



Run 8

Winter, 2017 - 2018

President's Message

By Bob Roth

As I write this message Winter has arrived in full force and we are experiencing extremely cold temperatures. I know that I will not get this published before Christmas thus I hope that Santa was good to everyone and brought everyone what they wanted for Christmas. Fortunately, while it has been cold outside, it has been comfortable inside the Museum and work has continued on the HO scale layout.

We had the Open House at the Museum on November 11, and as far as I am aware it was reasonably well attended. I was unable to be here participate in this Open House as my spouse wanted to visit the Dallas-Fort Worth National Cemetery where her dad's remains were interred following his passing last November. (Given my absence, I don't have any photos from this event.) We also had some extra-curricular activity related to the passing of two member of the ARM. On Thursday, October 19, members of the ARM went to the home of Homer Damron to look thru his model railroad equipment to see what we might want to purchase from his estate; Homer had passed-away several years ago, but his family had not done much and suddenly were selling the house and needed everything to be removed by the end of the month. We also received a donation of Joe Sweeney's HO scale model railroad equipment plus some tools and other equipment. On Saturday, October 21, we split our forces with some folks going to Homer's to pick-up a number of items while three of us went to Joe Sweeney's to pick-up his equipment; this effort took most of the day.

HO Scale Layout: This quarter has been somewhat difficult for me as much of the work has been performed in areas that are difficult to see and show which has made it difficult for me to take very many photos of work in progress. Spline roadbed was extended around the last corner to connect with the shelf for the upper level Staging Yard which is a significant bench mark in the completion of the layout although we still need to install the tracks in and thru the Staging Yard. Floyd and Gabe have spent a lot of time in the chase behind the layout running wires and making preparations for more power drops for the track that was laid.

Phillip Pratt Memorial Garden: The garden was cleaned-up for the Open House and as far as I know, the trains were operated in the garden during the Open House. In the weeks following the Open House the weather has not been very conducive for work outside. Beyond this, we purchased some additional G-scale track and a few G-scale cars for use in the garden from Homer Damron's estate.



October 5: Kenneth looking at the installation of switch motors underneath the layout at Canadian while he figures how to connect wiring for signals.

Educational Programs: On November 1, I made the trip up to Channing and gave my presentation on the Railroads in the Texas Panhandle to the school's 3rd, 4th and 5th graders under the Windows on a Wider World program. This was an interesting experience as I went pretty-well prepared, but encountered a couple of technical difficulties, first as the two particular rooms at the school weren't in a state where they could be used, and second where their school is set-up with a Google platform and thus did not have MicroSoft PowerPoint. My presentation is in PowerPoint and the problem was that I did not have, and they could not find the right type of adapter to plug my laptop into their projector. One of the teachers ran and fetched his personal Apple MacBook and after a while we were able to get the program going. I have since purchased a couple of different adapters to hopefully avoid this type of problem in the future.

Meetings: There were no formal meetings called during this quarter although we did have one informal meeting in which Kenneth discussed the signaling he has been working on.

Other: These last several weeks I have been working on an inventory of all the books, video tapes, DVDs, and model railroad equipment that we received from Joe Sweeney after his passing. I took a couple of Thursday evenings to go thru the books and videos which included a mixture of VHS tapes and DVDs, and then I turned to a set of three small boxes full of 3x5 index cards on which Joe had listed an inventory of his model railroad equipment which I entered into an Excel spreadsheet. The shock to me was the sheer amount of model railroad equipment Joe had accumulated as there was a summary card I found which indicated Joe had over 750 model cars and locomotives. I had observed a number of what appeared to be duplicate cards for a number of the models listed in this index as I entered the information into my spreadsheet thus I need to double-check the actual models we received against the data in the spreadsheet. The model railroad cars are packed in layers in large plastic boxes the size of which would slide underneath a bed, and there are at least twelve of these boxes. There are also several other boxes which Bruce, Jimmy and I packed-up at Joe's back on October 21. My work is cut-out for me to complete this inventory so that we can find-out what-all we received, and also to assist Joe's family in settling Joe's estate. With the month of January the need to get this done is very strong. When you see me working on my laptop at the ARM, this is what I am doing.

While I was working on this first task, I also made a brief start on an inventory of the model railroad equipment received from Paula Young as she decided to put her house up for sale and needed to get everything moved-out. End.



October 12: Jerry Michels working at the console at the back corner in the Staging Area where a computer has been installed to support the programming of locomotives using JMRI software.



November 16: David Jusiak working to install cork roadbed for the next switch coming off the mainline at Texico.

ANNOUNCEMENTS

Meetings: Starting on Thursday, April 5, we will start holding regular meetings on the first Thursday of the even-numbered months. This decision was made during a called meeting conducted on February 8. (Minutes from this meeting will be published in the next issue of Run 8.)

Officers: Please note that Treasurer Virgil Doyle has indicated that he would like to step-down from his position as Treasurer. Please give consideration to serving in this position and let Virgil or myself know if you are interested in serving in this position or any other position. Elections for President, Vice President, and Treasurer will be conducted during our Annual Meeting to be held on May 3.



November 2: Virgil Doyle looking at new carbon black cars acquired by Jerry Michels. Virgil has been inspecting all the model railroad cars on the layout to ensure they meet the ARM standard for operation on the layout. Virgil will be phasing himself out of the Car Inspector's position so he can focus on building the switch control panels for the layout.



December 14: Left: Bruce Carter twisting wires for one of the power drops from the track while Rhett looks-on, standing ready to hand some tape to Bruce. Right: Jimmy Snavelly behind the wall pulling the wires thru after Bruce twisted them together and tied the ends with a piece of tape.



December 9: Bruce in the foreground twisting wires for a power drop from the track. Tracy (behind Bruce) is soldering wires for the next power drop to the track. Floyd in the background observing the action.



Left: December 7: Kenneth in foreground and Virgil in background discussing signaling required at Canadian. Right: December 14: Floyd assisting Tracy with the installation of a Tortoise switch motor.



Above: October 28: Jimmy in foreground preparing ties for insertion under the track while Virgil and Bruce work on a track repair.

Phillip Pratt Memorial Garden

No additional photos to add this quarter.

Future Events:

Feb. 21, 2018	WOWW School Presentation at Dalhart.
April 5, 2018	Short Business Meeting, 7:30 PM.
May 3, 2018	Annual Meeting of the ARM, 7:30 PM with Elections for Officers of the ARM.
May 12, 2018	Open House to celebrate National Model Railroad Month 10:00 AM – 4:00 PM.
July 17-22, 2018	Santa Fe Railway Historical & Modeling Society Convention in Chicago, IL.
Oct. 20-21, 2018	(Projected) Canadian Fall Foliage Festival, Canadian, Texas.
Dec. 1-2, 2018	(Projected) Oklahoma City Train Show; Oklahoma City, OK

History Box – Railroad Heritage of the Texas Panhandle

Surprisingly the railroad heritage of the Texas Panhandle stretches as far back as 1849, before there were any settlers in the Panhandle, when thousands of Americans headed west to seek their fortune following the discovery of gold in California. One particular group of approximately 500 with political connections was able to arrange for a military escort along the trail from Fort Smith, Arkansas to Santa Fe across this wild region. This military escort was given additional responsibilities; Captain Randolph B. Marcy was in command of this expedition and he was given orders to make a detailed reconnaissance of the route with respect to wood, water, grass, and other natural features and to report on the feasibility of this route for a railroad. A subordinate, Lt. J.H. Simpson was a member of the Topographical Corps and he also had the responsibility to examine the trail as a potential railroad route.

Following their return, Captain Marcy reported very favorably on the Fort Smith to Santa Fe route for railroad construction, while Lt. Simpson reported while there were no technological issues with the route for a railroad line, he stated a concern the time was not right and that economic conditions would not support a railroad.

California became a state in 1850. As California's population soared, given the distance of California from the rest of the States, the need grew for a transcontinental railroad to connect California with the rest of the nation. In 1853 Congress authorized funding to conduct survey expeditions to look for a route for a railroad. Four major routes were selected going west from the Mississippi River to the Pacific. The northern-most route was set between the 47th and 49th parallels

***Railroad Heritage of the Texas Panhandle*...continued**

which started in St. Paul, Minnesota and extended to Puget Sound in Washington. The central route was along the 42nd parallel extending from St. Louis to San Francisco. The southern route was along the 35th parallel extending from Fort Smith, Arkansas to Los Angeles; this route extended across the Texas Panhandle. The far southern route extended along the 32nd parallel, starting at Fort Smith, Arkansas down to the Rio Grande River, and then from the Rio Grande across to southern California.

Although these surveys generated massive amounts of information required to determine a location for a railroad route to the Pacific, they did not settle the question of where to build a railroad line as rivalries between northern interests and southern interests prevented consensus on any particular route. This was not settled until 1862 after the southern states seceded from the Union and Congress was able to pass the Pacific Railway Act settling on the route along the 42nd parallel.

Relative to the Texas Panhandle, changes came slowly and only three settlements were established prior to the coming of the railroads. Mobeetie is considered as the “mother city” of the panhandle, having been established in 1874 initially serving as a trading post for nearby Fort Elliott. Tascosa was established in 1875 along the cattle trail thru the panhandle to Dodge City on the Canadian River at the site of an easy ford for cattle and freight. Clarendon was established in 1878 as a “Christian Colony” and as such with the absence of bars and a number of churches, residents of the other two settlements referred to it as “Saint’s Roost.”

Col. Charles Goodnight brought the first herd of cattle into the Panhandle in 1876 and other cattlemen soon followed with their herds of cattle thus the Panhandle became a large cattle center. [Related Historical Notes: In 1818 the United States and Britain made an agreement to draw the border between the United States and Canada along the 49th parallel; this was confirmed in the Oregon Treaty of 1846. In 1845 Texas was annexed to the United States with Texas formally becoming a state in December of 1845. Following the Mexican-American War with the Treaty of Guadalupe-Hildago in 1848, the United States gained control over additional territory which included California, Utah, Colorado, Northern Arizona, and Northern New Mexico. The southern portions of Arizona and New Mexico were added with the Gadsden Purchase in 1853 setting the southern border of the United States as it exists today.]

References:

Fort Worth & Denver Color Pictorial; Steve Allen Goen; c. 1996, Four Ways West Publications
Railroads of the Texas Panhandle; F. Stanley; c. 1976, Hess Publishing Company
The Golden Spread – An Illustrated History of Amarillo and the Texas Panhandle; C1986
Windsor Publications, Inc., Northridge, CA in cooperation with the Panhandle-Plains Historical Society; by B.Byron Price and Frederick W. Rathjen
The Handbook of Teas Online; Texas State Historical Association

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of January thru March included the following:

Jan.16, 1868	William Davis patented the refrigerator car.
Jan.31, 1935	Union Pacific M-10000 entered service as the “City of Salina.”
Feb. 12, 1934	Union Pacific M-10000 began a coast-to-coast tour.
Feb. 14, 1855	Chicago, Burlington & Quincy Railroad was formed.
Feb. 28, 1827	The Baltimore & Ohio Railroad was chartered.
Mar. 1, 1918	U.S. Congress passed the Standard Time Act.
Mar. 19, 1920	U.S. Congress privatizes railroads after WWI.
April 18, 1934	Burlington Zephyr dedicated.



November 30: Kenneth giving members present a briefing on the signaling plan he has been developing.



The front of the Meeting Room was decorated for Christmas. Thank you to Tracy, Bruce, and Jimmy for making the effort. Hopefully everyone had a very Merry Christmas.



Run 8

Spring/Summer/Fall, 2018

President's/Former President's Message

By Bob Roth

By now I am sure that most members of the ARM realize that we had a change in the leadership at the ARM earlier this year at the Annual Business Meeting back in May. At the beginning of the year Virgil Doyle had expressed a desire to step-down from the position of Treasurer and he recruited Gail Jusiak to take over this position. At the Business Meeting as we were discussing the position of President I related my main objective had been to see the construction of the layout and since this goal had essentially been achieved it was time for fresh leadership to keep the ARM moving forward. The question was put to both David and myself, and we swapped positions with David assuming the President's position and myself filling the Vice-President/Secretary position.

Let me note this is a part of the reason why publication of Run 8 has been delayed as the drafting of this message has been extremely difficult for me; I cannot tell you how many times I have re-written this part of this message. The other piece of the issue delaying publication of Run 8 these past several months was the incurrence of a few personal/family events which consumed significant chunks of my time and also that I have been kept extra busy at work which frequently led to me working extra hours at the office and also taking some of my work home thus consuming time that I would normally use for other activities. Out at the ARM I also spent a lot of time working on an inventory of all the model railroad equipment that was donated to the Museum by Joe Sweeney in his will and as I write this I still have some minor clean-up to do to finish that inventory list for Joe's family.

I managed to get away from town on a few occasions during the year. Back in April, while I was preparing to relocate my office to a new Administration building, my wife and I left town for an extended weekend to Las Vegas, Nevada that was planned before we knew about my office relocation. Neither of us are gamblers thus we did not spend time in the casinos, and instead we spent most of our time sightseeing. On a trip out to tour Hoover Dam we observed a railroad museum in Boulder City, so we made a point to go back to this museum the following day. The Nevada State Railroad Museum is located along the rail line which was built to aid in the construction of the dam. This museum features a number pieces of historic railroad equipment and visitors are encouraged to walk thru the "pavilion" to look at this equipment. We were also able to take a short train ride on the Nevada Southern Railway in vintage 1911 Pullman cars which were pulled by former Union Pacific locomotive #844 – the "other" #844; this was the locomotive that caused the restored steam engine #844 to wear an extra #4 for a number of years after it was brought out of retirement and restored to steam.



April 15, 2018: Boulder City, Nevada – The “other” UP 844 at the Nevada State Railroad Museum.

In July I travelled up to Chicago to participate in the annual convention of the Santa Fe Railway Historical & Modeling Society and was able to tour the Illinois Railroad Museum as well as the BNSF Railway’s intermodal facilities in the greater Chicago area. The only other railroad-related travel I was able to squeak into my schedule was a weekend trip up to Garden City, Kansas to ride AMTRAK’s Southwest Chief over Raton Pass and back; I will provide more on this later.

We had the Open House at the Museum on November 10 and while it was not well attended, we found a number of folks visiting the Museum still indicated they did not know that we exist, and we found that a refresh of our Facebook page had an impact with some of our visitors indicating they found-out about the ARM on Facebook.

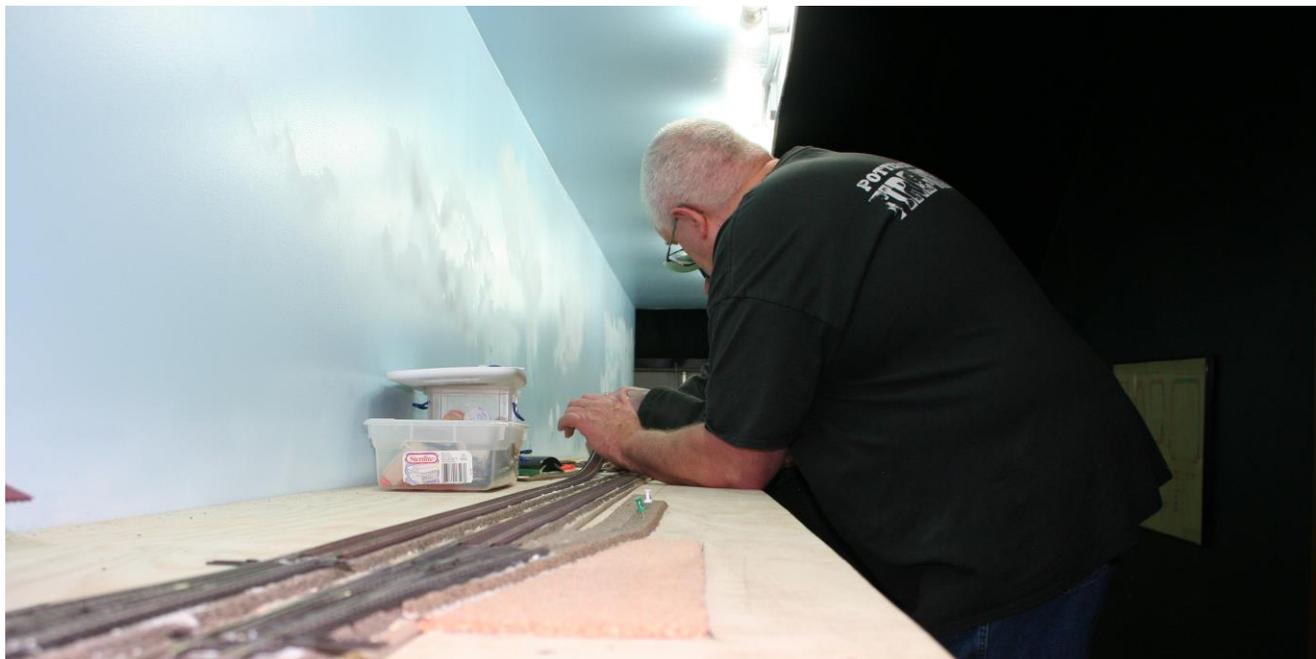
HO Scale Layout: This past year I took fewer photos around the layout as a lot of the work that was being completed was performed in areas that are difficult to show any signs of visible progress. The main line was completed and efforts are ongoing to start filling-in the side tracks in towns starting with Canadian, Texico, and Bovina. The next task will be to tear-out the temporary bridge at Canadian so that a model of the railroad bridge can be slipped into place which will impact on operation of trains around the layout for a period of time.

Phillip Pratt Memorial Garden: Minimal work was performed out in the garden this past year as I found very little time to work out there beyond pulling some of the weeds that were growing in the garden.

Educational Programs: On October 18, I made the trip down to St. Andrews Elementary School in Hereford to give a presentation on the Railroads in the Texas Panhandle to the school’s 4th and 5th graders under the Windows on a Wider World program. I have another program scheduled in the spring.

Meetings: We started holding Business Meetings on the even-numbered months and I have been sending the minutes for these meetings out prior to the next upcoming meeting.

Other: Given that it is Christmas I hope that Santa was good to everyone and brought everyone what they wanted for Christmas. While I am currently out-of-town, I look forward to seeing everyone in the New Year. End.



January 18: David Jusiak working on the roadbed to tie-in a siding at Texico on the upper level of the layout.



January 25, 2018: Bruce Carter and Tracy Ball laying-out cork for the upper level Staging Yard.

ANNOUNCEMENTS

Meetings: Starting on Thursday, April 5, 2018 we will hold regular business meetings on the first Thursday of the even-numbered months.



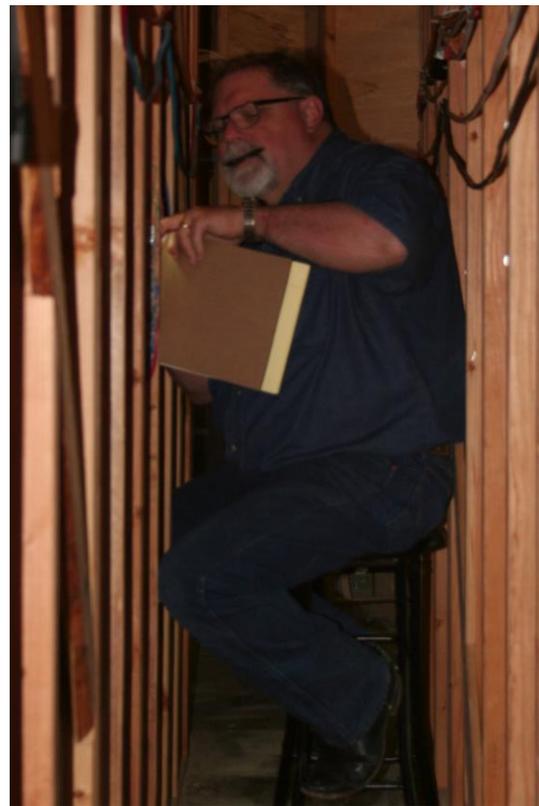
February 15, 2018: Gail Jusiak working on the ARM Library.



March 10, 2018: Floyd, Matthew, Tracy, and Gabe clearing branches and limbs from underneath the trees.



March 24, 2018: Tracy and Virgil laying-out switches for one end of the upper staging yard.



April 26, 2018: Left: Bruce is sanding the cork roadbed on the turn-around loop for the upper level off the end of the upper staging yard. Right: Kenneth is chasing control wiring for switches in the chase behind Texico and Canadian.



May 12, 2018 - Open House: In foreground Floyd is operating a train at Zita. Behind Floyd, Air is showing something to Jimmy while Bruce and Tracy are focused on a problem in Canyon on the upper level.



May 31, 2018: Daniel examining a locomotive shell that Tracy had started to modify for a project a long time ago while Floyd looks on.



June 7, 2018: Upper Staging Yard – Floyd preparing to snap a chalk line for one of the tracks; Tracy is holding the far end of the line while Gabe looks on.



June 9, 2018: A team effort was made to clear the area on the East side of the storage trailer to make room for another storage trailer.



June 28, 2018: Matthew and Gabe practice soldering on the desk at the front of the meeting room while several others (not all shown) look on.



Scenes from the Illinois Railroad Museum on July 17, 2018.
Percy, Thomas, and ATSF 2903.



Two more photos from the Illinois Railroad Museum.



July 26, 2018: Left: Bruce and Jimmy clean track in the lower staging yard. Right: Jerry is testing the performance of the new control panel for the upper staging yard with Virgil watching.



August 9, 2018: Hungry? Bruce and Gabe weed-eating the track to the East of the locomotive.



August 16, 2018: From left-to-right Gabe, Tracy, Kenneth, and Jerry admire the temporary placement of a model of “the old wagon bridge” at Canadian. Trusses for this bridge are temporarily supported across the “river” on a piece of spline.

Phillip Pratt Memorial Garden

No additional photos to add this quarter.

Future Events:

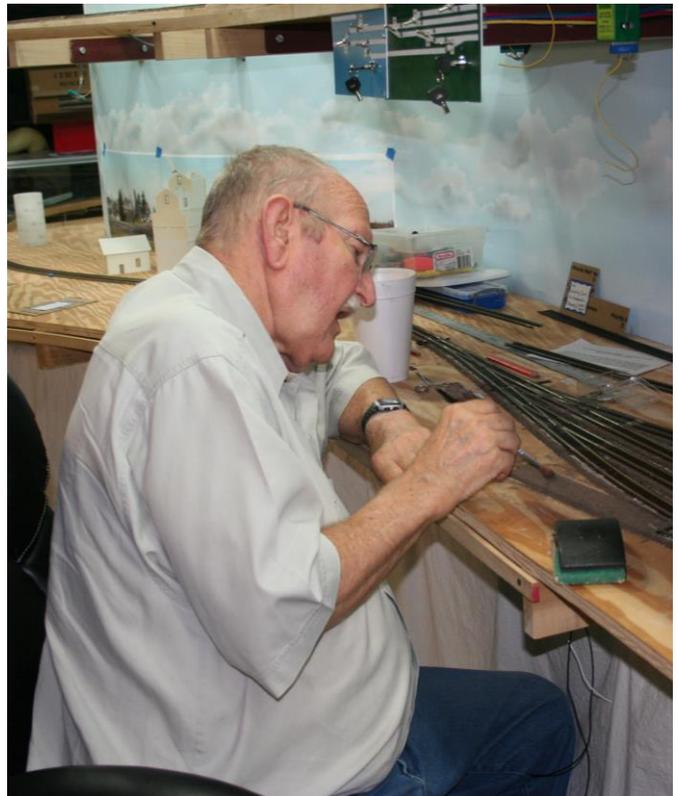
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| Feb. 7, 2019 | Short Business Meeting, 7:30 PM. |
| March 7, 2019 | WOWW School Presentation at Lazbuddie. |
| April 4, 2019 | Short Business Meeting, 7:30 PM. |
| May 2, 2019 | Annual Meeting of the ARM, 7:30 PM with Elections for Officers of the ARM. |
| May 11, 2019 | Open House to celebrate National Train Day 10:00 AM – 4:00 PM. |
| July 24-28, 2019 | Santa Fe Railway Historical & Modeling Society Convention in Pueblo, CO. |

History Box – Railroad Heritage of the Texas Panhandle

This feature will continue in a future issue of Run 8.



Model of "the old wagon bridge" at Canadian. Trusses for this bridge are temporarily supported across the "river" on a piece of spline.



August 23, 2018: Left: Brian operating a train coming from the upper staging yard toward Texico. Right: Virgil Doyle working on roadbed for side track at Canadian.



October 4, 2018: Tracy showing the deck fill-in for the Canadian River bridge area to Floyd.

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Mar. 19, 1920	U.S. Congress privatizes railroads after WWI.
April 18, 1934	Burlington Zephyr dedicated.



Full moon over the ARM. Hopefully everyone has a very Merry Christmas.