



Run 8

January, 2014

President's Message

By Bob Roth

At this time I would like to wish all the members of the Amarillo Railroad Museum a very Happy New Year! Also somewhat belatedly I would like to wish everyone a very Merry Christmas and I hope that everyone's hopes and dreams were realized during this holiday season.

I realized that I have been somewhat out-of-phase with my message in the newsletter so I am trying to catch-up to where I should be with this message. Looking back over this past year we made significant progress at the Museum and more is in store in 2014!

HO Scale Layout: We can now operate trains all the way around the lower level of the layout from the Staging Yard thru Amarillo Junior Yard to the helix which is a pretty long run for a model train; the one issue is this is only approximately half the layout and we still need to build the upper level. While there are still a few minor electrical gremlins here and there, they are being fixed as they are identified. Also there are still a lot of Tortoise switch motors and associated local control panels to be installed to make all the sidings and side tracks around the lower level functional but the fact we can operate between the two yards is the major news item at this time. The main issue with the layout in the coming year will be keeping our progress moving forward as there are so many things to be done and we all need to pick a firm direction and not be distracted from it.

Phillip Pratt Memorial Garden: Out at the garden, the next thrust after we evaluate battery-powered operating systems for the G-scale trains to be used outside in the garden will be to work on the second loop of track in the garden which will require the procurement of additional track to complete this loop. As I stated previously, we can currently run a train around the perimeter loop track using track power although with much weather, the track may require some minor cleaning so the trains will run all the way around. I also need to work on ballasting the existing track around the garden with the small gravel when the weather is more favorable to working outdoors.

Custom Cars: Don't forget that we have a new Burlington Northern covered hopper with Fort Worth & Denver markings due early this year which we hope will spur sales of our car inventory and help to put some funds in the bank.

Long-Term Planning: Following the discussion during our last Business Meeting pertaining to the Potter County Commission looking for answers concerning expenditures for the museum that was to

have been installed in the Santa Fe Building, we are now working on long-range plans for further development of the ARM. At issue is that we have a lot of ideas for projects that need to be completed around the Museum, but we do not have them all written down on paper. By putting them onto paper we may have a better chance to seek outside funding for specific projects. Some of the projects we need (and/or want) include such things as obtaining a turn-out to connect our tracks with the outside world; repair of the south track (rotted ties); repainting of the locomotive; restoration of the “White Train” equipment; obtaining more historic railroad equipment such as a stock car, ice bunker refrigerator car, and other cars; construction of a picnic shelter; and even construction of a train watching tower.

Other Issues: As stated previously, we need to work on growing our membership. We have been working forward with the idea that if we build it, “they” will come. We’ve been building the layout for several years and as stated we have finally reached the point where we can operate model trains all the way around the lower level. Although we still need to build the upper level, and add lighting and scenery to the layout, the hope is that given the fact we can now run trains on a significant piece of the layout may help us to attract some new members. We all need to work on this as the new year commences.

Next Meeting: The next Business Meeting would be scheduled on Thursday, January 9 at 7:30 PM. As I write this there is no planned clinic following the meeting.

Bob Roth



Hopes & Dreams: The Madam Queen located downtown under a cloud-shrouded full moon on December 18, 2013 looking thru the fence. Photo by Bob Roth using existing light.

MEETING MINUTES

ARM Business Meeting

December 5, 2013

Old Business:

Meeting Minutes from November: Published and distributed via e-mail (at 6:45 PM).
Hard copies were available. Approved as Published.

Treasurer's Report:

Treasurer's Report for November: Virgil reported there were 2 reports, one for Bank of America and one for Amarillo National Bank. He had not closed-out the Bank of America account yet because he was waiting for verification we can charge the postage for car sales to the new ANB account; once he knows that works he will stop writing checks and charging items at Bank of America and close that account. Report Approved as Read.

Car Sales Report/Update:

FW&D Hoppers: Jerry Michels reported he needed to call Tangent to check on the status of the new hoppers; they are due in February. Otherwise Jerry reported we had 5 sales last month and he had updated the inventory sheet, but he had a couple of calls and believes there will be a few more orders coming in the near term. Jerry questioned the quantity of ART reefers and it was noted there are still some boxes with cars out in the one rail car that need to be brought inside.

President Roth asked about a flyer to advertise the new FW&D hoppers at the OKC show; Jerry had not prepared a flyer, but on a quick informal poll it was determined that none of the members present were going to the OKC Train Show thus there was no way to get flyers to the show anyway.

Layout Construction:

Progress: Director Tracy Ball reported we now have track all the way around the lower level, we have drops re-installed after the one short was found and repaired at the East end of Pampa. Virgil Doyle had worked all week installing switch machines all the way thru Kingsmill. Tracy had been installing switch machines at Pampa and we still have an issue with the green wire between Pampa thru Miami. We are very close to being able to run trains all the way around the lower level; we just need to figure out the problem with the green wire to make it all thru the segment between Miami and Pampa. There are still a lot of switch machines to install in Pampa. Jerry Michels noted a lot of the notes Tracy had left where there were problems had been fixed.

Another problem Jerry noted that had been fixed was that each PM42 has a ground on it and all the devices must have a ground. The devices use the ground for reference and if they aren't grounded properly they get out of phase which causes shorts when a train crosses from one power district to another. On one PM42 the ground was loose; once he tightened the screw the problem was resolved.

Once the problem with the lime-green cord is resolved we should be able to run trains all the way around from the Staging Yard to the helix. A little further discussion noting the Walthers turn-outs did not require addition of drops to power the frogs; some of

Phillip Pratt Memorial Garden Railroad:

President Roth reported no work had been done on the garden since November 9 due to weather. The loop around the garden was completed and we were able to run a train around the loop using track power. There are a couple of issues to be fixed. President Roth had ordered two new turn-outs which had come-in earlier this week. President Roth noted he was trying to keep his eyes open for depot buildings; he had seen a nice depot kit on AristoCraft's website earlier this year and had sent an e-mail question and had received a response the depot kits would be available either in November or "early next year." Since then he had observed that Polk's Hobbies, the distributor for AristoCraft Trains was closing down and he wasn't sure if the building kits would be available. The particular depot structure kit he had observed was similar to the small wooden Santa Fe depots formerly seen in small towns around this area and it should fit the character of the garden. President Roth is also looking for a water tower.

Building & Grounds Update:

Mowing and weed-eating is still required.

News of Other Organizations:

Santa Fe Museum: To be discussed during the "New Business."

RAPS: They cancelled their last couple of work days due to cold weather.

NMSLRHS: Nothing recent from the group in Albuquerque.

Recent/Current Promotions:

No work since Nov. 9. President Roth noted a new idea to develop a new flyer for "Members Wanted" that we can put out in Hobby Shops. While in the DFW metroplex area over the Thanksgiving weekend he had picked-up a flyer belonging to the Texas Northern Model Railroad Club that gave him the idea to do something similar. He will work on this as one of his next projects.

Flyers: Director Guy Pigg related he would go by the hobby shops to see how they are doing on flyers; he has the box with the remaining flyers. David Jusiak passed a business card with contact information for President Roth to send the Adobe Acrobat pdf file to get more flyers printed.

Drainage Fee:

The City of Amarillo responded to President Roth's letter and has waived our drainage fee. The amount paid these last 3 months is to be rebated. The specific issue noted was that our property does not drain thru any city conveyance; they sent a survey crew out that verified our property drains onto the Highway 60 right-of-way and then under the BNSF tracks to a playa lake. This will save us \$90 per month.

TPRHS Documents: President Roth noted he made some progress going thru some of the documents this past month since it was too cold outside.

Housekeeping Schedule: Need to start schedule for 2014.

New Business:

Oklahoma City Train Show: Already broached this subject; no one appears to be going.

Potter County Museum:

Jerry Michels stated he found-out they were meeting at 9:00 AM and he rushed down there and got there around 9:10 but Walter Wolfram was late. After Walter got there, Walter talked mainly about the history of their organization but one lady on the Commission (Jerry wasn't sure of her name) stopped him and stated they appreciate the history of the organization but they were more interested in how their money had been spent. Walter responded that no money had been spent. They asked specifically for him to produce their books and he said he would do that. Most likely this will be on the agenda for the next meeting. Walter said that 2 years ago he and Judge Ware had decided the Santa Fe Building was not going to work for what they wanted to do. Jerry stated he has no idea and he is sure the County Commissioners – it probably isn't on their radar screen – about the Ice-Tea grant the county received to restore the Santa Fe Building that now they are now not going to do. As Bob had said a couple of times previously, Walter has had his eye on the Santa Fe depot for a long time and the grounds around it including the Railway Express building. They had someone go in and do an assessment and it was \$1.4 million just to bring it up to standards so the public can go inside; that includes the roof. For public accessibility now all the wiring needs to be re-done and all the heating and all that needs to be re-done.

Director Tracy Ball related he was thinking it was around 17 years ago we had looked at it and the roof hasn't been touched in all these years, and the estimate for the roof was \$500K just to do the roof. Jerry re-iterated \$1.4 million just to bring it up to where the public can go inside. Walter had also had talked about setting-aside an area for AMTRAK stop. AMTRAK and BNSF have not said anything about re-directing the Southwest Chief to come thru Amarillo thus this is way premature. Jerry felt given what AMTRAK has done in other places, for just two trains a day, they will likely just throw-up their own little (portable) building.

Jerry noted that Walter also said he had been in contact with us and stated we had agreed to build a model railroad layout in the Railway Express building. (Jerry indicated he was aggravated by this statement but Walter does not know him and probably didn't know that anyone from the Amarillo Railroad Museum was in attendance at this meeting.) Walter also mentioned some interesting plans for a restaurant on top of a large space-needle-type thing that would have a glass-encased elevator going up the side and you would be able to look-out over the Amarillo yards. All these plans are probably moot now since the City of Amarillo bought the depot property. Walter also had noted Jerry Buttell's collection (supposedly) would be moved up there in front of the depot. Walter nor Judge Ware have talked to the City about these plans thus Walter spent a lot of time talking about "missionary work" how members of the Potter County Commission need to talk with the City about these plans. Jerry's conclusion was that they have a lot of dreams, but they have no plan that anyone has agreed to yet. ...and they have a lot of money.

Jerry stated he probably will be back on the agenda at the next meeting. We can't get on the agenda at the next meeting, but at the end of the meeting we can probably ask to get put on the agenda for the following meeting. If one or more of us goes to the next meeting, at the end of that meeting we can ask to get put on the agenda. We need to talk about this; we need to discuss what we will talk about. Our issue is to let them know who we are and what we are doing.

There was extensive discussion on this matter and specific points and discussed are as follows: We don't want to go to war with Walter and the other Museum group, but one item Jerry felt needs to be stated strongly is that no one has asked us about building a model railroad in a

building downtown. We need to plug our existence. One thing would be to invite the County Commissioners to come and visit the ARM. Mercy Merglia appears to be the most active Commissioner and was the one that was asking all the questions at the meeting although no one felt she was the Commissioner for the precinct the ARM is located in. We need to invite the County Commissioner that covers this part of town to come and visit. All the City Commissioners are elected at-large but we still need to visit with them too.

The general feeling was that our effort should be to the Potter County Commission at this time because of the fact that if something falls thru with the other Museum group there may be an opportunity for the ARM for help with the equipment out back and/or improvements to the grounds. Another question that arose was if Walter had talked with Jerry Buttel about moving his equipment to the depot grounds; there isn't a whole lot of space on the depot grounds and they could easily fill the parking lot with his rail cars and then where would people park.

There was also an idea to have the Madam Queen moved back to the depot grounds and possibly be put inside the building the Auction business is in. Walter has these ideas but given that he has not formally talked with us it was questioned if he has really talked with anyone other than a few members of his Board.

President Roth had some communication with the Treasurer of the Museum group the Wednesday right after the story broke about the Potter County Commission raising questions about spending for the Museum; he wasn't aware of the story in the news and made the comment he probably needed to update their financial statements. He had stated they had around \$300K sitting in their bank account but the grants they had received were returned to those organizations that had provided the grants. There was some discussion concerning the source of those funds, how much of that was from Potter County vs. other sources.

Another question was that the Ice-Tea grant stipulated the museum was to be on the second floor of the Santa Fe Building and the question is how the County will reconcile that issue. What we have to concentrate on what we can offer. Guy Pigg stated we need to look at what we could do if we had the funds such as laying track in back, turn-outs, getting more property than what we have – that's thinking ahead. We need to get a long-range plan written-up to let people know what we will be doing in the future. For example – Phase 1: The model railroad layout; Phase 2: Get the locomotive painted; Phase 3: Get the "White Train" fixed-up; Phase 4: Get track in here so we can get more rolling stock. As long as we have a written plan that we can present to people, that will open some doors.

Further discussion: "If you build it, they will come..." We do have a draw; we need to finish the layout as that is the backbone display for the ARM and then all the other stuff will fall into place. As-is we are keeping a log of visitors that gives an idea of how many folks are visiting the ARM. We need a plan, a simple one page deal that tells who we are and what we plan on doing; something we can give to folks. It doesn't have to be incredibly detailed because they don't want the details anyway. They want to know what you are going to do, what your intentions are. Such a plan would be more than the pipe dreams that Walter has...

As a question, if the County is interested, would we be interested in giving the County some land out here, i.e. if they wanted to build a building to house artifacts, maybe even attach it to our building or put it on the other side of the berm. The issue would be control of the property with an associated question if there are other joint museum entities where there are 2 museums together that could be looked at to see how they operate.

We don't know what the City's plans are for the depot. We do not think the City has any firm plan in mind for the depot. When they bought it the interviews on the news indicated they bought it for the future. Apparently Bob Goree wanted to get rid of it. The City saw something to have that land downtown, around 6 acres for whatever reason (possibly expansion for the Civic Center). The depot itself is on the historical register and as such it cannot be torn down; it is unknown if the REA building is listed too. Some people think the City bought it with the hope for AMTRAK to come thru. Would AMTRAK come into the depot? It is possible although there was a general feeling they would put up a small shack for a station stop. They have gone into existing depots in other towns, Washington, Missouri for one example; Fort Worth for another example. As another question, would the City be interested in investing \$1.5 million to renovate the depot? One issue the depot would not be maintained by AMTRAK. Guy pointed to an example down in Alpine where the city spent a lot of money to renovate their depot for AMTRAK and after all was said and done, AMTRAK bypassed them. AMTRAK could rent some space.

President Roth cited a different example here in Amarillo with the air museum that formerly occupied the English Field area. They took a lease that had favorable terms for the first few years which included stipulations they renovate the structures but after a few years the lease rate ratcheted up significantly and that in-part lead to them being chased out of there. There was also the fact they quit doing their air shows which had been huge fund-raisers for the air museum. President Roth stated he looks at that as an example where he can see the City of Amarillo leasing the depot to the museum group to put the museum in the depot, with a low up-front lease fee with stipulations for the museum group to foot the bill to renovate the structure. If AMTRAK does come this way, which appears to be a question mark until 2015 at the earliest, they might be willing to look at leasing space in the depot, but a huge part of that will depend upon what kind of terms they can get financially; if it is more economical for them to put an AM-Shack out somewhere than lease space in the depot, they'll do it.

President Roth stated he had told the Treasurer for the museum organization that we are too invested out here; we're not going to pick-up and move. A concern was voiced that if we put a model railroad out there, it would be counter-productive because it would distract from what we have out here. It was unknown where Walter came up with his idea to have the ARM build a layout at the depot property as he hasn't talked with President Roth in years. We may want to consider some type of small display to entice people to come out here if the museum group would be interested in something like that. President Roth noted the reason we had signed-on to the coalition supporting the museum in the first place was in-part to protect our interest as we were already building out here. We have all these different railroad entities here in Amarillo and we didn't want to see duplication. We don't want to duplicate what they are doing or vice-versa. We don't want them to have a model railroad out there.

While some folks felt there wasn't a group around that would want to build a model railroad downtown, it was suggested the Scott-Free group could set-up their modular layout down there but that being a museum they would want the layout running every day and that organization does not have the people to sustain it.

Jerry stated he is willing to start drafting some stuff. And get it to everyone. If any has any political contacts that can be contacted it would be worthwhile. Tracy noted he has contact with Abel Bosquez occasionally at work. Further discussion included site security – some people have voiced complaints that we are “way out there...” but we have not suffered any

graffiti or vandalism which we partially attribute to our location near the detention center and all the cops that go by our property whereas if we were downtown the rail cars would probably be covered with graffiti.

There was some further discussion... Jerry indicated he would work on a draft of a plan.

No further new business.

Clinics: No long-term schedule for clinics at the moment.

ARM Work Dates: December 14
December 28
January 11
January 25

Next Business Meeting: Scheduled Date would be Thursday, January 2; decision made to push the meeting back to January 9th due to the New Year's Holiday on the 1st.

Meeting Adjourned.

Railroad Historical Events:

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

Jan. 1, 1986	The Milwaukee Road was merged into the SOO Line.
Jan. 6, 1893	The Great Northern Railway drove their last spike at Scenic, Washington.
Jan. 16, 1868	William Davis patented the refrigerator car.
Jan. 17, 1957	The Bay Area Rapid Transit (BART) was formed in San Francisco.
Jan. 31, 1935	The Union Pacific M-10000 (early streamliner) entered service as the City of Salina.

Future Events:

January 9, 2014	ARM Business Meeting
February 6, 2014	ARM Business Meeting
July 22-27, 2014	Santa Fe Railway Historical & Modeling Society Convention in Fresno, California

Cleaning Schedule for 2014: Time to pick a month and sign-up.

Recent Photographs:



Guy Pigg running his A-B-B-A consist of F7 locomotives (Westbound) in Pampa on December 19.



Virgil Doyle working on control wiring for one of the Tortoise switch motors at the West end of Pampa on December 19.

Nuts and Bolts: Wiring, wiring and more wiring. What we've learned about wiring the layout!

Jerry Michels

As our layout takes shape and the lower level track and wiring is completed, it is time to take a look at where we are in regard to our control system. Currently we have a centrally-located Digitrax DCS200 and run the main DCC power feed bus out to a terminal strip panel about 6 feet away. This is designated as CP1 (Control Point 1). On that panel we feed three PM42s (12 circuit breakers/power districts in total). From there, a bus runs out from each PM42 circuit breaker to 12 blocks on the railroad. We have a second DCC power feed bus from the terminal strip on the panel to a second array of three PM42s about 30 feet away near the "east" end of Junior Yard in the service aisle, CP2. The 12 buses from those PM42s feed (or will feed in the near future) an additional 12 power districts. The bus length ranges from around 20 feet to over 100 feet. All busses are 14 gauge, stranded wire, 3-conductor extension cords with the green wire being used only if needed for the DCC reference ground Digitrax requires. Feeders are soldered to the track every three feet or as needed around turnouts and crossovers using 20 gauge stranded wire.

The system, as of last Saturday (12/14/13), is up and running, and running very well. We have tested it with up to 11 locomotives running at the same time scattered across the layout, and have not noted a loss of power even at the far end of a bus. There is one point where the far point of a bus over 100 feet in length interfaces with a bus of around 25 feet, and there is no noticeable difference when a multiple-unit diesel consist crosses the gap. Our layout is not complete. This is the setup for the lower level and we have an entire upper level to build that will be fed from a DB200+

This hasn't been without problems, gremlins, and glitches. Problems have mainly been in three categories:

1. Our (in)famous Fast Tracks turnouts. Although nice looking, and functional when meticulously assembled, they are prone to causing shorts if the copper foil on the PC board ties is not cut through properly or if a solder bridge is left after assembly, or some other metallic debris crosses a gap. One of these turnouts was the BIG gremlin during the November open house, causing us to shut down one mainline for the duration. Again, they do operate well when assembled properly. Those assembled in the past year have been light years better than the original batches. We also have some Atlas turnouts, easily recognized by the big cast metal frog with a lug for attaching a feeder wire. Since it is cast metal, it is almost impossible to solder. I suppose a small screw would work, but that would be rather unsightly. But, compared to Walther's ready to run, both of these leave much to be desired. I like Walther's turnouts because they are reliable and the frog is fed by the switch points, therefore an additional wire is not needed to power the frog. No doubt they are more expensive, but one wonders how much more expensive if time and labor is considered.
2. Suitcase connectors. I am a proponent of these connectors. But like our turnouts, they work well only when used correctly. Using the wrong tool to crimp the connector, or using the wrong size connector will cause problems. I've been guilty of this myself; grabbing regular pliers rather than the special ScotchLok pliers we have at the club. Hopefully this problem will be alleviated if those using the connectors take time to be more precise.
3. Phase and polarity. A bit more complicated problem. With DCC, each block or power district has to be in phase with the others. I'm not an expert on this, but I think the problem comes from the AC wave not being in sync if a reference ground is omitted. The main way Digitrax does this is to have a ground wire connected to the command station (DCS200) and any accessories (PM42, AR1, BDL16, plug in panels, etc.). This wire acts as a voltage reference so all the components are "on the same page" so to speak. I have found that this is critical. I learned about it when the first PM42s I installed had some

erratic operations. It was clearly stated in the Digitrax manual, but it was overlooked. This reference ground has now been installed throughout the system, and all we need to do is remember to install it in any new additions. We use a green wire running from the DCS200 to each accessory. One problem I had right before the Open House was that the ground reference running to the second PM42 array was not making good contact. Once this was corrected, we eliminated a problem where locomotives would stall crossing certain blocks that were not held in phase. Similarly, track polarity from block to block is important. Although DCC uses AC power to run the locomotives, the commands are carried as DC signals "riding" on the AC. If polarity is reversed from one block to another, a locomotive will stall or hesitate when crossing blocks. Unfortunately, polarity and phase problems look similar. We were pretty sure we had all the phase problems fixed, but still had one power district (bus) that caused locomotives to hesitate when crossing. After doing a lot of voltage checks, I finally looked at what would show on the DC scale where the problem centered. Curiously, one block read about -0.03 VDC and all the others read around +0.11 VDC. Checking DC voltage on a DCC layout with a regular meter is not an indicator of actual voltage. It really can't be used for much other than checking polarity. But there it was, the polarity of one block was different than all the other blocks. It took a lot of probing, but it finally came down to the DCC power bus feed to an output on one PM42 being the reverse of all the others. Once I switched the wires, everything settled down nicely. One last note about phase. I have already read that Digitrax boosters (DB200+) are more often than not factory wired with the phase reversed in regard to the DCS200 command stations. At some time or another we'll be adding booster units as our power needs go up (at a minimum we'll need one for the second level), but fortunately we know to check their phase before installing!

4. Well, I said three main problem areas, but there is a fourth catchall, and that is simple human error. These can't be eliminated completely. Every once in a while a mistake is made; a direction can be overlooked, or misinterpreted. Let me give you one example. We currently run two DCC power feed buses from the DCS200 to the PM42s. The first set of PM42s has been in service for a while and work well. When we set up of the second set of PM42s near Junior Yard, I ran a second DCC power feed bus down to the panel and hooked them up. All seemed to work well until we were near completion of the main line on the lower level. I noticed a rather odd response at times when certain blocks were shorted during testing, not only did the PM42 section that corresponded to that block beep and flash its red LED, but the same happened at the DCS200. Since the function of the PM42 is to step in between the command station and a shorted block, this just couldn't be right. The way we are set up, the DCS200 should never "see" a short on the layout. Again, there was hair pulling, chin rubbing, and beard scratching trying to figure out how this could happen, and happen only in selected blocks, not across the layout. After visually running each bus from start to finish, I eventually found that I had hooked up the second DCC power feed bus (a red/black bus with two yellow tape stripes) directly to the main line tracks running from East Tower to Pampa. The actual East Tower to Pampa bus is a red/black bus with **ONE** yellow tape stripe! So I had inadvertently fed the East Tower to Pampa track with a power bus that should have connected to the second set of PM42s and connected the correct track feed bus to the PM42 array. Not only did this allow a short on the East Tower-Pampa block to run directly to the DCS200, but misconnecting the bus that should have covered this block to the PM42s caused them all to trip at once if any single block was shorted because there was one PM42 connected upstream of two other PM42s. So, when one block tripped, all eight PM42 outputs were triggered. Quite a display of red LEDs to be sure. There was no danger of damaging our equipment, just a hassle that could have been avoided with the proper diligence to details. This reminds me, in the last column, there was a diagram of how PM42s could be installed in a daisy chain fashion. This is totally wrong, mark it out, and put a big red X through it! You cannot install one PM42 in front of another. If you do and one power district has a short, the input connected to the first PM42 in line from the command station will trip and also trip all the inputs from any PM42s installed downstream. I don't know what made me think you could do this. Once you think about it, it is absurd!

In the future, we will further divide the buses into smaller blocks as we set up a signal system. Most likely we will use current sensing detectors using Digitrax BDL16s or perhaps Team Digital Bloc8 sensors. I'd also like to test an infrared detector. I have used an infrared detector named IRDOT on my home layout to note track occupancy in my staging yard, and it seems to work well. The value of this sort of detector is that it is independent of the track current. The only problem is that, as far as I know, the only source for IRDOT now is in Great Britain. I'll get into detection systems down the road as we run some tests. I think we need to look at a number of detection and signal systems and pick out the one that covers our needs and is as simple as possible. However, it is worth mentioning, in light of the discussion above, that our wiring will only get more complex as time goes by, and our workmanship and quality control has to be kept high if we don't want more gremlins to creep in. We've learned a lot, though, and I feel much more qualified to troubleshoot the layout electrical and control systems than I did a year ago.

I am including a table in this column that illustrates our wiring system to date in a pretty broad way. If nothing else, a person should be able to find a power district bus and determine where it originates and where it ends. This table will be updated as time goes on. As always, I am open to ideas and additional information.

Amarillo Railroad Museum Bus Codes and Power Districts

Control Point One (CP1) PM42's 1-3

Blue/Black			Red/Black		
Bands	PM42 Tap	Power District	Bands	PM42 Tap	Power District
1 Red	na	DCC Power in to CP1	2 Yellow	na	DCC Power in to CP2
2 Red	1-1	Junior Yard Tracks 1-6, numbered from north of	1 Yellow	3-1	Main line East Tower to Pampa rear track
3 Red	1-2	Main line through yard front track	1 White	3-2	Main line Junior Yard to Helix rear track
1 Green	1-3	Main line Junior Yard to Helix front track	2 White	3-3	Helix rear track
2 Green	1-4	Helix front track	3 White	3-4	Main line through Junior Yard rear track
3 Green	2-1	West Junior Yard lead and Zita sidings			
1 Yellow	2-2	Canadian Staging Yard			
2 Yellow	2-3	East Staging Yard and Baloon Track			
3 Yellow	2-4	Main line East Tower to Pampa front track			

Control Point Two (CP2) PM42's 4-6

Lime Green			Yellow		
Bands	PM42 Tap	Power District	Bands	PM42 Tap	Power District
1 White	4-1	Miami passing siding	1 Red	5-2	
2 White	4-2	Main line Canadian to Pampa	2 Red		
1 Blue	4-3	Junior Yard to East Tower front track	3 Red		
1 Yellow	4-4	Junior Yard to East Tower center track	1 Green		
1 Red	5-1	Junior Yard to East Tower rear track	2 Green		
			3 Green		

Notes:

Front track is the track you face when standing in the public aisle looking at the layout

PM42 taps are numbered from left to right, four taps per PM42

CP1 is located in the southeast corner of the building along the staging yards

CP2 is located behind the east end of Junior Yard in the service aisle

Dark green cable is the turnout power supply

All orange cables are 120 volt AC - caution!

Revised 12/14/2013



Run 8

February, 2014

President's Message

By Bob Roth

As I finally found the time to sit down to write this message the whole month of January has gone by and once again I must apologize for not having this issue of Run 8 published before the February Business Meeting. Seeing the late date, I will publish the Minutes from the January Business Meeting and issue them by e-mail so that members will have the opportunity to review the minutes prior to the Business Meeting and then will finish the newsletter later.

The month of January was a very busy month on the business end. Following discussions in December, Director Jerry Michels and I drafted a long-term plan for the ARM to get our main objectives laid-out on paper and a couple copies of this plan were passed around to the members present at the January Business Meeting. Given the actions taken by Potter County to audit the accounts for the Santa Fe Museum organization we felt the need to contact County officials to raise awareness of the ARM since we have been one of the supporters for the museum. The first official we contacted was Commissioner Mercy Murguia as we thought the ARM was located within her precinct and she immediately wanted to visit the ARM. Tracy and I met her and the County Auditor at the ARM on Friday afternoon, January 10 and gave a brief tour showing them what we are doing. Mercy was obviously looking for the County's funds that had been given to the Santa Fe Museum but we showed that we have funded our efforts ourselves.

Several of the Board Members attended the Potter County Commission meeting on Monday, January 13, but this was after surprising news was published in Sunday's newspaper stating the Santa Fe Museum Board had decided to shut down. During that meeting the Potter County Commission did not have any information, the audit was incomplete and Walter Wolfram was not in attendance. We caught Commissioner Leon Church after the meeting and found out the ARM is located within the precinct Leon serves as Commissioner and in visiting with him we issued an invitation for him to visit the ARM and also made a request to get on the Agenda for the next Commission meeting.

Most of the ARM Board members were in attendance at the January 27 Commission Meeting to support Director Jerry Michels as he briefed the County Commission about the ARM and our goals, and while at this meeting (just prior to Jerry's briefing) we also were able to hear the report from the County Auditor that related they had reconstructed the missing financial data for the Santa Fe Museum and ultimately agreed with the financial statements. Although the museum has approximately \$371,000 in their bank account it was noted that after the museum organization gives back the various

donations from individuals, the County will only receive approximately \$157,000 back out of \$400,000 the County has invested in the museum over the last 8 years. Walter Wolfram was in attendance at this meeting and he was asked if they had disbanded their 501 (c) 3 non-profit corporation and Walter stated they had not disbanded yet; they had made an inquiry to the Texas Attorney General's office concerning requirements for dissolving the non-profit corporation. In the meantime the approximate 20,000 artifacts this organization had collected were stored at the Santa Fe Building and these artifacts will be turned over to the County. While Walter was responding to the questions from the County Commission he gave a glowing endorsement of the ARM in front of the County Commission which unfortunately for us was not picked-up by any of the news organizations.

Personally, after the one article had been published in the newspaper about the Santa Fe Museum disbanding I had been approached by a couple of different people asking about us (the ARM) shutting down the railroad museum and I had to explain it was an entirely different organization because some folks don't realize the difference between the ARM and the Santa Fe Historical Railway Museum. This is where we have to get out in front of people and let them know about the ARM.

Generally speaking, the situation with the Santa Fe Railroad Historical Museum has turned into a big question concerning what is going to happen next. Walter was convinced he could get the County's obligation transferred to the Santa Fe depot, but the purchase of the depot by the City of Amarillo has changed the situation. As I see things, Potter County still has to address their obligation to provide a museum in the Santa Fe Building which was one of the strings attached to the grant they received several years ago for the restoration of the Santa Fe Building but we do not know how they will try to do this. Stay tuned...

HO Scale Layout: Work has continued in the installation of Tortoise switch motors and temporary local control panels to aid in operation on the layout. Tracy Ball made a strong warning to members that those switches on the local control panels that have red heat-shrink tubing over the toggle switch should not be thrown as these switches will send trains onto the ground. Tracy finished the spline for the wye at Canyon and it is now ready for cork roadbed and track to be installed. Other folks have worked on the track power distribution which is improving the operability on the layout.

Phillip Pratt Memorial Garden: Given warmer weather on Saturday, January 25, I started an effort to level the roadbed for the second loop of track in the garden. Started is the key word; there is still a long way to go...

Custom Cars: This was a bad news subject as we received a message stating the new Tangent Models Burlington Northern covered hopper with Fort Worth & Denver markings will not be delivered until June. We had been anticipating the hoppers in February.

Building and Grounds: Questions had been raised concerning the functionality of the heating system due to cold temperatures in the Train Room; the general feeling is the Train Room has been warmer in prior winters. In looking at the heating system it appears we may have some blockage in the heating tubes thus we will look to flush-out the heating system after the heating season comes to an end. We will have to put-up with the cold temperatures in the Train Room when we have the cold weather spells. Also we questioned our monthly water bill and finally figured-out we have a small leak outside on the line feeding over to the garden that was leaking approximately 0.17 to 0.25 gallons per minute according to the water meter; Tracy shut-off the valve serving the one feed and the water flow stopped. One more thing that needs to be fixed...

On a sad note I need to report the passing of member Jim Shook back on January 7. Jim helped a lot with the layout and with clean-up around the ARM while he was physically able, but his health deteriorated significantly these last couple years. We will miss Jim.

Next Meeting: The next Business Meeting would be scheduled on Thursday, February 6 at 7:30 PM. As I write this there is no planned clinic following the meeting.

Bob Roth



MEETING MINUTES

ARM Business Meeting

January 9, 2014

Old Business:

Meeting Minutes from December: Published and distributed via Run 8.
Minutes Approved as Published.

Treasurer's Report:

Treasurer's Report for December:

Treasurer Virgil Doyle noted that as-of Tuesday (January 7) the Bank of America account no longer exists; everything is now at Amarillo National Bank.

Treasurer's Report was Approved as Read.

A question was asked if we had received our water bill recently; Virgil reported the last water bill was for around \$122 and that to-date we have not seen any refund of the drainage fee. We anticipate the refund will be via credit on our water bill we may need to call the City to check on the credit.

Car Sales Report/Update:

Director Jerry Michels was absent.

BN/FW&D Covered Hoppers: No news from Tangent Scale Models.

Treasurer Doyle reported he had received an updated inventory list of model cars on-hand from Jerry.

Layout Construction:

Progress: Director Tracy Ball reported all the switch machines are in except for two at the East end of Pampa; now we are waiting for the wiring for the switch machines. All the main line on the lower level is in. Tracy noted that anyone operating on the layout should not throw the toggle switches on the small control panels with the red-colored heat-shrink tubing on them; these switches operate but they will throw your trains off the track onto the table. The wye at Canyon is in, the road bed is complete and the surface is ready for the cork roadbed and track. Tracy also noted the decking is in in the center of the wye. Tracy is working on decking at Panhandle where the depot and all the depot tracks go, and he has the decking in at the West end of the rail welding plant. Tracy has an order in for more fiber ties to build more turn-outs; this order has been in since before Christmas. Tracy is planning to start on the drawers for the turn-out control panels and he needs help to cut the wood for the drawers. One switch over by East Tower had a problem; Tracy built a bell-crank for it and it works beautifully. He also repaired a cross-over by the East end of Junior Yard and had put the wiring in for the switch machines in Miami. This was followed by a comment that Virgil (Doyle) was way behind now.

David Jusiak asked relative to the side tracks if we wanted to build buildings first and then see where side tracks need to go, or put the tracks in and then fit the buildings? Tracy recommended where the industries go we should probably build the industries and then work around them with the track. We will go ahead and lay the mainline track and sidings. What about the COW (Clinton, Oklahoma & Western) line? Tracy recommended we wait on it; he has to put the three sidings on it and he feels the need to complete it in the hidden chase because the wye at Panhandle ties into it and the FW&D line ties into it and they all go the Staging Yard in the back.

There is work to be done on the upper level. Let's get the wye completed at Canyon. We will need some switches – several switches; there are four tracks in Canyon going by the depot and then we will put the wye in and extend track another fifteen to twenty feet beyond the wye on the inner main line towards Umbarger and get the wye working. This will allow us to run all the way to the wye where we will be able to turn trains around and come back.

President Roth noted he had taken a vacuum cleaner over the track starting at the Canadian River bridge down thru the Staging Yard to the back corner which should help that area; he had tried to run a locomotive in the Staging Yard and it had died after the wheels had loaded-up with crud. Tracy stated he had been cutting some wood so the yard may need cleaning again.

Phillip Pratt Memorial Garden Railroad:

Minor work was performed in garden addressing minor problem with the curve around the Northeast corner of the garden where the track wasn't sitting very well on the concrete roadbed; President Roth had just switched a few pieces of track around. The trains had run around this curve without any problems but hopefully this should smooth things out.

Building & Grounds Update:

Mowing and weed-eating is still required. Everything is essentially dead right now and this is the season when we might be able to catch-up with it.

TV antenna on the West end of the building still needs to be addressed. Tracy suggested if we get some warmer weather in the next month maybe we can try to get the rail and cross-ties from his lot and maybe get the telephone pole here and then address the antenna.

News of Other Organizations:

RAPS: They have not been doing much recently due to the cold weather. They plan to work this coming Saturday same as us.

NMSLRHS: No recent news concerning work on restoration of ATSF 2926 in Albuquerque.

Santa Fe Museum: There was an article in newspaper on Monday, 12/30 where the Potter County Commission referred the finances of the Museum group to the County Auditor for review in their 12/23 meeting. Specific note was made that data from the years 2006 – 2008 was missing. Next Potter County Commission meeting is Monday, January 13; Jerry is planning to attend to see if there is any news on that and he is hoping to get a slot on the Commission agenda just to let the commissioners know about us. There has been some discussion between members of our Board about getting some of the commissioners to come out to the ARM to see who we are and what we are doing. We were a member of the committee supporting that museum when it was proposed although part of our interest was not to have any duplication between the ARM and the other museum. They had a plan designed for the second floor of the Santa Fe Building and then we received the letter back in 2010 stating they were suspending their fundraising effort because of the economy but they were considering other options. At that time Walter Wolfram had set his sights on the Santa Fe depot. From what was picked-out of the County Commission meetings it sounded like Walter had not gone to the Amarillo City Commission yet but he had grand plans for the depot property which included restoration of the depot at a cost of \$1.4 million so the public can go inside and in addition to this there was a plan for us to go into the Railway Express Building and building a model railroad layout there, to have the Madam Queen moved back over to the depot grounds, and to have Jerry Buttell move his rail cars to the depot grounds so that everything could be all together. We were “project partners.” One part of our discussion was that Walter had expressed these plans but it did not appear these plans were on paper which spurred us to put our plans on paper; copies of the plan were available for folks to review.

There was some discussion concerning the Santa Fe depot; the City has indicated they are considering using it as a transportation center where folks could catch taxis and city buses. If AMTRAK comes thru they would tie rail service in with the other transit.

President Roth related had placed a call to Commissioner Mercy Murguia’s office and had left a message but had not been contacted back. We believe she is the commissioner over this area of the county and thus would like to touch base with her. In further discussion it was noted there had been turn-over on the County Commission over the years and there was a question whether the County Commissioners are aware of the “string” in the grant from the State Historical Commission stating thou shalt have a museum in the Santa Fe Building. Carol Abraham noted this was stated in the document the museum organization had published for their fundraising effort. President Roth had talked with Walter Wolfram back in 2010 after we had received their letter and Walter had expressed confidence this requirement for the museum could be transferred to the depot. Now the County is questioning where their \$50,000 per year

has gone that they have been investing in that museum. In discussion it was noted the funds the museum organization had raised were from individuals and businesses in addition to the funds the county had provided, but some funds had been returned to some of the donors. President Roth noted the funds that had been returned were grant funds from various foundations they could not hold onto after they ceased their fundraising efforts and their account probably only holds what remains from many smaller donations and the County's funds minus what they had spent to develop the design plan for the museum on the second floor of the Santa Fe Building and for all the slick brochures and for the Amarillo Area Foundation for their assistance in fundraising.

Concerning the museum in the Santa Fe Building the effort was started after Walter Wolfram was asked by Judge Ware to head-up the museum effort. Walter formed a Board for this museum that was made-up of "power people" in town – money people for raising money for the museum. We were invited to participate, or there was an open invitation in the newspaper for people interested in a railroad museum to meet. President Roth noted he was there, Jerry Michels was there, some other members of our organization were there including Andy & Beverly Lyle, Sam Teague was there, Jerry Buttel was there... We met on the second floor of the Santa Fe Building and the discussion was ultimately led by staff from the Panhandle-Plains Museum as they looked for ideas of what folks wanted to see in the museum. They took the ideas and came up with a plan for the museum on the second floor that included a number of different rooms for certain purposes – one room was going to be called the "Caboose Room" and there were some other named rooms; the museum would also have included a number of interactive exhibits in addition to static displays. When we received the letter in 2010 it contained a laundry list of reasons not to put the museum in the Santa Fe Building; one reason was that in the long-term they believe the County will need that space on the second floor for offices; another was security as the second floor is open from the first floor and there is no way to secure it from people walking in there. There are parole offices upstairs and all kinds of people are coming in the building and wandering around. It noted a lack of parking around the Santa Fe Building... Other items were on the list including that the building wasn't open on Saturdays or after 5:00 PM on weekdays.

Tracy Ball mentioned we had been approached about building our railroad on the second floor before the museum entity came into being but they would not let us into the building at night or on Saturdays; the only time we could be in the building was from 9:00 thru 5:00. Tracy could not remember whom we had talked with. President Roth stated he had not caught any of that discussion; he had talked with Mike Head during the time when the restoration work was being done on the building and Mike Head had stated they wanted a "professional" organization to design the museum (not us). President Roth had talked with Jeff Ford at the time about ideas for the museum at the Santa Fe Building while Jeff was President of the Texas Panhandle Railroad Historical Society (TPRHS). This was the group that formed in the early 1990's to do the cosmetic restoration of the Madam Queen while it was sitting in front of the depot. Jeff had ideas for the museum, but...

Recent/Current Promotions: President Roth noted he is working on the "Members Wanted" flyer.

TPRHS Documents: President Roth noted he made some progress this past month when it was too cold outside. The ARM is not really in a position to keep archive these documents thus the

plan is to turn them over to the Santa Fe Railway Historical and Modeling Society (SFRH&MS) to be placed in their archives. President Roth noted the objective is to inventory those records before we turn them over to the SFRH&MS to see if there is any particular stuff that might be pertinent to the ARM so we can scan this information and save a copy for our use. The records contain some interesting stuff but so far only little tidbits of information have turned-up that might be somewhat pertinent. Tracy noted he had looked at one record concerning an Onan generator. He also noted one file that had information concerning a steel tank gang coming thru this area to erect steel tanks for water or fuel.

Housekeeping Schedule: President Roth stated we really need help with housekeeping; anything such as running the vacuum occasionally helps a lot. We need to start schedule for 2014 and President Roth had a blank form for people to sign-up.

New Business:

List of Structure Models: President Roth noted he had not started on this yet, but Tracy had raised the issue concerning the need to develop a list of structures that members are building for the layout, a list of who is building what, so that we don't have any duplication of specific structures. As an example he had purchased a water tower some time ago for Canyon and he also had a kit for a "mission style depot with freight house" that he was thinking of using for the Canyon depot although it would require significant modifications. Virgil Young is building a bunch of model structures for the layout. Tracy is building the structures for the rail welding plant at Zita and models of the Amarillo depot and the Panhandle depot. We don't know what all structures that Virgil Young is working on; he had built a lot of structures the majority of which will fit on the layout to the West side of Canyon.

Chamber of Commerce Meeting: Carol Abraham noted at the Chamber Meeting yesterday they mentioned in the last few years they just had a "Tourism Day" at the Travel Center on I-40 but they announced this year they plan to do a whole week-long promotion May 3-11. She had told them we have National Train Day here at the ARM on Saturday May 10 this year. They will be meeting next week to start planning that week and Carol was thinking of ideas we might be able to do. A suggestion was made of maybe driving a golden spike out on our track; this idea was not encouraged due to potential safety-related liability. Driving steel-on-steel there is a potential for chips of metal to fly out that could lodge in someone's eye. Other ideas??? What hours will we be open that day? President Roth recommended we plan our regular Saturday hours from 10:00 AM – 3:00 PM although we usually are here later, especially when we have visitors.

Miscellaneous: There was some further discussion concerning what can be done out in the garden such as getting the Master Gardeners out here to start the garden; installing the benches; developing the walkway stones...

There was also discussion about meeting with some of the Potter County Commissioners to let them know who we are and what we are doing out here.

The Visitor's Bureau office at the Civic Center will be open 7 days a week in the future and a suggestion was made about displaying some of our "wares." Guy Pigg will investigate this. Karolyn Foss was his contact.

It was noted that member Jim Shook had passed-away Tuesday evening. It was stated that Agent Orange had been the cause for his health problems.

Clinics: No long-term schedule for clinics at the moment.

ARM Work Dates: January 11
January 25
February 8
February 22

Next Business Meeting: Scheduled Date is Thursday, February 6.

Meeting Adjourned.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the month of February included the following:

Feb. 12, 1934	Union Pacific M-10000 began a coast-to-coast tour.
Feb. 14, 1855	Chicago, Burlington & Quincy Railroad formed.
Jan. 16, 1868	William Davis patented the refrigerator car.
Feb. 28, 1827	The Baltimore & Ohio Railroad was chartered.

Future Events:

March 6, 2014	ARM Business Meeting
April 3, 2014	ARM Business Meeting
July 22-27, 2014	Santa Fe Railway Historical & Modeling Society Convention in Fresno, California

Cleaning Schedule for 2014: Time to pick a month and sign-up.

Recent Photographs:



The completed spline roadbed for the wye for Lubbock Junction in Canyon on the second level of the layout. Note that plywood decking was installed between the legs of the wye.



Virgil Doyle working on a local control panel for control of the turn-outs in Pampa on January 11.



Guy Pigg installing cork roadbed on the completed spline on the upper level.



The South side of the Phillip Pratt Memorial Garden where grading was just started (note the darker area) for the second loop of track within the garden on January 25, 2014.

James "Jimmy" Shook



James "Jimmy" Shook, 68, died Tuesday, Jan. 7, 2014.

Services will be at 3 p.m. Friday in Memorial Park Funeral Home Chapel of Memories. Burial will be Memorial Park Cemetery. Arrangements are by Memorial Park Funeral Home, 6969 E. Interstate 40.

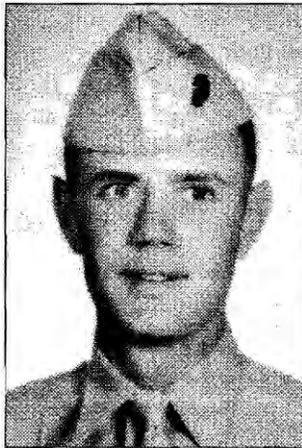
Jimmy was born June 28, 1944, in Great Falls, Mont., to A.M. and Clara Shook. He was raised in Hale Center by his grandparents and attended Hale Center High School.

Jimmy joined the Marine Corp in February 1964 and fought for his country, serving two tours in Vietnam with his heavy artillery battalion. With the rank of sergeant, Jimmy was honorably discharged from the Marine Corp in January 1968.

On May 30, 1968, Jimmy married the love of his life, Sandra Seely, and they lived in Hale Center until moving to Amarillo in December 1973. Jimmy worked at Safeway as a meat cutter until opening his own grocery store, K-O Foods.

After closing his grocery store in 1982, he went to work for Southwest Airlines as a ramp agent. Jimmy retired from Southwest Airlines in 1997. He loved his church and loved his missionary work. Model trains were another hobby of Jimmy's, as he also was a member of Amarillo Train Museum.

Above all, he was a family man and his grandchildren were his life. Jimmy was a loving and devoted husband, father, brother and grandfather and he will be



James "Jimmy" Shook:
1944-2014

missed by all who knew him and loved him.

He was preceded in death by his parents.

Survivors include his wife, Sandra Shook; a son, James Shook of Amarillo; his daughters, Michelle Brinson and husband Lyle of Amarillo and Mary Helen Prince and husband Billy of Abilene; his brothers, Jack Shook and wife Ritha of El Paso and Mike Seely and wife Cindy of Big Spring; and his grandchildren, Hanna Brinson, Joshua Brinson, Jordan Aaron Shook, Jared Alan Shook, James Wesley and Ashley Nicole.

The family suggests memorials be to Bob and Patty Noskers Ministry, 7301 N.E. 14 Mile Road, Rockford, MI 49341 to help their ministry in assisting the Pemon Indians.

The family will receive friends from 6 to 8 p.m. today at the funeral home.

Sign the online guest book at www.memorialparkamarillo.com.



Run 8

March, 2014

President's Message

By Bob Roth

Once again I did not complete the newsletter before the Business Meeting but I will make the effort to get it out as early during the month of March as I can. To accommodate the March Business Meeting, I did send-out the Minutes from the February Business Meeting by e-mail the night before so that folks might have a chance to read thru the Minutes prior to the meeting. February was a short and extremely busy month...

We have continued working on promotion and raising awareness of the Amarillo Railroad Museum within the community. A huge thanks goes to Carol Abraham for finding a few new venues. One of the newest is a program introduced to us as "Window on a Wider World" (WOWW). This program takes business and non-profit entities into schools throughout the Texas Panhandle to enrich the education of students thru arts, science and cultural experiences. As I write this, I still have to complete the application form, but we have until June to develop some programs, but they have some retired teachers that can help us to tailor programs to fit niches within the school curriculum. Another venue is that the ARM was nominated by Carol to be recognized as the "Non-Profit Organization of the Month" by the Welcome Pardon organization of Amarillo. We will be honored at a breakfast at the LaFiesta Restaurant at 45th and Coulter on Friday, March 28 at 8:00 AM and members of the ARM are encouraged to attend this breakfast and presentation (wear your ARM shirts).

Part of the timing of this event is to help promote the ARM prior to National Train Day which is May 10. May 10 happens to be the 145th anniversary of the completion of the nation's first transcontinental railroad at Promontory Point, Utah in 1869. At this point we have not done very much planning for National Train Day, but the ARM will be open and the plan will be to be running trains inside on the HO scale layout and out in the garden. I have been in contact with Sam Teague with the Railroad Artifact Preservation Society (RAPS) and they are planning a big open house at the Madam Queen downtown and will tie-in with us, the Texas Air and Space Museum and with an antique car club.

Concerning the HO scale layout, progress continued during the month of February mostly on the relatively invisible features related to track wiring. Power boosters have been added and the track around the lower level has been divided into different power districts fed from different boosters. Virgil Doyle has started work on two drawers for the switch control panels to control all the turn-outs in Junior Yard. On the track-work side, cork roadbed was laid thru Canyon on the main tracks and the two main sidings, down the narrow shelf a good distance toward Umbarger, and starting around the

wye. Track-laying on this cork is delayed at the moment waiting on turn-outs, but once we receive the turn-outs the track-laying should not take too long. I also managed to start laying-out the Rock Island main track from the East Tower cross-over, but given the change made which shortened the depth of the bench in the East Tower area, I need to re-visit the location of some of the turn-outs. Tracy and Guy were able to run trains from the Staging Yard to Kingsmill with only minor glitches on Thursday, February 27 and we are aiming to run a test in the coming month in which the plan is to load the layout with a lot of locomotives to stress the DCC system and see how it performs.

Phillip Pratt Memorial Garden: Given the cold and windy weather on the 8th and lack of ARM members present on the 22nd I did not get any work done in the garden this past month.

Next Meeting: The next Business Meeting would be scheduled on Thursday, March 6 at 7:30 PM. As I write this there is no planned clinic following the meeting. In case I don't get the next newsletter out ahead of the Business Meeting, it will be held on Thursday, April 3.

Bob Roth



This former Rock Island hopper car was observed sitting near the end of the spur track on the West side of Lakeside Avenue (Loop 335) North of the large grain elevator the last week of February thru the first week in March. During a few recent visitor tours of the ARM I pointed-out our model of the rib-sided hopper in the same "bankruptcy blue" scheme of the Rock Island that has the "R" and "The Rock" painted-out, yet here is a car that still retains its original railroad logo 34 years after the Rock Island shut down. The "New" stencil on the car indicates it was built in May, 1978. It is amazing to see this car in such good condition after 36 years. Photo by Bob Roth.

MEETING MINUTES

ARM Business Meeting

February 6, 2014

Old Business:

Meeting Minutes from January: Published and distributed via e-mail Wednesday evening. President Roth did not have the latest issue of Run 8 completed yet. Minutes Approved as Published.

Treasurer's Report: Treasurer's Report for January:

Treasurer Virgil Doyle noted we are totally at Amarillo National Bank now.

Review of the statement showed the Garden Account requires adjustment to deduct the costs for straight track and some turn-outs that President Roth had procured. It was noted we have a large expense coming in the next month for our insurance. Treasurer's Report was Approved with adjustments to be made to the

Car Sales Report/Update:

BN/FW&D Covered Hoppers: We had received an e-mail explaining the car run has been delayed and we should now expect these cars in June which was disappointing news.

We had a few sales in the last couple weeks, but other than that sales have been flat. Jerry noted we had sold the last two SP covered hoppers.

In other matters, Jerry noted communication with a gentleman at Intermountain that we had previously worked with on our car projects; he will be retiring soon. Intermountain had been planning to do a run of ART reefers at the beginning of this year but now they are not doing a run until next year. Jerry felt we could sell more of the cars with the multi-colored heralds; the cars with the 1960 and 1964 schemes are not selling. Jerry will meet with the Missouri Pacific Historical Society at their Board Meeting in April and will see if they want to get together a joint run on these cars and get it scheduled with Intermountain. Also the Mo-Pac Society will have tables at the train show in St. Louis which will be a pretty-good sized train show and we will send them ART reefers and airslide hoppers. He needs to work with that Board, he is Treasurer; we need to get a slug of cars to someone that goes to these shows regularly so that we can save on shipping cars back and forth. There is still a mystery with the Pennsy Express boxcars and the deal we had with the Texas Western club; we've not heard back.

Layout Construction:

Progress: Tracy Ball reported he had worked all week on drops at Miami and they are all in now on both sidings. The transfer sidings for the COW at Pampa are complete ready for cork roadbed and track. The shelf on the upper level serving the wye at Canyon has been sanded and is now ready for cork roadbed and track. Tracy had also started work on the decking for Canyon on the upper level. A question was asked if we had run out of switches; Tracy noted he hadn't worked on any at home recently as he has a building project on his work bench at the moment. Jerry stated he had ordered 20 Walthers #8 turn-outs; 10 each right-handed and 10 left-handed. Tracy noted we need 10 turn-out at Canyon. Once we get the wye completed at Canyon we can start coming down the shelf toward Umbarger and then start installing brackets to continue the upper level. The wye at Canyon will allow us to turn-around a train of 15-20 cars. Tracy recommended we get the track and wiring done on the upper level before we put any fascia along the front edge of the upper level. Jerry noted work on the wiring where we now have 4 boosters total although only 2 have been wired-in so-far. They don't have a plan laid-out yet for the wiring scheme but he noted we should be able to do 4 PM-4's per booster and with 3 circuit breakers per PM-4 that should give us 12 circuits. He mentioned one goal is reducing the length of some of the buss wires. One suggestion was that some time we need to stress-test the system – load it up with locomotives and see how the system does.

Phillip Pratt Memorial Garden Railroad:

President Roth stated minor work was performed in garden on Saturday, January 25 starting with the rough grading for the second loop of track. Additionally a large radius turn-out was ordered to replace the medium radius turn-out at the East end of the North siding in the garden; the turn-out is at his box in Amarillo to be picked-up and he will not be able to pick it up until tomorrow evening at the earliest. Tracy joked he had been out there earlier today and the rotary snow plow had not yet gone around... (We don't have a rotary snow plow...)

Building & Grounds Update:

Nothing had changed this past month outside of a discussion on the heating system.

Heating System: Given the cold temperatures inside the Train Room this winter the question was raised if the heating system may have some blockage affecting the flow of hot water.

Tracy checked temperature in various areas with an infrared thermometer and observed warm water is getting over to the furthest supply manifold in the Train Room but does not appear to be circulating as the floor was registering a temperature of only 53 degrees on one of the days when the temperature was only in the teens. Decision was made at the time to flush-out the heating system at the end of the heating season.

News of Other Organizations:

RAPS: No recent news.

NMSLRHS: No recent news concerning restoration of ATSF 2926.

Santa Fe Museum: A lot of activity this past month. Several of us attended the Potter County Commissioner's Meeting on Jan. 13 to hear the report from the County Auditor. We had Commissioner Mercy Merguia come out; Commissioner Leon Church had come out; and Mayor Paul Harpole had come out. We are working on raising awareness... President Roth had sent an e-mail message out last night concerning a discussion with Walter Wolfram concerning some of the artifacts; the artifacts are to go to the County. Walter was upset with Commissioner Mercy Merguia given the way she had charged into the whole investigation of the museum – it wasn't done tactfully. There was extensive discussion concerning the whole matter and the underlying question was what should be our next course of action. The underlying matter is that Potter County still has to address the one "string" with the grant they had received for renovation of the Santa Fe Building which requires them to put a Museum on the second floor of the building. Walter was convinced they could transfer that requirement to the depot but now the depot is owned by the City and an agreement would need to be reached with the City. Net result of this discussion is the idea for us to tweak the plan that we provided to the County Commission to make it stronger and go to the folks we know; make our plan to do a small display at the depot but to point folks those out here to the fact that we have the space for the museum. We need to get prices for things such as expanding our building, installing a switch, repairing our track... Priorities: Main priority as far as developing a museum for the benefit of the City and the County would be for getting a building built out here to house and display the artifacts and then to expand it from there. Three major priorities: 1) The building – a way to display and preserve the artifacts. 2) Us – we need a turn-out and we need some operating funds. 3) Preservation of actual railroad historical equipment.

Recent/Current Promotions: President Roth stated he had not worked on a new "Members Wanted" flyer.

Museum Guide: No further work on draft guide to the ARM this month due to other projects and priorities.

TPRHS Documents: Very minor progress this past month since it was too cold outside.

Housekeeping Schedule: Need to start schedule for 2014.

New Business:

Nomination for Recognition: Carol Abraham sent an e-mail message on 2/05 indicating she has contacted the Welcome Pardon organization after she found-out they recognize different non-profit organizations within the community on a monthly basis and she nominated the ARM and the Epilepsy Foundation for recognition. The response was they have openings for recognition in the months of March and May. They host a monthly breakfast at LaFiesta restaurant on 45th and will pay for breakfast for 2 members that are to receive their award; more members can attend this breakfast which is at 8:00 AM. Potential dates for the award recognition are Fridays, March 28 and May 23. The questions to answer are which date would we prefer and whom might attend this breakfast? May 23 is past the National Train Day event we are trying to build-up to; March 28 is before that date although it is not the day before one of our "Open House" dates. A suggestion was made to possibly just come out here that Saturday and just run trains, not have a regular work session.

Request Grant for Funds to Build a Tower: Carol had included in her message she would like to discuss applying for a grant to build the tower close to the garden which could be used for storage of the G-scale train equipment. Question was asked if she had an idea for a source; Carol had suggested applying to the BNSF Foundation. They require the project be near tracks – check, however they state if the organization is volunteer-driven, there must be BNSF employees volunteering there. That is the hurt... We need a contact to focus on volunteer recruitment. A suggestion was made to talk with Jeff Ford. A suggestion was made to see if we could model the tower after East Tower.

Fact Sheet: Virgil Doyle asked if folks could give him a list of questions with facts concerning the ARM. Virgil stated he would be glad to type it up. Idea was that everybody giving a tour could be telling the same story. Questions such as when did we start? How big is the building? When did they use the White Train? When did they stop using the White Train?

List of Structure Models: Virgil Doyle inquired about the list of structure models. Tracy stated he had started working on plans for a model of the Amarillo Depot and for the Panhandle Depot. He is working on the welding building now. Tracy had suggested to Darrell at the Hobby House that we probably need to order a model of the roundhouse, but then he realized there are 3 different roundhouse models and none of them are like the Amarillo roundhouse. President Roth had not started the list yet...

Clinics: No long-term schedule for clinics at the moment.

ARM Work Dates: February 8
February 22
March 8
March 22

Next Business Meeting: Scheduled Date is Thursday, March 6.

Meeting Adjourned.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the month of February included the following:

- | | |
|---------------|--|
| Mar. 1, 1918 | U.S. Congress passes Standard Time Act. |
| Mar. 19, 1920 | U.S. Government returns nation's railroads to private ownership after WWI. |
| Mar. 25, 1807 | World's very first railroad passenger run, from Swansea to Mumbles, UK. |

Future Events:

- | | |
|------------------|---|
| March 28, 2014 | ARM to be honored by Welcome Partner Breakfast. 8:00 AM at LaFiesta Restaurant, 45 th and Coulter. ARM members invited to attend and asked to wear ARM shirts. |
| April 3, 2014 | ARM Business Meeting |
| May 1, 2014 | ARM Business Meeting |
| May 10, 2014 | National Train Day. We need all-hands available to run trains, give tours, etc. |
| July 22-27, 2014 | Santa Fe Railway Historical & Modeling Society Convention in Fresno, California |

Cleaning Schedule for 2014: Schedule not published since no one signed-up.

Classified Advertisement:

Trade Desired: Bachmann 4-8-4 steam engine with tender, Union Pacific #806. (See photo below.) Locomotive was purchased as part of a train set but will not run on 18-inch radius curves. Owner desires to trade for smaller steam engine, road name not specific, that will run on 18-inch radius curves. Contact Wayne Johnson at 806-676-6862.

Recent Photographs:





February 8: Virgil Doyle working on the temporary control panel for the turn-out at the East end of Miami (foreground) while Jerry Michels works on track power bus for side tracks at the West end of Miami.



February 22: Cork laid on the Lubbock Junction wye at Canyon is now ready for track.



February 27: LED strip lighting acquired for lighting Zita on lower level below Canyon. LED strip is just laid over the upper level supports in this photo.



February 27: LED lighting strip now clamped to fascia piece temporarily secured along the edge of the upper level. There is a noticeable color difference between the two levels despite the fact the blue color on the backdrop wall is the same color.



February 27: Guy Pigg working on installation of track power boosters near Cuyler.



February 27: Tracy Ball and Guy Pigg testing the track power with a train meet at Kingsmill.



Run 8

April, 2014

President's Message

By Bob Roth

The month of March is rapidly drawing to a close and I am struggling to pull this month's newsletter together – again. This seems to be the “norm” so far this year as there is a lot going on that is keeping me rather busy. I have got a few too many projects going on right now and it makes it difficult to choose any one project or activity over another. Sometime very soon I need to take a little time for other activities – such as working on my income taxes... Hopefully I can get this newsletter out first.

This past month I started work on our application for participation in the “Window on a Wider World” (WOWW) program although I had some difficulty in addressing some of the questions and I continued work on the Guide to the Museum as my time allowed. On Friday, March 28, the ARM was honored by the Welcome Pardner organization as their non-profit organization of the month at their monthly breakfast. Most of the Board was in attendance at this breakfast and we made a number of contacts with different folks. Additionally the ARM was advertised on Welcome Pardner's website all during the month of March which was a wonderful promotion.

Be aware that our number one focus at this time needs to be preparation for National Train Day on Saturday, May 10. We need the layout to be operational and relatively glitch-free, we need to clean-up all areas of the building, and we need to spruce-up the grounds outside the building as much as possible. The Railroad Artifact Preservation Society will have the Madam Queen open that day and they have coordinated with the Texas Air & Space Museum to be open and also an antique car group to have several of their antique cars on display.

HO Scale Layout: Efforts were made to identify and repair problems (gremlins) so that trains will operate smoothly around the layout. Work also continued in testing LED strip lighting for the lower level and laying cork roadbed on the upper level around the Canyon (Lubbock Junction) wye so that it may be made functional to allow us to turn trains around. Virgil Doyle also worked on the large control panels for the turn-outs in Amarillo Junior Yard and Tracy Ball initiated work on fascia for the upper level at Canyon thus significant progress was made despite the small number of folks available to work during the month. I missed the March 22 work day thus I am not aware if any particular stress testing of the DCC track power system occurred that day as had been discussed previously.

Phillip Pratt Memorial Garden: Given the weather on the 8th I was not able to work out in the garden again, however I did select two locomotives which I sent-off to get outfitted with radio-control battery

power drive. My goal is to get these locomotives back before the National Train Day event so that we will not need to try to operate with an extension cord stretched-out across the road.

Next Meeting: The next Business Meeting would be scheduled on Thursday, April 3 at 7:30 PM. As I write this there is no planned clinic following the meeting. In case I don't get the next newsletter out ahead of the Business Meeting, it will be held on Thursday, May 1 unless we decide to push it back a week.

Bob Roth

MEETING MINUTES

ARM Business Meeting

March 6, 2014

Old Business:

Meeting Minutes from February: Published and distributed via e-mail. President Roth had one hard copy available for the folks that did not have e-mail.

Minutes were Approved as Published.

President Roth noted that Run 8 was not complete yet.

Treasurer's Report: Treasurer's Report for February:

Treasurer's Report was Approved as Read.

The big expense this month was \$2,752 for insurance.

Car Sales Report/Update:

No news. Waiting for Tangent to provide new cars.

Layout Construction:

Progress: Cork had been laid on the shelf going most of the way toward Umbarger on the upper level. David noted he is waiting on switches. David had talked with Tracy concerning the switches that go near the Canyon station; 2 of them might have to be custom-built. Jerry Michels noted he had ordered 20 #8 turn-outs – 10 right-hand and 10 left-hand. Question about installing roadbed around the one-loop helix behind the wall and Tracy recommended using cork roadbed around this helix. Tracy noted he had been decking the upper and lower level covering the decking area and he had filled-in the gaps between the tracks with foam at Miami and had ground-down most of it. On the upper level the intent is to run just enough track around to turn a train around. Question was asked about laying track on the wye at Canyon; we are lacking the turn-outs at the moment. Jerry Michels noted we need to put insulated rail joiners on the wye because it will be like a reversing loop. Tracy had brought-out a sheet of 3/4 inch thick plywood for decking and some 7/16 inch plywood to start working on fascia. He also brought out one sheet of foam board for decking where we don't have any buildings to see how it works.

There was some discussion concerning LED strip lighting. One roll had been purchased by Virgil Doyle and was temporarily clamed in-place above Canyon which had impressed everybody with the general brightness; the one issue noted was the color of the walls appeared

different. Jerry noted there are different temperature gradients on the LEDs and we probably need to experiment with different LEDs. The LEDs will save us significantly on energy consumption over the long-term. A question was raised concerning how many rolls we could run from a single transformer; the one roll was a 2-amp roll and the transformer was 6-amps thus theoretically we might be able to run 3 rolls with one transformer. Surprisingly the cost for the LED lighting was very reasonable. Jerry and Virgil had discussed buying all the LED strip lighting all at once so it could all be uniform.

Phillip Pratt Memorial Garden Railroad:

No work was performed in garden this past month primarily due to weather. President Roth noted the last Saturday work day in February only himself and Virgil Doyle were out here at the ARM thus he spent his time doing some much needed cleaning.

Building & Grounds Update:

President Roth stated he was passing-over building and grounds this month as there was nothing new to report.

News of Other Organizations:

Santa Fe Museum: No new development on this. Jerry Michels asked if members had worked on their five primary goals for the ARM.

RAPS: President Roth stated Sam Teague is pushing on National Train Day; we will cover this under New Business.

NMSLRHS: No recent news concerning restoration of ATSF 2926.

Recent/Current Promotions: No work this past month on "Members Wanted" flyer.

Museum Guide: President Roth stated he had continued working on the Museum Guide. Virgil Doyle passed-out copies of the list of question he had developed to be answered in the Guide.

TPRHS Documents: No progress this past month due to other priorities.

Housekeeping Schedule: President Roth noted he had cleaned on our last work Saturday thus the restrooms had gotten a much-needed cleaning.

New Business:

Nomination for Recognition: Carol Abraham had set up the ARM for recognition by the Welcome Pardner organization. This is set-up on Friday, March 28. There is a Breakfast at 8:00 AM at LaFiesta Restaurant at 45th and Coulter. Carol stated everyone needed to wear their shirt. She will pick-up the tab for the active working folks; anyone can come as it is \$6.99 for the buffet. Carol stated she had gone last month and some of the business members gave gifts to the organization being honored. One of the gifts was a cake with the logo on it; this will be great for National Train Day. Carol had told her we needed some help on printing and also in getting photos up-to-date on the website. Carol hopes to get her out here. She posts the logo on the website and the address was showing 13000 Hwy. 60; this needs to be corrected. When 911 re-addressed this area a few years ago we found ourselves in the 14000 block and we are not directly on Hwy. 60 thus we addressed at 3160 "I" Avenue. There was some further

discussion... Carol had also contacted Nancy Turner and had invite her to come out to the ARM.

List of Structure Models: A list of structures that members are building for the layout was distributed by e-mail in mid-February. If anyone has any structures to add to this list, let President Roth know what it is. President Roth stated he had received one quick response from Jerry Michels which he had added to the list. President Roth had also received an offer from Rich Randall to build a structure if we could give him and idea of what we need and send him some pictures. Intent for this list is so that we don't have any duplication of structures. President Roth stated he tried to send it to Virgil and Paula the other night to see if Virgil had built any more structures so they could be added to the list, but he was having problems because his e-mail was all boogered-up. President Roth noted he is in the process of changing phone, internet and TV service to Suddenlink in an effort to save money and he was hoping to keep his old e-mail address but has a new one; the new e-mail address just replaces the @sbcglobal.net with @suddenlink.net.

National Train Day: Date is May 10 which is recognized as the date the nation's first transcontinental railroad was completed. President Roth had been contacted by Sam Teague asking if we want to have a booth down by the Madam Queen again this year; last year the booth was manned by Guy Pigg and Leonard. Sam is looking to make it an even bigger event than last year tying-in the Texas Air & Space Museum and maybe an antique car group too. President Roth read a recent e-mail received from Sam that stated the Air & Space Museum has committed to do the show and he also has an antique car club planning to show-up. President Roth had not yet responded to this e-mail message. A question was asked in the message if they had too many cars if they could send some down here to the ARM; our answer will be Yes, we have plenty of room for cars to be displayed. It also asked for a person to be designated as the point of contact. We need to think about National Train Day to see if there is anything else we want to do; things that we need to do with the layout to be ready to run that day.

Carol mentioned having invited Eric Miller with the Chamber; he is a member of the Golden Spread Men's Chorus. They performed at the Travel Bureau previously. He was going to tell his group about it; he asked the hours and said they needed to consider other invitations and asked for a couple of weeks to get back with her. Her thought was it would be neat if they were here at the ARM singing railroad songs.

Window on a Wider World: Carol Abraham brought information to us concerning an opportunity to participate in education at schools thru a program called Window on a Wider World giving programs on railroading, railroads, trains – historical based. They have some teachers that could help us to set-up specific programs. It is a matter of filling-out their application blank and going thru their process. We would have to figure-out a time to meet with them and then sit down and go thru with them what the schools are looking for pertaining to railroads. It is finding-out what the schools are wanting program-wise and tailoring it to fit their needs. The lady President Roth had talked with said she figures the fourth grade is the target level to target for the program particularly because of the age of the kids - not too old and not too young. This program is mainly catering to the elementary school level for the reasons that with budget cuts these last few years the enrichment programs were the things that were pulled-out of the schools. The "Window on a Wider World" is intended to help bring some of that into the schools. Participants included the Little Theater, Discovery Center, Botanical Gardens, Lone Star Ballet... A whole bunch of different things... all for the enrichment of the kids. It is

interesting and would be another way to promote the Museum. President Roth stated he still has to finish filling-out the application form.

Go Train: President Roth hosted Ryan Nonemaker with Go Train, an organization that promotes the shipment of goods via rail (rather than by truck) on Monday, 2/24. A request was made to submit a letter to our congressional representative. Draft of letter was received on 3/05.

Potential Donation: We had a phone message earlier this month that was intriguing... A lady called about donation of a Buck's Stove that came out of the Canadian Roundhouse break room. They had it in their family for a number of years and she wanted to make sure it went to a good home. When she had not heard back from us after a couple days after she left her message she contacted the museum at Canadian to see if they are interested and she is waiting to hear back from them. The lady felt that since the stove had come out of Canadian, she felt they should have the first option on it. President Roth asked her to let us know about the disposition of the stove.

Time Change: Note the change to Daylight Savings Time happens this weekend. This will give us more light in the evenings starting next week.

Elections: Elections are 2 months away. This year we elect President, Vice President and Treasurer. President Roth stated we need someone to fill the roll of Vice President.

Visitor: We had a visitor tonight – Terry Morris. He stated the last time he came to a meeting we were still in the mall. They had just started construction in the mall and our layout had been covered with dust.

Visitor Center: Guy Pigg had been in contact with Carolyn Wolfram-Foss from the Amarillo Visitors Center. Changes are being made in the operation of the Visitor's Center. Carolyn is working on an educational initiative with the Visitors Center.

Garden: Carol noted we are two months from National Train Day and asked if we might be able to dedicate another work day to the garden. President Roth stated we are too far from being ready to complete the next loop in the garden. The benches can be assembled, but we need to site where we want to put pads for the benches because they need to be anchored. Given what we paid for the benches we don't want them to walk-off.

AFCU: Carol noted she is a member of the Amarillo Federal Credit Union and she had noticed they had acquired the BNSF Credit Union. She called on them and asked about people that worked for the Santa Fe and was given the name of Billy Edwards – he is their main contact. She was also given the name of W.K. Anderson who is the head over a group of retired employees. She was told that every employee is required to do 8 hours of community service per year and the lady was going to be contacted about adding the Amarillo Railroad Museum to their list. This group was going to be mainly women. The question was what they could do for us... Suggestions included working on scenery, gardening outside – a lot of it depends upon their interests and skills. It was suggested that Joe could contact Billy Edwards since Joe knows him.

Carol stated she would like to see us get a grant from the BNSF Foundation to build a tower out there. To do that we have to be close to the tracks, which we've got that; it has to be volunteer

driven and they have to have BNSF employees as volunteers here. Some of them would probably have to put in the request.

Clinics: No long-term schedule for clinics at the moment. Watch WOWW DVD.

ARM Work Dates: March 8
March 22
April 12
April 26

Next Business Meeting: Scheduled Date is Thursday, April 3.

Meeting Adjourned.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the month of February included the following:

April 13, 1846	Pennsylvania Railroad was chartered.
April 18, 1934	The Burlington Zephyr was dedicated. This was the first diesel-electric powered streamlined passenger train introduced in the US.
April 23, 1866	Westinghouse patented first air brake.
April 29, 1873	Eli Janney patented first knuckle coupler.
April 30, 1900	Casey Jones rode into eternity.

Future Events:

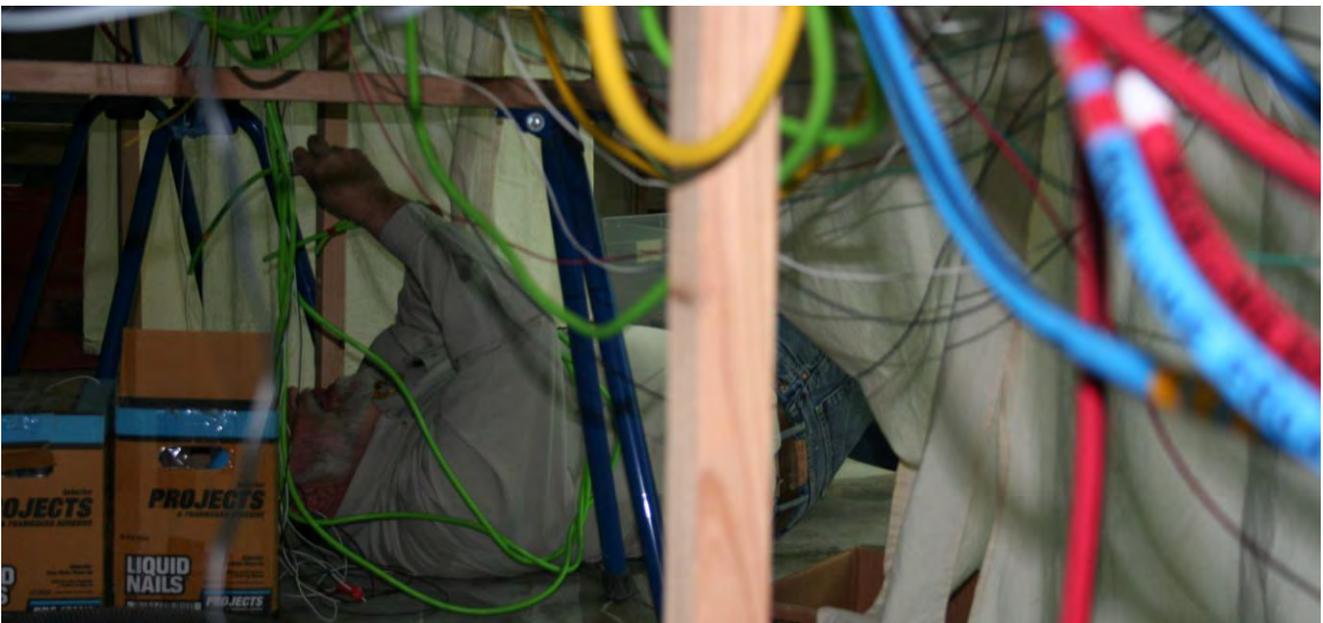
April 3, 2014	ARM Business Meeting
April 19, 2014	Train Show – Enid, OK; Garfield Pavilion located just behind the Chisholm Trail Expo Center sponsored by the Cherokee Model Railroad Association.
May 1, 2014	ARM Business Meeting
May 10, 2014	National Train Day. We need all-hands available to run trains, give tours, etc.
July 22-27, 2014	Santa Fe Railway Historical & Modeling Society Convention in Fresno, California

Cleaning Schedule for 2014: Schedule not published since no one signed-up.

Recent Photographs:



March 8: Carter Osborn assisting his children with operation of train on the layout at Panhandle. Photo taken from landing at top of stairs to the mezzanine.



March 8: Jerry Michels working out-of-sight under the layout on the track power distribution.



March 8: Interesting consist of locomotives passing by the ARM on the BNSF Transcon.



March 20: This is one of the first locomotives which is being equipped for battery-powered operation with radio control for use in the garden.



March 20: "Publicity Photo" showing trains at the crossing of the Fort Worth & Denver track (with Burlington E8) and the Rock Island track (with Rock Island GP9) by the Santa Fe Transcon. This is the location where Santa Fe's East Tower guarded the junction of these tracks for many years.



March 27: Tracy Ball showing slide-out drawer for control panel for West end of Amarillo Junior Yard. Control panel is setting upside-down in front of Virgil Doyle; wiring in-progress. David Jusiak observing.



Run 8

May, 2014

President's Message

By Bob Roth

Let me apologize for this issue of Run 8 coming at this point in time. I was only half complete with this issue of Run 8 before the May 1 Business Meeting and I was surprised by two initiatives that were approved by the membership during the Business Meeting on May 1. Given the significance of those two items I decided to re-write this message to let those members that were not in attendance at the last Business Meeting be aware of the major changes that will occur in the immediate future. I am also including the Minutes from the May 1 Business Meeting for your reference too.

Major Items:

Elections: As President I requested a 1-month delay in holding the election for officers because I was lacking a candidate for the position of Vice-President/Secretary. Given recent attendance at the Business Meetings and other work sessions there were very few potential candidates and no volunteers. I finally asked David Jusiak if he might be willing and able to fulfill the role of Vice-President this term. At this time I will still be acting as Secretary.

Business Meetings: Given our low attendance at recent Business Meetings and relative lack of new business at most of our Business Meetings, an initiative was introduced to the membership present and approved by vote to hold Business Meetings only when necessary. The stated objective behind this motion was to provide more time for working on the layout rather than in meetings. Most of our time during Business Meetings is spent discussing various items and for most of the relatively minor Business I can go into the Train Room to discuss with everybody while they are working.

Run 8: An initiative was introduced to the membership present and approved by vote to publish Run 8 on a quarterly basis until such time that we have someone that can assume the role of editor and spend the time that is needed to produce our newsletter on a regular basis. I will admit that I have been struggling to produce our newsletter on a monthly basis and I had previously received some suggestions to publish Run 8 on a bi-monthly basis although I had not acted on those suggestions. The particular issue noted was that we have only a limited number of members to do everything and we see the completion of the layout as our key to attracting new members to join the ARM.

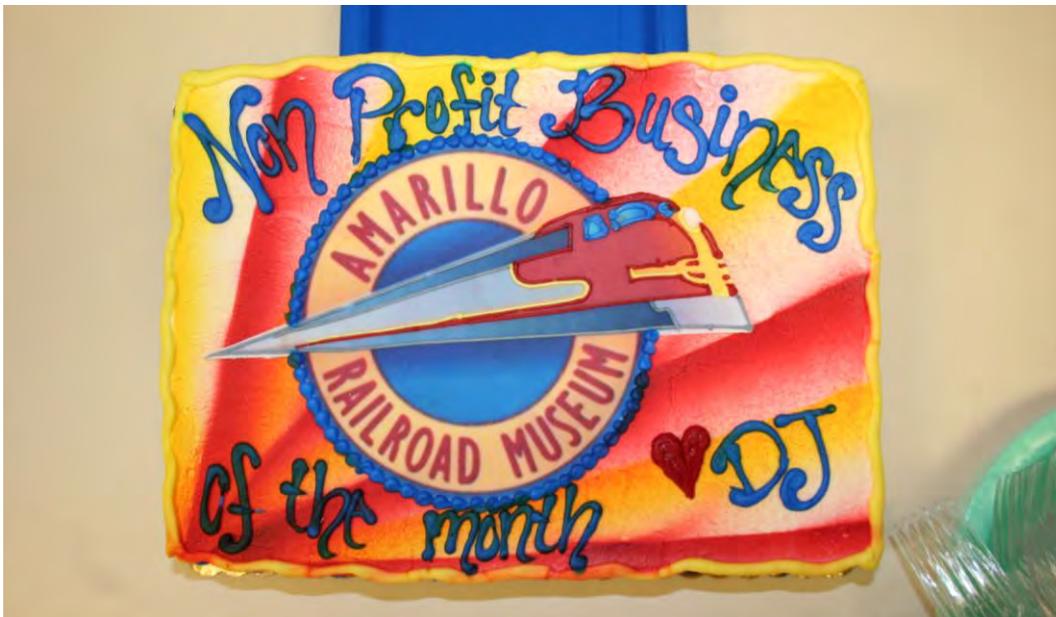
Relative to other projects underway, I have been working on an educational program we can take into the schools for the “Window on a Wider World” (WOWW) program. The deadline is June 1 to have the program essentially ready thus the publication of this newsletter (and a few other projects) have taken a back-seat to the development of the educational program.

National Train Day on Saturday, May 10 was a success in my opinion. We had a fair number of people turn-out at the ARM that day and we got to show-off the progress on the HO scale layout and the garden railroad. We received a lot of positive comments from the folks that visited and we gained one new member and also a volunteer to help us with our sorely outdated internet website. The only negative aspect of the day was that a number of electrical gremlins popped-up that really hindered the operation of trains on the HO scale layout. Fortunately efforts have been made in the last few weeks that identified the source of those gremlins and this problem was fixed.

Internet Website: As I mentioned, we have a volunteer that offered to help us with our website. First thing we encountered a problem where our website domain expired on May 13 and we were locked-out of our website for a while. I made a call and was able to get the domain restored temporarily while we send-in paperwork to change the name(s) and mailing address with the provider so that we will receive the bills in the future, and then Chantal was able to start working on the website. The website has been significantly updated and our new Burlington Northern covered hoppers with Fort Worth & Denver markings are now advertised for sale on our website. These new cars are expected to be delivered the first week in June.

Next Meeting: We will **NOT** hold a Business Meeting on Thursday, June 5. On this date we are scheduled to have a group of visually handicapped students from a camp visit the ARM. For this reason I am considering having a short meeting the following week on June 12 at 7:30 PM to conduct the election. As I write this there is no planned clinic following the meeting. The main focus at this time is to work on the layout.

Bob Roth



This cake was given to the ARM at the Welcome Partner Breakfast on March 28 where the ARM was honored as the Non-Profit organization of the month. The cake was from Belmar Bakery.

MEETING MINUTES – corrected per discussion during May 1 meeting.

ARM Business Meeting

April 3, 2014

Old Business:

Meeting Minutes from March: Published and distributed via Run 8.
Approved as Published.

Treasurer's Report: Treasurer's Report for March: Treasurer Doyle did not have the report with him thus no action on Treasurer's Report; we will catch-up on it next month.

Car Sales Report/Update:

BN/FW&D Covered Hoppers: Director Jerry Michels reported the second invoice for these cars had been received; we will tap our line of credit to pay this invoice. This is not the last invoice.

Layout Construction:

Progress: Tracy Ball reported the drawer was installed for the control panel covering the West end of Junior Yard. Work had started on the installation of the fascia along the second level at Canyon. Decking thru Canyon was mostly completed. Most of the "bugs" in the track have been corrected and the new power boosters were mostly installed. One switch motor affiliated with the Junior Yard panel had been installed - #9. We are still waiting on the switches at the moment thus the main work that can be done at this time is wiring; Jerry suggesting breaking one buss at the top of the helix. Tracy noted there will be a cross-over at the top of the helix and then there are two sidings thus there will be 4 tracks right away. Jerry suggested we copy what we've done before where we put one bus on each main and on each siding. Tracy noted one siding will be a passenger siding.

Phillip Pratt Memorial Garden Railroad:

No work was performed in the garden this past month primarily due to weather and absence of President "Roth on the March 22nd work day, but 2 locomotives were sent-off for conversion to battery power. He reported that hopefully we will have them back before National Train Day.

Building & Grounds Update:

Mowing and weed-eating season has arrived.

Wall Protection: President Roth had spent some time looking at stuff for wall protection; he reported that Sherwin-Williams has a Minwax Polycrylic product for approximately \$49.99 per gallon. The other two paint stores he contacted, Kelly-Moore has one called Kel-thane and Amarillo Paint which is on Hobbs carries a Benjamin Moore product; these are running approximately \$70 per gallon. These are all clear sealers. They all claim these sealers dry clear although they are milky in color when you open them. Some of them have different options – flat, satin or semi-gloss. They all say they are sprayable. They say they will cover 500 square feet per gallon. Tracy indicated we will probably use around 8 gallons.

Heating System: Nothing new; we plan to flush-out the heating system at the end of the heating season.

Trees: Treasurer Doyle reported he had talked with a friend at Micro that collects wood for his fireplace and he had told him if he wanted those dead trees he could have them thus if some of those dead trees disappear sometime, that is why. It will save us from having to do something with them. Tracy indicated he was going to make fence posts out of them.

News of Other Organizations: Not much to report.

Sam is pushing on National Train Day; there was some correspondence on this during the month.

Recent/Current Promotions: This was a busy month. There was the Welcome Pardner breakfast which most of us had attended last Friday, 3/28.

Museum Guide: President Roth stated he had continued work on the write-up of information on the draft guide to the ARM and he had thought about sending out a draft last night, but it was a little too late to stay at the computer. It still has a ways to go, but he thought he might send it out to see what folks think about it.

TPRHS Documents: No progress this past month thanks to too many other priorities.

Memorial Plaques: Director Tracy Ball had proposed we do memorial plaques to recognize particularly our long-time members that are no longer with us.

Welcome Pardner Breakfast: The ARM was recognized and honored as a local non-profit organization at a breakfast on Friday, 3/28. Mayor Paul Harpole opened the breakfast with a prayer and then he gave a pretty good plug for the Museum to the people that were in attendance at the breakfast. This breakfast was attended by President Roth, Treasurer Virgil Doyle, Jerry Michels, Guy Pigg and David Jusiak. They gave us a bunch of little gifts; President Roth had not gone thru the bag of literature and had not seen what all had been given to us. There was a check for \$50.00 from Welcome Pardner and there was also a beautiful cake from Belmar Bakery (too nice to cut). It had the ARM logo on it and it was very well done. Carol stated she had the cake at home in her freezer and plans to bring it out to the ARM on National Train Day. We made some good contacts at this breakfast and afterward brought Carolyn Wolfram-Foss out to the ARM and gave her a tour.

List of Structure Models: A list of structures that members are building for the layout was distributed previously; President Roth had mentioned an offer from Rich Randall to build a structure if we could send him some pictures of something. The thought from the discussion was to ask Rich if he might build a model of one of the elevators in Canyon, but we need to come up with some pictures and give him the size. The concern with the elevators is the question of how much room there will be as the one elevator will be behind the track where there will be limited space against the back wall.

National Train Day: President Roth has not had much contact with Sam Teague recently; he is working on a poster for promotion of National Train Day. President Roth showed a sample of the poster he had printed and noted he had made some corrections to our address particularly which he had pulled-off our website. Organizations included on the poster included the Santa

Fe Locomotive Development Museum which is the 5000 downtown; the Texas Air & Space Museum with their DC-3, P51 Mustang and B24 bomber; the Amarillo Railroad Museum with the Pantex nuclear train and model railroads; and the Buttel Railroad Museum with a large variety of railroad cars and equipment. Carol mentioned she had tried to get the ARM listed on the National Train Day website.

Window on a Wider World: President Roth stated he had worked on the application form but had not turned it in yet as he has a couple of questions on this form to resolve. President Roth was attempting to get in contact with Ali Tiegs with WOWW to get the particular issues resolved.

Phone Service: Treasurer Virgil Doyle related that last week he had been in contact with SuddenLink about phone service at the ARM. They were supposed to get back with him and today had called him and told him they are having a problem with the address.

OKC Train Service: Joe Sweeney noted that Oklahoma City has a new train service from OKC to Tulsa that is supposed to run tri-weekly. This train is to be operated by Iowa Pacific he thought. This train is supposed to be operated over the old FRISCO line.

New Business:

Elections: President, Vice-President, & Treasurer positions are up for re-election.

Website: Phone message left on Tuesday; Steve from Lubbock said he was looking at our website for information concerning our operating hours so they can come and visit but he could not find any information. He also noted our phone message didn't mention hours either and then did not leave his number to allow us to call him back.

Railroad Stuff: We received two separate calls the week of March 17 (a brother and sister); their dad had been a dispatcher with the Santa Fe and had transitioned to BNSF when they railroads merged. Their dad passed away about 1½ years ago and left them a large collection of railroad memorabilia. President Roth looked at a portion of Jeff's collection on Saturday 3/29. Most of the collection is in tubs but what was observed included a collection of numerous public and employee timetables from a wide variety of railroads, several railroad books, some maps, photographs, and some passes. Observed some model railroad equipment which included one older Atlas locomotive, a few Lifelike locomotives and a number of Lifelike and IHC passenger cars; one was decorated for the Louisville & Nashville (no interior). One pair of passes caught attention as they were dated 1902 or 03 for the Choctaw, Oklahoma & Gulf Railroad. They want to sell much of the collection; President Roth did not believe we had much interest in buying items. One particular item he observed that was of particular interest was a pass for the Choctaw, Oklahoma & Gulf Railway dated from 1902 or 1903 which was the railroad extending from Memphis the Rock Island purchased and proceeded to push thru to Amarillo and Tucumcari. President Roth was thinking of asking Jeff if he might loan this pass and maybe some others to the Museum for display.

A question was asked why they called the Museum; they had called because they had questions concerning the value of some of the items. President Roth noted he had seen a number of timetables, a couple of which were for the Rock Island that dated back to 1943. Jeff had allowed President Roth to take any one item; he took a booklet that was from the Pullman Company, a Descriptive List of Cars dated March, 1961. The thing is both Jeff and his sister indicated they wanted to sell most of the collection; he was thinking about keeping maybe a

train from the collection for his kids. President Roth noted the Museum is not in the financial position to buy anything at this time.

Crossing Signal Lights: Carol mentioned the crossing signal lights she had found at an estate sale. The folks in charge of the estate sale felt the lights were worth around \$800. President Roth noted he went by after Carol called him and looked at the lights; one pair of was mounted on the front of the garage with a single light on either side of the garage door, and the other pair was mounted on a brick fence extending between the house and the garage. The lights were wired-up so they could flash. There was also a bell. President Roth talked with the lady at the auction and she indicated to him the family wanted at least \$200. President Roth then called Tracy and described the lights to him, and Tracy had indicated the lights were may be worth about \$100. Tracy felt the whole pole with the lights, etc. might be worth more.

Benches: Carol asked about getting the benches for the garden. President Roth noted he had thought about calling Paula (Young) to see about picking-up a couple of the benches before our next Saturday work day so we could get them assembled.

Assistance: Carol related that Karolyn Wolfram had offered to help the ARM. The budget at the Visitor's Center is her budget and she can spend it however she wants to although she has to run it by Dan, her boss. They want to buy some cars as they cannot put them on consignment, and some shirts... We don't have any shirts. On the cars, President Roth had loaned her one of the orange ART (Norfolk & Western) reefers that weren't selling very well - in case Jerry's inventory list doesn't match the inventory. We do have caps.

Window on a Wider World: Guy Pigg raised the issue that Karolyn Wolfram was very impressed with the ARM during her visit and although she is not involved with WOWW, she had offered to consult with us for education grants. Guy wasn't sure how we could kick-off something like this, but noted most museums have something set-up where they have people that help with grants and they are paid from the grants. When President Roth was showing her the garden she had mentioned the belief the garden had educational value. The education grants could come in handy. Her discussion was that at the Quarter Horse Museum after she had started this effort their attendance had tripled. Getting into the schools gets it to the kids; the kids take it home to their parents and that often gets more people to come. Extensive discussion on this subject...

Clinics: No long-term schedule for clinics at the moment. No clinic this evening.

ARM Work Dates: April 12
April 26
May 10 – National Train Day
May 24

Next Business Meeting: Scheduled Date is Thursday, May 1. Do we want to delay this meeting?

MEETING MINUTES

ARM Business Meeting

May 1, 2014

Old Business:

Meeting Minutes from April: Published and distributed via e-mail last night.

Carol Abraham noted a couple of corrections required; one was the Karolyn Foss is not with Windows on a Wider World, she's with the Conventions & Visitor's Bureau, and the other that her name is spelled with a K. Also Karolyn goes by the name of Karolyn Wolfram.

Motion that Minutes from April be approved as written with corrections.

Minutes were Approved as Published with corrections.

Treasurer's Report: Treasurer's Report for March and April:

Treasurer Virgil Doyle only had the report for April.

Major item this month was that we had to take a large bite against our line of credit to pay Tangent Scale Models for the new cars that are expected in June. There will be another payment due to Tangent when the cars are received.

Relative to the Garden account, this has not been updated yet; President Roth sent an e-mail message to Treasurer Doyle last night with an update on various expenses for which he had already been reimbursed and Treasurer Doyle had not yet adjusted the balances. There have been additional expenses as President Roth has not yet submitted the expenses for the purchase of the radios and conversion of two locomotives to battery power.

Treasurer's Report was Approved as Read.

Car Sales Report/Update:

No information as Director Jerry Michels was absent.

Layout Construction:

Progress: Director Tracy Ball related that all of Canyon on the upper level is decked; the lower level is decked. The filling between the spline at Zita has been completed. The new fascia at Canyon is ready. Switch machines in Amarillo Junior Yard for the first panel (at the West end of the Yard) have been installed; there are a few more switches to be installed and Tracy hoped they may be able to get these installed tonight. Virgil Doyle noted that Jerry Michels had purchased 20 turn-outs (10 right-hand and 10 left-hand) which were picked-up last Friday. Guy had installed 3 of them in the upper level at Canyon which gives us a cross-over and the one siding we need to get to the wye. What is needed now is track-laying to get to the wye. Tracy suggested we focus for now on the one track to get to the wye and the wye itself as this will allow us to turn trains around. Tracy noted he has been working on decking this past week. A question was asked about lower level fascia; Tracy stated he needs help to cut some boards for the fascia.

Phillip Pratt Memorial Garden Railroad:

The 2 locomotives that had been sent-off for conversion to battery power were received on Friday, 4/11 and President Roth tested both of them on the garden track on Saturday, 4/12. Everything worked very well until later that afternoon when the winds kicked-up which caused the Santa Fe reefer to blow-over. President Roth put one of the locomotives on the track on Saturday, 4/26 as we had visitors with a little boy and he enjoyed it. It worked well early in the day, however mid-afternoon the winds kicked-up and the foam packing that housed the locomotive blew away. On a test trip around the garden after the winds kicked-up, the wind blew-over the whole train of the engine, tender and baggage car. President Roth spent much of his time between tours that day pulling the weeds that had grown along the track. When he finished there were no more weeds overhanging the track.

Building & Grounds Update:

Heating System: President Roth noted he had to shut down the heating system on Saturday, 4/12. He had noticed wet ceiling tiles in the restroom and in the Kitchen and upon investigation found the system had started leaking where the piping connected to the circulation pump. One more thing to fix in addition to the need to flush-out the system. Mowing and weed-eating season is now here and we really could use some weed-eating.

Donation from Don Dean: Don called President Roth on 4/16; he indicated he did not know why he is having such trouble getting with us. The problem is that he calls us and then he forgets. It was noted that Don had wanted to give his layout to us but we really cannot use it. He thought we could use his yard. His layout was designed by John Armstrong. He has a number of cars and kits he indicated he wants to give to us, but we just have not been able to get with him.

Museum Guide: President Roth noted he had worked on a draft guide to the ARM earlier in the month but had not been able to touch it in the last 3 weeks.

TPRHS Documents: No progress this past month.

National Train Day: Sam Teague had been working on this. He sent an e-mail message to President Roth a couple of weeks prior to this meeting stating that he had posters printed and the cost was approximately \$260; if we split that cost 4-ways, the cost to us would be around \$67. President Roth stated he wished he had been contacted prior to this as we had just paid our insurance and did not have any funds available at this time. There was some discussion about the event after President Roth showed a sample of a poster titled "Passport to History;" it was noted that our address was incorrect on this poster. President Roth had sent him a correction to show our address as 3160 I Avenue but he had not seen a corrected version of the poster. Sam was trying to tie-in other transportation modes due to events that occurred during the month of May thus the reason for tying-in the Air and Space Museum and an antique car group on National Train Day in addition to us and the Buttell Railroad Museum. Sam is looking to make this an even bigger event than last year. Sam had asked if we had space for some antique cars to be displayed if they had an overflow downtown and President Roth had indicated we had plenty of room.

Window on a Wider World: President Roth stated he had sent the application form to Ali Tiegs, Executive Director for the program and he has a meeting set-up with one of their Teacher ladies that is involved and we will look at the program on Saturday.

New Business:

Elections: President Roth asked if he could defer the elections to another meeting. We are scheduled to elect the President, Vice-President/Secretary, & Treasurer positions. Motion was made and approved.

Survey: President Roth noted we had received a survey request from Walter Wolfram relative to the railroad museum he was working on; President Roth had not yet started working on that survey. Walter is looking to convince Potter County Commissioners to make a deal with the City for a Museum in the Depot. How this will go is unknown. Walter was looking at how Museum operate.

Railroad Stuff: President Roth had been trying to call the one lady that had called and left ad message on our phone and has been unsuccessful getting in touch with her. This appears to be a dead issue at this time.

Telephone Service: Treasurer Virgil Doyle related he had been trying to get with SuddenLink to discuss telephone service out here at the ARM since they only charge approximately \$12 per month. We are currently spending around \$100 per month for telephone service. After some investigation they realized they cannot service the ARM without some construction out this way. Virgil wants to get an estimate of the cost for us to get service from SuddenLink because if they only charge us around \$12 per month we could potentially save around \$80 per month which we could apply against the construction costs if those costs are reasonable.

Run 8: Virgil Doyle brought up the issue that doing Run 8, as nice as it is, each month is a big task. There are only so many of us around here to do everything around here thus he proposed doing Run 8 once a quarter. This will need to be voted on. A comment was made that until we get a publisher that wants to do it monthly, he if for doing it quarterly. The issue is that we do not have the manpower to do everything that we've got to do. Run 8 is taking too much of Bob's time and he is the only one putting anything in it. Motion was made to make Run 8 once a quarter until someone else is willing to take it on and make it a permanent position. Motion was seconded and Approved. Director Guy Pigg wanted to add a motion to only publish Run 8 electronically to save the costs of postage mailing it to members; motion was not accepted. President Roth stated that is how Run 8 has been distributed for some time and he only prints a few hard copies that he brings out to the ARM for the few members that do not have e-mail. President Roth stated he will do the May issue of Run 8 since he is already into it and then will do the next one quarterly.

Monthly Meetings: Virgil Doyle raised the question if we really need to have a monthly meeting. During some discussion a question was raised about the monthly Treasurer's Report; Virgil Doyle stated he would still do the Treasurer's Report on a monthly basis. Comment was made that most of us that are here know what is going on all the time as it is. Another comment was made that a monthly meeting was a waste of time. We need to get the model railroad built to survive. A motion was made that formal meetings be called just when necessary. Motion was seconded and Approved. Virgil Doyle asked Andy if he understood this vote.

Flyers for Big Texan Maze: Carol had obtained a number of flyers promoting the maze at the Big Texan. She also had coupons good for kids under 12 to go thru the maze free.

Clinic: Tonight: How to Operate the G-scale Garden Train.

ARM Work Dates: May 10 – National Train Day
May 24
June 14
June 28

Next Business Meeting: A date was not formally set for the next meeting.

Meeting Adjourned.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of May, June, July included the following:

May 1, 1971	AMTRAK began operations.
May 10, 1869	The nation's first transcontinental railroad was completed.
May 26, 1934	Chicago, Burlington & Quincy's Pioneer Zephyr ran nonstop Chicago to Denver.
June 30, 1977	Last regular Railway Post Office (RPO) service in the US ended.
July 7, 1862	US Congress passed the Pacific Railway Act.
August 28, 1830	First steam run on the Baltimore & Ohio Railroad by the <i>Tom Thumb</i> .
August 28, 1864	First permanent RPO route established.

Future Events:

June 4-8, 2014	Lone Star Region (National Model Railroad Association) Convention in Round Rock, Texas
June 5, 2014	Tour of ARM for camp group of kids with visual handicap.
June 6, 2014	Tour of ARM for home-schooled kids.
June 13, 2014	ARM Business Meeting
July 22-27, 2014	Santa Fe Railway Historical & Modeling Society Convention in Fresno, California

Recent Photographs:



April 12: Newly equipped battery-powered G-scale equipment on the track for testing.



April 12: Virgil Doyle working on the switch control panel for the West end of Junior Yard.



April 26: Tracy Ball sanding cork roadbed on upper level in Canyon. Behind Tracy, Guy Pigg is working to install a turn-out.



May 23: Former AMTRAK Express Service car observed in train on main line across the highway.



May 24: David Jusiak laying track from the turn-out at the West end of the Canyon wye.



May 24: Tracy Ball is laying the track around the East leg of the wye at Canyon behind the wall.



May 24: The track comprising the wye at Canyon glued to the roadbed.



Run 8

Fall, 2014

President's Message

By Bob Roth

As summer draws to a close, I believe that I can say this was a pretty good summer; the temperature did not get excessively hot at the ARM and we managed to make reasonable progress on the HO scale layout. Out in the garden, things were not as fortunate. Given the frequency of the storms that graced the region I was unable to work in the garden on most of our scheduled work days due to the weather. The rains had both a positive and a negative effect as the grass grew thus requiring mowing, and a huge crop of weeds flourished out in the garden.

HO Scale Layout: For those that have not been out to the Museum in a while, the major elements of progress on the layout included installation of the Lubbock Junction wye at Canyon, extension of tracks from the helix to the wye, debugging a number of electrical gremlins that plagued operation of trains around the lower level of the layout, and initiation of track laying for the Fort Worth & Denver and the Rock Island Railroads in the vicinity of East Tower. When the wiring of the wye is complete, Tracy has noted he will be ready to start extending the upper level benchwork around the corner into Umbarger which is directly above the East Tower area containing the FW&D and RI tracks thus these tracks need to be installed as soon as possible to avoid delay to the extension of the upper level benchwork. The one problem at this time appears to be a lack of turn-outs to build more tracks.

Phillip Pratt Memorial Garden Railroad: Due to the weather (as noted above) I was not able to accomplish very much out in the garden during the summer. I did spend a bit of time away from the ARM looking for a depot structure to locate along the front siding in the garden, but even with a trip to Caboose Hobbies in Denver over Labor Day weekend I was not able to find a depot structure that fit what I was looking for. I picked-up a set of plans to scratch build a structure if I am unable to find the "right" structure, but in the meantime I am still looking for a depot.

Outside the ARM, I had a great time at the Santa Fe Railway Historical & Modeling Society convention back in July. (The only negative aspect of the trip was coming home with a nasty sinus infection.) One of the highlights of the convention for me was an "extra fare" trip to the California State Railroad Museum in Sacramento. We were given a brief tour of their "backshop" area in the morning where they have a number of locomotives and some railroad cars stored and then in the afternoon we were given the run of the museum. Unfortunately there was nowhere near enough time to look at everything. One particular exhibit I was unable to see was an exhibit of photos that were taken during the construction of the first transcontinental railroad. I did manage to catch the very

beginning of the exhibit with some descriptive notes pointing-out all the images had been captured on glass plates and that given the rough terrain the photographers traversed to obtain and return with those images, it was amazing that so many of the glass plates had survived.

New Car Models: Our new Burlington Northern covered hoppers with Fort Worth & Denver markings from Tangent Scale Models arrived back in June and are advertised for sale on our website.

Next Meeting: We will hold a Business Meeting on Thursday, October 2 at 7:30 PM to update our members on upcoming events. As I write this there is no planned clinic following the meeting. The main focus is to work on the layout.

Bob Roth



Shop area behind the California State Railroad Museum in Sacramento: These rusted boilers were recovered from a pond on the site.



Santa Fe 347C for a splash of color.



Left: This car was the prototype car for the modern double-stack cars we see on the rails on a daily basis in the Texas Panhandle. Right: Southern Pacific cab-forward locomotive #4294 in the roundhouse end of the Museum building.

MEETING MINUTES

ARM Business Meeting

June 12, 2014

Meeting was called this evening at the request of Treasurer Virgil Doyle.

Business:

New Debt: Virgil raised the issue that now the new Tangent Models BN covered hoppers with FW&D markings have been delivered, our loan debt now stands at approximately \$18,000. Virgil stated he is concerned with this amount and stated he would like the ARM to sell the surplus railroad materials we have on-hand and use that income to help pay-down the debt.

Discussion: We don't have the funds to build more track on our property with these materials and as-is they are only going to rot away. It was noted the rails do not have very much value as scrap and the only way to maximize the value would require cutting the rails into maximum 3-foot long pieces which would entail a lot of work, and the sum scrap value of the rails would not make a very large dent in the amount of the debt. After extensive discussion the decision was reached and approved to sell the railroad ties. Virgil Doyle was given the

action item to check on the prices of used railroad ties so that we know how to set a price for our ties.

Election of Vice President: President Roth noted the majority of the active members were present thus he brought this item back from the May Business Meeting. We did not elect a Vice President back in May as no one had volunteered to stand as a candidate for that position. President Roth had visited with David Jusiak during the past few weeks and had asked him if he would serve this term and David accepted although he will not take-on the Secretarial duties. David was elected to serve this term as Vice President.

Approve Minutes: Meeting Minutes from May: Published and distributed in the June issue of Run 8. Minutes were Approved as Published.

No further business was brought-up. Meeting Adjourned.

ARM Work Dates: June 14 & 28
July 12 & 26
August 9 & 23
September 13 & 27

Next Business Meeting: No Scheduled Date. Goal is to press forward with construction of the layout.

AT LAST! A NEW AMARILLO RAILROAD MUSEUM CUSTOM CAR!



Tangent Scale Models Ft. Worth and Denver Pullman-Standard PS-2CD 4750

It's true, the "Great Recession" hit us pretty hard, but we're up and running again with what we think is our best custom car to date. Working with Tangent Scale Models, we're offering their Pullman-Standard PS-2CD

4750 cu. ft. covered hopper in Burlington Northern Cascade Green and White with Ft. Worth and Denver reporting marks. These cars were in the series FtW&D 459550-459649. We are offering six road numbers, and the cars will sell for \$41.00 each. This is a limited run of less than 100 cars per number.

If you are familiar with Tangent Scale Models products, no introduction is necessary. They are truly THE gold standard in HO-scale models. If not, you need to take a look at the photos. Amazing details can be seen in every aspect. Tangent lives up to its motto: "Unparalleled scale replicas for discriminating railroad modelers."

If you model from the 1970s to the early 2000s, any part of the US, this model is for you. Mixing these unique FtW&D hoppers in with other Burlington Northern covered hoppers will add a distinction to any grain train you run. Again, they are limited run, so order soon.

Some of the model's features (from the Tangent website) include:

- Dimensional accuracy – scaled from Pullman-Standard plans and verified with field measurements
- Highly correct "true to life" colors
- "Hyper-Accurate" lettering including exact fonts and lettering placement
- Genuine Kadee® scale couplers
- "Near-scale" draft gear box with beautifully-rendered side "key" detail
- Multiple road numbers for each scheme
- See through etched metal running boards and crossover platforms (in one of 3 possible variations)
- Road-specific details for each scheme, including 5 different brake systems, 3 different outlet gates, 2 different sets of roof hatches, 4 jacking pad sets, 2 roof overhangs, 3 different running board and crossover platform options, end ladders options, 5 brakewheel housing and clevis options, and 2 brakewheel options.
- Lacy details – wire grab irons and coupler lift bars
- Separate air hoses
- CNC-machined 36" wheels in high quality Tangent Scale Models 100-ton trucks
- Models include customized details applicable to each paint scheme – pneumatic outlet gates or standard outlet gates

Car number selection process – we select car numbers from online or published sources, focusing on late era numbers to represent 30 years in continuous operation.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of September, October, and November included the following:

Sept. 3, 1930	Thomas Edison runs first experimental electric passenger train between Hoboken and Montclair, New Jersey.
Sept. 20, 1850	U.S. President Fillmore signed the first Railroad Land Grant Act.
Oct. 4, 1922	Canada creates Canadian National Railway and nationalized system.
Oct. 6, 1866	Reno Gang robs first train, Jackson County, Indiana.
Oct. 9, 1863	US Congress sets transcontinental railroad gauge at 4'-8½".

Nov. 7, 1885 Completion of Canadian Pacific Railway, Canada's first transcontinental railroad.

Nov. 18, 1883 U.S. and Canadian railroads first use Standard Time.

Future Events:

Nov. 8, 2014 ARM Scheduled Saturday – Celebration of National Model Railroad Month

Dec. 6-7, 2014 Oklahoma City Train Show, Oklahoma State Fairgrounds, OKC.

Feb. 20, 2015 Window On a Wider World – Presentation at Happy School 10:00 AM.

Recent Photographs:



July 31: Virgil Doyle wiring a Tortoise switch motor underneath the upper level.



July 31: Guy Pigg in the Staging Yard with a new Digitrax controller.



July 31: Left: Tracy Ball securing plywood deck filler pieces to the joists in the vicinity of East Tower. Right: Preliminary layout of some tracks extending West from the Santa Fe crossings.



July 31: The wye at Canyon with Tortoise switch motors and control panels installed.



Aug. 23: Tracy Ball and Jerry Michels installing power drops on upper level tracks.



Aug. 23: Vicinity of East Tower: Upper level support braces inserted thru the slots in the wall so a count could be made to determine how many more are required.



Sept. 13: Scene to be developed on the layout to the East of East Tower: Looking to the North across Western Stockyards/Amarillo Livestock Auction property from the former FW&D track. Santa Fe mainline and Rock Island tracks are behind the stockyard.



Run 8

Winter, 2014-2015

President's Message

By Bob Roth

At this time I hope that everyone had a good Thanksgiving and I would like to wish everyone a very Merry Christmas and a Happy New Year.

Let me note that I delayed production of this newsletter until after the Oklahoma City Train Show which is a major reason why I am running so late in producing this newsletter. For those not present at our October Business Meeting we decided to take some of our inventory of custom model railroad cars to the Oklahoma City Train Show the weekend of December 6-7 with the hope to sell some of the cars from our inventory and thus put a little cash in our coffers. Although we did not sell as many of our custom cars at the show as we had hoped, overall the trip was a success as we sold enough inventory to turn a profit of over \$700 after all the show expenses and Oklahoma state sales taxes were paid. We also handed-out a number of brochures promoting the Museum while at the show. We need to thank all the members of our Board that made the commitment to go to Oklahoma City and man our booth including Jerry Michels, Tracy Ball, Virgil Doyle, Guy Pigg, and myself.

A lot of other things have happened these last few months. We lost another former member, Robert Koch back on October 7; Robert had helped us some with the layout design and also with some of the earlier planning for the wiring. Robert had been building a layout at home and we had an open invitation to go run trains on his layout. A copy of his obituary notice is attached with this newsletter. We also had a gentleman offer to sell a steam whistle to the ARM that was reported to have come out of the Amarillo roundhouse when it was demolished. Tracy purchased the whistle; refer to article further down in this newsletter. We managed to flush-out the heating system and figure-out that blockage of the orifices in the manifold serving the Train Room were short-circuiting the flow of hot water which should heat the Train Room. Tracy pulled the manifold out and found chunks of rusted metal which he was able to trace as pieces of the pump impeller. A new pump later, the Train Room has been reasonably comfortable so far... The other hot item has been a significant mouse invasion; I believe that we have caught more mice inside the ARM this year than we had in all the previous years and we know there is at least one more that I saw out in the Train Room recently. On our December 13 work day, I managed to find the time to replace the door sweeps on the back door and adjust the sweeps on the front doors so I am hoping that we may stop further infiltration by mice but we still have to catch the mice that are still currently in the building.

November 8 we held an open house in recognition of National Model Railroad Month and this open house went very well with quite a few visitors. Trains were running both inside on the HO scale layout and outside in the garden. We gained one new member; Bruce Carter has joined as a full member and we want to give him a warm welcome. Bruce has an interest in modeling the Santa Fe's Amarillo roundhouse; we are attempting to see if there is a copy of the plans for this roundhouse in the archives of the Santa Fe Railway Historical & Modeling Society down in Temple.

HO Scale Layout: Work continued around the layout as a few folks have continued to pursue a few scattered electrical gremlins and further efforts have been made to lay-out the tracks in the vicinity of East Tower. We managed to find some turn-outs at the Oklahoma City Train Show thus we can resume with some track laying now.

Phillip Pratt Memorial Garden Railroad: I ran trains in the garden during the November Open House but have not been able to do much since then. It gets dark around 6:00 PM thus it is not feasible to work out there on our Thursday evenings. I did find and purchase a couple of building structures and I have a goal to get some work done around the garden before our May Open House for National Train Day.

Next Meeting: We will hold a Business Meeting on Thursday, January 8 at 7:30 PM. As I write this there is no planned clinic following the meeting. The main focus is to work on the layout.

Bob Roth



MEETING MINUTES

ARM Business Meeting

Oct. 2, 2014

Old Business:

Meeting Minutes from called meeting held on June 12:

Minutes were published and distributed via Run 8; Minutes were approved as published.

Treasurer's Report: Treasurer's Report for September: Approved as Read.

Treasurer Virgil Doyle noted the report reflects the outstanding balance on the line of credit we have with Amarillo National Bank that we used to purchase the FW&D hoppers; he had not made any payments on the principal yet and had only paid the interest to-date.

Car Sales Report/Update:

Director Jerry Michels mentioned advertisements; this is the second month we have been advertised in *Model Railroad News* and this ad will run thru January (6-months) although we have not seen any flood of orders. An ad should be in *Model Railroader* and *Rail Model Craftsman*. *Rail Model Craftsman* was shut-down but Carstens Publications were bought by White River Productions and they are supposed to get a September edition out.

BN/FW&D Covered Hoppers: We've sold about 100 cars to-date.

Other cars, it depends. The Rock Island box cars have been selling rather-well and we only have 47 left out of 234. The big loser is the ART 1964 ready-to-run reefers as we've only sold about 17% of them. The MKT mechanical reefers have not sold very well either and we will take them to OKC to sell. Jerry will take some ART cars to a swap meet at Joplin.

Layout Construction:

Progressing well; we have the tracks on the upper level at Canyon wired. David had repaired the rail on the inner main line on the switch. Need to work on the East Amarillo area so that we can progress with the upper level. David had also started laying track on the CO&W line. Jerry noted the need to run a bus to wire tracks 7-12 in the yard. Electrical problem appears to be resolved as Jerry noted the boosters had been out-of-phase; we now have a tool to check this. Jerry noted it appeared the boosters came off the assembly line with the phases randomly wired thus causing part of our problems. We've learned a lot.

There was some discussion concerning installation of the turntable. The literature indicates it is indexable. One issue is being able to line-up the tracks. President Roth recommended against installing it until we have more of the major construction done. We are still using the table for access and we have to lay more of the yard tracks. The concern is that it appears to be rather fragile. As-is we can show the picture to visitors and say how it was and will be.

Phillip Pratt Memorial Garden Railroad:

President Roth has been looking for a depot structure to go along the front siding; he is looking for a depot structure that looks similar to the typical Santa Fe-style wood depot used at small towns. He did find a small depot that came from a layout that had been dismantled and this will give us something that will work in the interim and in the long-term it can go along the North siding. President Roth noted his next goal is to try to get the extensions laid for the second track; he has just barely started scratching the ground on this and the biggest issue is finding the time to do it.

Building & Grounds Update:

Heating System: We need to make this a priority. It is now October and we typically fire-up the heater in late-October or early November. We put-off flushing the system and the heating season is almost upon us. President Roth noted it was leaking where the piping connected to the circulation pump when it was shut down and he pointed at water stains on the ceiling behind the sales counter case that need to be checked.

Mowing: Tracy reported he had mowed this afternoon and hadn't slowed-down. He had taken his tractor home but the grass has not quit growing yet.

New Business:

Question: Who will be around this next scheduled Saturday, October 11? President Roth noted he had heard a number of Board Members stating they were going to be out-of-town. After a quick poll it was determined that only President Roth was planning to be in-town although his granddaughter is scheduled to play 2 softball games that day. It was recommended the Museum be posted as being closed that day due to travel.

November 8: This is the second Saturday in November. Let's plan to celebrate National Model Railroad Month. Instead of working, plan to run trains on this date. Need to clean-up prior to this date. Advertise with flyers.

OKC Train Show: Weekend of December 6-7. There had been a significant flurry of e-mail traffic on this subject and the Board had made the decision to rent a booth at the Oklahoma City Train Show. We have a lot of cars in our inventory that we need to sell to generate some income.

Tracy had a banner made that we can use at the Oklahoma City Train Show. This banner was donated by the company that had made our other signs.

Discount prices on our older cars: It was noted that we definitely want to discount the 1964 ART reefers. It was also suggested we might want to discount the MKT mechanical reefers. Following some discussion about discounting multiple car purchases it was suggested that the show is still 2-months away and if folks have any specific ideas they should discuss them with Jerry.

Status of credit card readers: Virgil Doyle related his son had provided a review of electronic credit card readers and handed-out a few pages of information to members of the Board. There was extensive discussion on this topic but the issue behind this is that with the electronic readers transactions are secure and will cost less than entering the transactions manually. The one benefit to the use of electronic readers is they will save some work in double-entering the data (handling the transactions manually and then following-up to enter them electronically). Jerry noted that the credit card fees thru Amarillo National Bank are rather high compared to some of the other services such as PayPal Now and it would benefit the ARM financially to make a switch. Virgil's son offered to work on the credit card transaction end on our website for us as a donation.

Donations:

Gilbert American Flyer: David noted a gentleman had showed-up with an American Flyer train set he was donating to the Museum. David had checked his books and calculated the value of the set was worth around \$100. He noted he did not know if the locomotive ran, but it appeared to be in pretty good condition. The transformer can be trashed because the bottom is missing, but the rest of the set appeared to be in relatively good condition. The set included a diesel-electric locomotive and 5 cars. A donation letter needs to be sent. President Roth noted he had talked with this gentleman on the phone and had discussed meeting around 1:30 PM, but he had gotten busy with a tour and thus did not meet the gentleman when he came out to the Museum.

Collection of model railroad equipment: Over a month ago we had been contacted by a lady; her husband had passed-away and she had packed-up his model train collection and was offering to donate the collection to the Museum with a question if there was anything we could use. President Roth had related he could not state for sure if we could use anything without

seeing what all was in the collection; they brought it out to the Museum about a month ago and about 90% of the collection turned-out to be Bachmann, LifeLike, TYCO, and Mantua - quite a variety thus much of the collection falls outside what we might be interested in for the layout but a few folks had indicated this is the type of stuff that a lot of people look for at the Oklahoma City Train Show thus we may be able to take it with us and at least be able to cover our table expenses. A lot of the equipment had the old horn-hook couplers on it. There were a few pieces in the collection that appeared to fit our layout era. There were also some Athearn kits and Walthers kits that President Roth noted could be used for the Railroading Merit Badge. President Roth has been working on an inventory of all this equipment and has a ways to go.

Lantern: President Roth noted he had been to an auction recently and had purchased an old Frisco kerosene lantern that he was donating; the lantern was located over by the telephone.

Depot Structure for Garden: President Roth had donated the depot structure discussed earlier.

Pending Donation: Cross-Texas Transmission has indicated they plan to provide a donation to the Museum. Sometime back in May a gentleman had come out to the Museum and he liked us so much he went back to the company and initiated a process for the company to provide a donation to the Museum. A few weeks ago another lady from Cross-Texas came out to the Museum with her daughter and took a number of pictures. Anticipate we will hear from them sometime in the near future. We may need to do something publicity-wise.

Digitrax National Display Equipment Program: President Roth noted he had been in Hobby Time recently and Don had raised the issue that we qualify for Digitrax's program to purchase new equipment at a discounted price. There was a club down in Lubbock that wanted to purchase equipment but since there are no Digitrax dealers in Lubbock, thus Don was handling the transaction for them. He had checked with Digitrax and found we are eligible. There is a little string about needing to display a sign stating this layout is operating with a Digitrax system. We may want to do this sometime. We are starting to hit the plateau and will need some more PM-42's and maybe one more booster; this was good news.

Window on a Wider World: So far only one appointment request was made for a presentation at a school in Happy on Friday, February 20. President Roth still has to finish the presentation.

Howard Fogg Painting: We had received an e-mail from a lady concerning an original watercolor painting by Howard Fogg that she is wanting to sell. The value is around \$5,000. "The work has been restored to Museum quality. It is signed and dated 1941 and is priced at \$5,000." She gave her phone number. It was noted that Howard Fogg did a number of very distinctive and very beautiful paintings. There are some book covers that have some of his work on them. It said "Texas mainliner." Assume this is the title of the program.

Clinic: How to Operate the Garden Train. The G-scale train had been left on the desk to show-off for visitors and it is fine for folks to turn it on, however President Roth noted the throttle control must be turned-off correctly to shut the throttle off. When you hit the power button it comes up with a menu and you have to read the menu and hit the 1 button to shut it down, otherwise the throttle stays on and this runs the batteries down.

Literature: Jerry noted he keeps a copy of documents pertinent to DCC stuff in the back by the cabinets in a magazine rack that can be of help.

ARM Work Dates: October 11
 October 25
 November 8 – National Model Railroad Month – Play trains.

Motion to adjourn the meeting for a special presentation: Motion Approved.

Tracy brought out the steam whistle; supposedly this whistle came out of the roundhouse. He noted it works; he had called a few folks and had tooted it. He had it in his barn and had hooked it to his air compressor. He noted it sucked 80 gallons of compressed air very quickly.

Phillip Pratt Memorial Garden



This is the “front” siding in the garden on November 8 after most of our visitors left.

HO Scale Layout



Oct. 25: Virgil Doyle operating his UP Challenger with passenger cars on the upper level at Canyon.



Left: Oct. 25: David Jusiak preparing to install cork on the spline roadbed on the CO&W branch line.
Right: Nov. 8: Close-up view of Tracy's FT's pulling train Eastbound from Kingsmill toward Pampa.



Nov. 22: Jerry Michels working underneath the benchwork in East Amarillo just East of the cross-overs; Virgil Doyle supporting work required above the table-top.

Railroad Historical Events:

In looking at the NMRA calendar, historical events significant to railroads that occurred during the months of September, October, and November included the following:

Dec. 1, 1959	The Norfolk & Western Railway and the Virginian Railway merged.
Dec. 3, 1967	The New York Central's famed luxury train the 20 th Century Limited completed its final run from New York to Chicago.
Dec. 12, 1887	The U.S. Congress passed the Interstate Commerce Act.
Dec. 26, 1917	The U.S. Government temporarily nationalized the railroads for WWI.
Jan. 1, 1986	The Milwaukee Road merged into the SOO Line.
Jan. 6, 1893	The Great Northern Railway drove the last spike at Scenic, Washington.
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.

Steam Whistle:



This is the only photo I have showing the steam whistle. As mentioned in the President's Message, this whistle was offered for sale. Since we do not have funds available to purchase artifacts, Tracy Ball purchased the whistle himself so it would not get away from us. We have heard the whistle might have been blown in the mornings, at noon and at 5:00 PM to signal the end of the daily work shift and possibly also as a tornado warning for the city but we have not had any positive confirmation. Any information anyone can report would be greatly appreciated.

While at the Oklahoma City Train Show someone noted this whistle probably originally came off an early steam engine. There is a number 995 stamped on the brass nut at the base of the whistle thus further research is required.

Oklahoma City Train Show – Dec. 6-7:

Following is a selection of photos from the show.



This is the “front” of the new COX Pavilion where the Train Show was held this year.



This is the view just inside the front doors of the Pavilion; all the model railroad layouts were located in this strip down the center of the hall. This photo was taken just before the show opened on Saturday morning; everyone is working to get ready for the crowd.



Did I mention the crowd?



G-scale layout located at the back of the Pavilion; again this is before the show opened.



Z-scale layout; this scale is so small it is difficult to do it justice.



LEGO Layout: Everything shown on this table is made from LEGO, including the track!



This was the ARM booth at the Train Show after we set-up Friday evening; yes it was this tight. Guy Pigg is sitting in the back. The steam whistle came with Jerry Michels on Saturday.

Future Events:

- | | |
|---------------|--|
| Jan. 10, 2015 | Saturday Work Day/Museum Open. |
| Jan. 24, 2015 | Saturday Work Day/Museum Open. |
| Feb. 14, 2015 | Saturday Work Day/Museum Open. |
| Feb. 20, 2015 | Window On A Wider World – Presentation at Happy School 10:00 AM. |
| May 9, 2015 | National Train Day |
-

Special Notices:

O-Scale MTH Train set for sale: We received a phone call from a gentleman offering his MTH O-scale train set for sale; if anyone is interested, please contact President Roth for the phone number.

Movie Script: We received a voice message from a gentleman that is interested in producing a movie about railroading in the Texas Panhandle if we have any interesting dramatic stories or scripts.

“The Texas Story Project:” We received an e-mail message on 12/04 –The message was from the Bullock State Historical Museum in Austin – working on a project to collect a digital archive of short stories from people within all 254 counties within the State of Texas.

Recent Photographs:



Oct. 12: This Federal Railroad Administration car was observed in the former FW&D Yard in Amarillo.



Dec. 22: This was the tail end of the “Polar Express” train in Lubbock this year. Photo taken around 5:00 PM. This train had several former AMTRAK high-level cars in its consist; see below.

