for southbound trains. This system improved railroad operations for both companies and originated the name *The Joint Line*. Following the conclusion of the war and the dissolution of the USRA, the railroads continue the one way operation of trains.

One major bottle-neck exists on the joint line today where there is only one railroad track. The City of Colorado Springs complained to the Santa Fe in the early 1970's about their trains running through the city at night with horns blaring at grade crossings. The Santa Fe ignored the request, but Colorado Springs came back later with approximately \$1Million in cash. The Santa Fe re-considered the City's request, deciding to remove their track through Colorado Springs. 30 miles of the Santa Fe's track were removed between Palmer Lake and Fountain. Two months after the track was removed, Powder River Basin coal started moving south over the Joint Line.

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Today there are entities that would like the railroads to relocate the freight traffic to new rail lines located further to the East. The Joint Line would then be put to use for commuter service between Colorado Springs and Denver. The cost to build new rail lines would be tremendous. This issue has been studied, but no money has been appropriated.

Other Business:

I have exchanged a few e-mail messages with Dave Lamberts in Lubbock concerning our assistance with the 2011 Lone Star Region National Model Railroad Association convention to be held in Lubbock next year. Dave will be coming to the ARM on Saturday, October 9 to discuss convention planning. Please come and be involved in this effort.

Please note the Scott-Free Model Railroaders will be operating trains at Hobby Time during the month of October to promote the hobby of model railroading. We have an open invitation to operate our trains on their layout while they are operating. This will provide an opportunity to advertise our existence, the construction of our permanent layout and potentially find some new members.

Next Meeting: The next Business Meeting is scheduled Thursday, October 7 at 7:30 PM.



The Crew: Tracy Ball, Bob Roth, Dave Jusiak, Virgil Doyle, Guy Pigg, Jerry Michels. They have just completed the double wall closing the gap between the peninsula and north wall.

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MEETING MINUTES

ARM Business Meeting

September 2, 2010

Old Business:

Meeting Minutes from August: Approved as published in Run 8.

Treasurer's Report: Treasurer's Report for August Approved as read.

Car Sales Report/Update: Director Michels

We received Athearn Airslide Hoppers and they are selling very well. We will have an ad in Model Railroad News next issue. I sent gratis samples to Model Railroader and Railroad Model Craftsman. They'll go out in the mail tomorrow.

I talked with Larry Glitch at Intermountain this week. The next run of ART cars will be the yellow cars with the black outline heralds and will probably arrive the latter part of October. The MKT mechanical reefers will probably arrive in February. The other ART run will be when we want them.

We will work on another Pennsylvania X29 boxcar that will be better than the one we have. With the Pennsylvania Historical and Technical Society on this one. Since Greg Martin left, there are actually some nice people there to work with. There is a fellow that is very, very astute about the X29 and he is helping on the project. Intermountain should have a paint scheme approved in the next couple of weeks. I wanted to know the specific numbers to use. For the Pennsy fan or specialist, they will like having authentic numbers on it, just as we would. I think that is what is hurting the sale of our Merchandise Cars. Not having verified numbers is not a good thing. This new X29 will be a joint project with the Texas Western Club.

Layout Construction:

Progress: Major progress this last weekend particularly with all the trusses we could install on the North and Center walls; this past Saturday was a banner day for the amount of work accomplished. Additionally a short curved wall was installed between the South wall and the West wall and some work was done to start smoothing the roadbed to prepare it for laying track. Virgil Young has continued work on the backdrop behind Amarillo Junior Yard while Virgil Doyle has nearly completed the spline roadbed on the second level to the end of the sheetrock on the South wall. Cork roadbed has been installed thru Zita on the lower level and has started in Canyon on the upper level.

The Executive Board met recently and discussed the path forward for the layout construction. First we wanted to install the trusses on the walls that are constructed; this was accomplished this last Saturday. We also plan to purchase more poplar to use for building L-girder and we want to install L-girders around the walls to support the lower level. We discussed hiring the sheetrock installation on the ceilings and walls down to

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within 3-1/2 inches of the L-girders; an idea is to get the sheetrock that will be installed in the depths of the "U" (between Kingsmill and Panhandle on the lower level) and then complete the one section of wall that will tie the walls together. Once the sheetrock is up we can start installing the brackets to support the upper level benchwork and build the lower level benchwork. Backdrop painting was expressed as a concern and Director Virgil Young is investigating the feasibility of purchasing custom photo-backdrop.

Building & Grounds Update:

Mowing: Dan has been doing quite a bit of mowing; we still have significant weeds and tall grass to mow between the tracks and on the south side of the DOE train. Weed-eating is required.

2011 NMRA LSR Convention:

E-mail messages have been exchanged with Dave Lamberts requesting that we meet to discuss the convention, the schedule when certain activities need to be completed, etc. Next year's convention in Lubbock will be June 8-12, 2011. Save these dates on your calendars.

Pullman Passenger Car: See New Business.

Don Dean: Don is planning to donate several plastic model railroad cars/kits to the ARM; no contact these past few weeks.

Friends Convention: No further news. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo; we were asked if we could provide assistance.

Housekeeping Schedule: Month of September: Jim Shook
Month of October: Bob Roth

New Business:

Pullman Car: We were visited this past Saturday by Laurin Prather and ____ Underwood. After giving them a tour of the Museum we were informed they would donate the Pullman car to the ARM with two stipulations. 1) If the ARM should go out of business the ownership of the Pullman will revert back to the Underwood family; 2) the car is to be used for display and is not to be modified, i.e. gutted to be turned into something like an office. We conveyed that we have no problems with either of those stipulations; we want to display the car as an artifact of an era gone by...

First Issue is investigation of means and costs to move the car from Lubbock to Amarillo. Director Tracy Ball was in contact with McDowell

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House Movers and Ozark Logistics about moving the car. Laurin Prather was going to contact the one moving company in Lubbock to check with them. I contacted Bruce Siebold with BNSF about capacity of the railroad "hospital car" and received word they are rated for 70 tons and are 89 feet in length; Bruce asked a question concerning the center-to-center distance between the bolsters on the car.

Afterschool Program: We received an e-mail request if we could do a program concerning railroad history at Will Rogers Elementary School for a group of kids in First thru Fifth grades. Response was sent that we can do such a presentation.

Safety Message: Recommendation to unwind extension cords from reels before using.

Clinics: No set schedule at the moment; tonight . .

ARM Work Dates:

September 11
September 25
October 9
October 23

Next Business Meeting: Scheduled Date is Thursday, October 7.

Cleaning Schedule for 2010:

January	Guy Pigg
February	Dan Juliano
March	Jim Shook
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December	

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Building L-Girders: Guy Pigg applying glue, Dave Jusiak ready to fasten the two pieces.



Guy Pigg running in the screw, Dave Jusiak aligning the two pieces.

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The crew planning the construction of the inner curved wall.



Tracy Ball, Bob Roth and Virgil Doyle assembling a curved wall section.

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Jerry Michels aligning stud to curved plate.



Tracy Ball fastening stud to curved plate. Jerry Michels has just aligned the parts.

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The double wall closing the end between the north wall and the peninsula.



Check the curve of those rooflines!



The double wall closing the gap between the north wall and the peninsula.

Where did Tracy go with my camera?



RUN 8 October 2010

Meeting Etiquette

by Virgil Young

Do you have something important to say? Is it something everyone needs to hear? Do you want to gain everyone's attention when you speak? Do you want to be heard from any part of the room? Do you want to understand what others are saying?

The answer is PROJECT.

Projection requires an increase in air volume in our voice. It is not a shouted command such as, "Stop!" It is not an angry statement such as, "Where are you going with my motorcycle?" It is not delivered in a high pitched tirade. It is a forceful statement directed at the audience, "I want to make a point about spending this money".

Projection requires us to speak more slowly and enunciate our speech. We want to be heard; we want all people to understand all of what we have to say. We cannot afford to mumble.

Projection requires us to concentrate our statement at the audience. It is not a loose remark, "Man, am I ever sleepy." It is a purposeful, forceful statement addressing an item of concern to all of us.

A projected voice can be heard from any part of the room. Too many of our meetings are characterized by the members scattering to the far reaches of the meeting room, and then mumbling, not projecting their responses.

Projection on our part encourages return projection from our audience. This is the principal reason for each participant, especially those presiding, to project their speech.

General mumbling or lack of projection by participants in a meeting leads to loss of direction in the meeting. This is a major defeat to the hard-of-hearing, because they lose track of the items under discussion. Our members are very considerate of the handicaps they can see, but they are often unaware of the needs of the hearing-handicapped person who wishes and is able to contribute positively.

Most of us need to practice projecting our voices. There is only one of our members who consistently projects his speech.

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RUN 8

November 2010



President's Message

by Bob Roth

We reached a major milestone in the construction of the layout at the end of September with all the walls framed and the prefabricated roof trusses installed over top of the walls. We need to complete the custom trusses in the corners before we can start installing sheetrock on the walls and ceiling. This work falls heavily upon Tracy as our construction foreman. As we started installation of the L-girders on the wall, another issue raised concern. Some parts of the upper level were set too high making operations difficult for most members.

These last couple weeks we have examined elevations on both the upper and lower levels so that we could set the elevation of Hereford, located on the upper level, at 60-inches above the floor to make it easier to operate at this location and have more than 12-inches of vertical clearance at Panhandle located on the lower level below Hereford.

We realized we were approximately 2-inches higher than our design plan called out at the East end of Umbarger and we had to bring this down, but we were stuck with the elevation on the lower level through the Amarillo East Tower area which limited our ability to adjust the elevation on the lower level. Finally on Saturday, October 23 we were able set a grade on the upper level from the East end of Umbarger to Hereford that gives a little more than a 1% grade. We have temporarily installed pieces of spline on the West wall of the layout showing the proposed top of rail elevation from Umbarger to Hereford on the upper level and our proposed grade on the lower level.

For however long it takes to complete the custom trusses in the corners we will be relatively limited on layout construction activities that most of us can do. One of the few tasks we can do is to complete the installation of L-girders around the walls but this will not require very much time to complete. Most of the L-girder we need is already fabricated and we will have to cut some of the long pieces already fabricated to fit shorter sections around the corners. The plan is that we will hire the installation of sheetrock on the walls and ceiling. After the finished sheetrock is painted we can start installing our brackets through the wall that will support the upper level. For most of the backdrop, clouds will be painted by hand and with airbrush before the joists are installed. However, the backdrop behind the East Tower area will be more detailed.

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We are poised to make a huge jump in progress in these next couple of months despite the fact that we've hit a slow spell at this time.

Other Business:

Concerning the 2011 Lone Star Region National Model Railroad Association convention to be held in Lubbock next year, Virgil Doyle, Virgil Young, Tracy Ball and I met with Dave Lamberts On Saturday, October 9 and discussed our role in helping with the convention. It was a good starting point for us, but a few of us will have some extra chores in the coming months.

The Scott-Free Model Railroaders have been operating trains on their modular layout at Hobby Time since the first weekend in October and will be there only through the 31st to promote the hobby of model railroading. We have an open invitation to operate our trains on their layout while they are operating. If anyone is itching to put some trains on a track the opportunity is there for a short while longer.

Next Meeting: The next Business Meeting is scheduled Thursday, November 4 at 7:30 PM.

MEETING MINUTES

ARM Business Meeting

October 7, 2010

Old Business:

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

Treasurer's Report:

Treasurer Doyle presented the Treasurer's Report. He pointed out that a Car Inventory was included in the report.

Car Sales Report/Update:

Missouri Pacific Airslide Hoppers: 303 on hand of the 360 purchased. (16% sold)
PRR X29 Boxcars: 145 on hand of the 234 purchased. (51% sold)
Rock Island Boxcars: 109 on hand of 234 purchased (42% sold)
Rock Island/C&NW Covered Hoppers: 136 on hand of 357 purchased (63% sold)
SP Cement Hoppers: 65 on hand of 368 purchased (82% sold)
No information was given on new cars coming. Director Michels is working with the people in the Pennsylvania Railroad Society to get accurate car numbers for the next batch of boxcars with the Keystone Herald.

Layout Construction:

During this past month significant progress was made in the completion of the walls and a milestone was reached last week when we completed installation of all the prefabricated trusses on the walls. What is left is the need to fabricate the custom trusses in each of the

RUN 8 November 2010

corners to complete the roof structure so that sheetrock can be installed. Virgil Young continued work on the backdrop behind Amarillo Junior Yard.

More poplar was purchased and a number of L-girders were fabricated; while we still need to fabricate additional L-girders for the layout, the next step will be to install L-girders around the walls to support the lower level.

Treasurer Doyle said that we plan to build track from the staging yards to Canadian and utilize the loop inside the wall to build a temporary operating loop.

Secretary Young commented on the beauty of the symmetry of the rooflines over the Amarillo yard and the Pampa peninsula.

A licensed Electrician visited the club and offered to donate some time to install electrical equipment. Treasurer Doyle said that we were about ready to buy a breaker box and additional wiring material for the recent addition to the layout.

Building & Grounds Update:

Mowing: Dan has been doing quite a bit of mowing; we still have significant weeds and tall grass to mow between the tracks and on the south side of the DOE train. Weed-eating is required.

2011 NMRA LSR Convention:

Dave Lamberts, Chairman of the 2011 LSR convention will be coming to the ARM on Saturday, October 9 to discuss the convention, the schedule when certain activities need to be completed, etc. Please attend and participate in this meeting. Next year's convention in Lubbock will be June 8-12, 2011.

Pullman Passenger Car: See New Business.

Don Dean: Don is planning to donate several plastic model railroad cars/kits to the ARM; no contact these past few weeks.

Friends Convention: No further news on this convention. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo; we were asked if we could provide assistance. Director Michels received a phone call from a man in Canyon offering his layout for touring during the Friends Convention. This good news lets us know that people are downloading RUN 8 from our web site

Scott-Free Model Railroaders: They are set-up in the "bat Cave" garage in the back of Hobby Time through the month of October and we have an open invitation to run our

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trains on their layout. Andy Lyle said that no DCC was operating yet, just DC so far and in a circle.

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

New Business:

Pullman Car: Last month the Executive Board authorized payment of mileage for McDowell House Movers to go to Lubbock to look over the car and refine their quote for relocation of the Pullman car. The refined quote was received last week in the amount of \$12,300; this was significantly above their rough quote of \$8,000 to \$10,000. ARM paid McDowell \$240 to go to Lubbock and look at the car and make an estimate.

Laurin Prather is attempting to make a preliminary effort to request funds from a family-related foundation for moving and restoring the Pullman car.

Afterschool Program: We received an e-mail request if we could do a program concerning railroad history at Will Rogers Elementary School for a group of kids in First through Fifth grades. Response was sent that we can do such a presentation.

Clinics: No set schedule at the moment; no clinic tonight. .

ARM Work Dates:

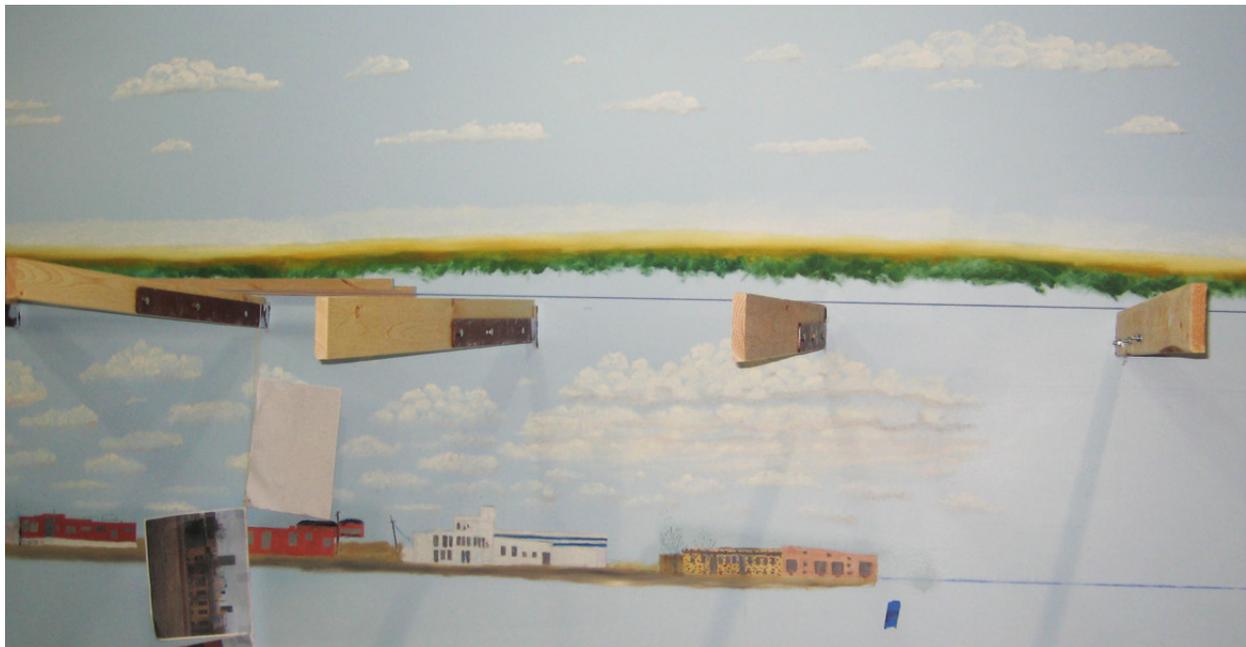
October 9
October 23
November 13
November 27 Thanksgiving Weekend

Next Business Meeting: Scheduled Date is Thursday, November 4.

Cleaning Schedule:

January	Guy Pigg
February	Dan Juliano
March	Jim Shook
April	Jim Shook

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May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Bob Roth
November	David Jusiak
December	



The starting point in re-aligning the levels was the last 10 feet of the upper roadbed. We had mistakenly plotted the end of the track too high and in addition, the height of the intersection point on the west wall. We will have to touch-up the backdrop behind the lowered joists



The Yellow indicator points to the top of the strip indicating the height of the track along the west wall.



The top of the track of both levels coming from the west wall around to the north wall. Texico will be at the upper level in this corner and the lower level loop for the Rock Island/ Ft. W&D tracks and the departure tracks for the Ft. W&D headed to Ft. Worth and the departure tracks for the ATSF as it heads to Panhandle

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Track level strips coming into Hereford on the upper level and into Panhandle on the lower level. There will not be any L-Girders on the upper level. This one is used for study purposes only.



Track level for Panhandle indicated by the top of the strip.

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A backward look at the strips coming from the west wall, around the coner and into Hereford jpper level and Panhandle on the lower level.



L-Girder along the inside wall of the peninsula. Sheet rock will be installed about 4 and 1/2 inches above the top of the L-Girder.

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Worries Eliminated
by Virgil Young

It was a chagrined author who posted a message about the heights of the upper levels as planned by Byron Henderson. It is to the credit of the club members who responded to correct the heights in the parts of the layout not yet built. Those parts already in place would be difficult to correct, but operation on those upper sections will be mostly pass-through with little switching operations. Operation in the Amarillo yard will be easy with an increased height and access from both sides of the layout.

The outstanding achievement of changing the heights of the various levels belongs to all of the members who readily cooperated to work through the problems associated with those changes. It was gratifying to see the creative force of all the members as they solved the problems. This author joins with all the members to say Thank You, one and all!

RUN 8 November 2010

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***RUN* 8**

December 2010



President's Message

by Bob Roth

As I write this message this month I would like to wish all of our members a belated Happy Thanksgiving. Much of my spare time has been spent working on a presentation on railroad history for a requested school program

I have reflected on our progress this past year and I believe that we have made significant progress in the construction of the layout since last Thanksgiving. We've gone from just having the East wall painted and just starting the bench work along the East wall to the point where all the walls are built, trusses installed on top of the walls and L-girder has been installed along the majority of the straight walls. We have talked with one contractor about sheetrock installation on the ceiling beneath the trusses and the walls down to the L-girders, but that is on hold while Tracy works on the custom trusses around the corners. The rest of us have started working on the fascia pieces that will help with the sheetrock installation. The overall footprint for the layout is outlined by the walls making it much easier for people that don't read drawings to visualize where we are going.

I want to thank everyone on the Executive Board and the few other folks including members of the Texas Western Model Railroad club from Fort Worth that have spent countless hours working on the layout getting us this far along in construction. I especially want to thank the members of the Board who spend a lot of time outside of our meetings and work sessions doing other tasks that keep the ARM operating: Virgil Doyle for his time keeping the books and paying our bills; Jerry Michels for his efforts in researching and running the custom car program which helps to fund the layout material purchases; Virgil Young for his time (and many late nights) preparing the monthly issues of Run 8, working on the backdrop scenery and extensive research on numerous subjects; Tracy Ball for all the planning, jig building, oversight, repair of equipment and actual hands-on construction work; and Guy Pigg for joining the Board and working on promotion of the ARM. We have a great group of people involved in the ARM making things happen and I am not only thankful for everybody and what they do, but I am proud to be a part of this organization.

In some recent reading I caught a short blurb where BNSF imposed a 60 mph speed limit on

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AMTRAK's Southwest Chief over 180 miles of track between Newton, Kansas and La Junta, Colorado. BNSF had stopped running freight over this line and AMTRAK had been paying the cost difference to maintain this line to 79 mph passenger standards over 40 mph freight standards, but apparently the rail joints on this line are severely battered and rough, requiring the speed restriction. The cost-effective solution to the problems would be replacement of the rails. Since AMTRAK is currently the only user of this line, they would be responsible for the cost to replace the rail. The speed restriction adds 40 minutes to AMTRAK's schedule. BNSF offered AMTRAK alternate routing over the Transcon between Newton, Kansas and Albuquerque via Amarillo. So far we have not seen any change in the route of the Southwest Chief...

On another interesting note, the Smithsonian Institution donated their ALCO PA to the Museum of the American Railroad in Dallas. This museum was formerly known as the Age of Steam Museum located in Fair Park in Dallas. The museum is currently working on a move to new facilities in Frisco. At the 2009 Lone Star Region NMRA convention in the DFW Metroplex, I attended a presentation by the Museum Director in which he presented their plans. I am looking forward to their move and hope I might be able to see the parade of most of their rail equipment being moved from Dallas to their new home in Frisco. This will depend upon their schedule as I have a busy period coming myself this summer starting with the Lone Star Region Convention in Lubbock.

I hope everyone had a Happy Thanksgiving; enjoyed the football games and didn't eat too much. Our next Business Meeting, the last one for 2010, is scheduled for Thursday, December 2.



Aerial view of Hereford tracks and elevators in 1957. Very small orange print identifies the depot. Track sidings curve away from the main to service areas south of elevators.

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MEETING MINUTES

ARM Business Meeting

November 4, 2010

Old Business:

Meeting Minutes from October: Published in Run 8. Approved as printed.

Treasurer's Report:

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

Car Sales Report/Update:

Director Michels reported there was nothing new. Car sales are slow. ART Reefers should be in any day now. We got more ideas for future cars at the Missouri Pacific convention. That is in the future after our list of incoming cars for the next year and a half.

Layout Construction:

Director Ball said that we figured out elevations the last work Saturday. Quite a bit of L-Girder has been installed. He is working on the trusses in the corners. When the corner trusses are finished, then we can sheet-rock the walls and ceiling.

President Roth reminded that there are still light fixtures to install under the outside back overhang. They would be wired the same way as the lights in the display lights in the layout. The few activities that we can do include finishing the L-girder installation around the walls, installing strips around the perimeter edge of the trusses to help outline the edge of the ceiling, sanding the surface of the spline roadbed that is installed, and installing the one-loop helix on the second level that will connect the Canyon wye with the upper staging yard.

Building & Grounds Update:

Dan Juliano worked last Saturday (not a workday) and cut most of the grass. He said that there is still a lot of grass around trees and cars that needs to be attacked with a weed-eater.

2011 NMRA LSR Convention:

Dave Lamberts, Chairman of the 2011 LSR convention came to the ARM on Saturday, October 9 and discussed the convention, the schedule when certain activities need to be completed. And what we can do to help.

We will probably need to help get door prize letters out after the first of January. They have their clinics lined up. Secretary Young proposed a Diesel Identification Contest with slides that he has. Dave Lamberts asked for two or three slides from the collection to see if the quality warranted scanning. Virgil Young replied that he would be glad to send the slides if he was assured they would be returned to him. The slides are irreplaceable and are quite valuable. No reply has been received from Dave. President Roth said that he

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has found that Dave is slow in replying, sometimes taking a week or more to answer his correspondence.

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

Pullman Passenger Car: No news at this time.

Tracy would like to see the car moved to Amarillo where he could repair the metal work and the rest of us could do the carpentry repairs.

Tracy said the move would take two days. The wheels would be removed first and brought to Amarillo. The car would be brought to Amarillo and set back on the wheels located on designated tracks..Tracy said that we need to get some money together to move the car.

Director Michels said that a mailing to local businesses and individuals requesting monetary help would not take much time.

Don Dean

Planned to donate several plastic model railroad cars/kits to the ARM; no contact these past few months.

Friends Convention:

No further news on this convention. Friends of the Burlington Northern plan to hold their 2012 convention in Amarillo; we were asked if we could provide assistance.

Housekeeping Schedule: Month of November: David Jusiak
Month of December:

New Business:

Tracy said to bring tool roller bags in the East door now. Organize our extra stuff. We need to remove modules from Auto Craft. Check on heaters.

Afterschool Program: We received an e-mail request if we could do a program concerning railroad history at Will Rogers Elementary School for a group of kids in First thru Fifth grades. Response was sent that we can do such a presentation.

Clinics: No set schedule at the moment. A request has been extended to Norman Stuppi to do another presentation on his recent travels to England.

ARM Work Dates:

November 13
November 27
December 11

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Next Business Meeting: Scheduled Date is Thursday, December 2.

Cleaning Schedule for 2010:

January	Guy Pigg
February	Dan Juliano
March	Jim Shook
April	Jim Shook
May	Andy & Beverly Lyle
June	Jim Shook
July	Jim Shook
August	Jim Shook
September	Jim Shook
October	Bob Roth
November	David Jusiak
December	



This postcard view of the Hereford Santa Fe Depot shows the original red brick. The green roof is the printer's fantasy. The roof was mineral brown for as long as I can remember. A concrete block addition was added on the east end about 1960, and to tie the whole structure together, it was all painted a mauve gray color.



Jack Delano made this photograph in 1943 during his historic trip on a Santa Fe caboose. The order board is still in place and the Railway Express Agency occupies the farthest two doorways. Sank Ramey was the REA agent. Carl Mountz was the station agent.



The Hereford Depot after the mauve gray paint was applied. This tied in the concrete block maintenance addition built at the right end of the depot.

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Train time for Grandmother and my son traveling to Kansas City. This picture was included to show the location of Howard Gault Potatoes and Onions (where the Santa Fe Reefer is spotted) and Rockwell Brothers Lumbermen across the open space south of the depot.



A corrugated iron supply shed, a Santa Fe Signal Maintainer's shed and a tool/handcar house were located just east of the depot.



The abandoned Crowe-Gulde Cement Mixing tower complex. This plant was in operation through the sixties. Below: abandoned Sand Bins decorated by Neighborhood Renewal.



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West view of Cement Mixing Tower complex. Below: The Crowe-Gulde loading dock.



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This is a 65-foot water tank still standing next to the Main Street Crossing. It was last repainted July 4, 1939.

Something All of Us Can Do

One of the statements in the report of Layout Construction said that "there is not a lot of that most of us can do." This was in reference to the actual physical work on the layout. We can't proceed with major construction until the corner girders are finished. But in a sense there is something that all of us need to be thinking about, planning for and actually constructing scenes that will be used on the layout.

We can settle for a collection of commercial kits of buildings placed in an attractive arrangement, or we can go with the plans of the Layout Committee and build recognizable scenes from the towns along the way. These are known as Essential Elements, or as the Layout Committee designated them, Trademarked Locations. Of course, the main structure would be the town depot built to scale. This author has built frame depots for Texico. Black, Friona and Kings Mill and has purchased the Walthers *County Seat Depot* for Hereford..Another *County Seat Depot* needs to be purchased and modified for Canadian. Director Ball has planned the Rail Welding facility at Zita and has constructed buildings for the plant as well as sculpted the *Cowboy* for a Canyon Motel model. Director Michels has built the Umbarger depot and is planning to build the Bovina Depot. President Roth has been accumulating photographs and plans for structures in Canyon and Texico. Member Earl Carrell has been accumulating information on Pampa. Are there any other scenery projects you are working on?

Because of the importance of their function in the operation of the Santa Fe, the large depots in Canyon and Panhandle served as headquarters for important branches; Panhandle for the Borger Branch, and Canyon for Lubbock Junction. They were built to the same plan, except the Panhandle depot is brick whereas the Canyon Depot is composite stucco and masonry. Plans for these depots are not available, but President Roth has been accumulating measurements for the Canyon Depot.

Nearly all of the towns had auxiliary structures with unique Santa Fe designs. American Model Builders has excellent kits for several sizes of Frame Depots, Four-room Section House, Tool sheds and Signal Maintainer's shop. Bar Mills has an excellent kit for the 6-room Agent's House. Kits for other structures are not available, but many plans are available in the Kachina Press's *Chief Way Reference Series* available from our library.

This author recently scanned the diagrams for the Concrete Interlocking Tower from the Reference Series. These diagrams have the measurements called out, and using PhotoShop they were enlarged to the scale of the called-out measurements. The outside staircase on Amarillo's East Tower was arranged slightly different from the diagram, but could be easily modeled.

We are a long way from installing scenery on our layout. Planning and scheming help keep the dream in sight.

RUN 8 December 2010

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