



Run 8

Spring, 2019

150th Anniversary of the Transcontinental Railroad!

May 10, 2019 represents the 150th anniversary of the completion of the transcontinental railroad when the infamous golden spike was driven at Promontory Summit, Utah marking the completion of the transcontinental railroad. This was a significant feat of civil engineering as well as being a major event in the history of our nation as it connected the East with the West.

The Union Pacific Railroad will be celebrating this event in Utah in a big way with steam engines #844 and the newly restored Big Boy #4014 scheduled to meet in Ogden, Utah. Per available information, UP 844 is scheduled to leave Cheyenne, WY on April 28 and head straight to Ogden, while UP 4014 is scheduled to be christened on May 4 and then depart for Ogden with the plan to stop at a number of places along the way before arriving at Ogden on May 9. The celebration will be around Ogden as the track at Promontory Summit was abandoned many years ago and the rails were salvaged during World War II. One can observe the ceremonies live via UP's Facebook page.



Left: UP #844 at Dalhart on 11/02/2011. Right: UP Big Boy 4018 at the Museum of the American Railroad in Dallas on 3/19/2011 (before the Museum and its collection of railroad equipment moved to their new home in Frisco)

Events Related to the Construction of the Transcontinental Railroad

The development of railroads in this country began with the charter of the Baltimore & Ohio Railroad as the first “common carrier” railroad in the United States on February 28, 1827. The term “common carrier” meant they would carry people as well as freight. At this time the majority of the population

of the country was located along the east coast with some development spread along the shores of the Great Lakes, and along the Ohio River valley and other rivers on the west side of the Appalachian Mountains. Means of transportation depended upon very rough roads and water transportation on rivers and canals. Governmental entities had been building canals to help enable shipping via barges with one of the more famous canals being the Erie Canal which was completed in 1825.

The Baltimore & Ohio Railroad and a number of other early railroads initially depended upon horse-drawn wagons which rode on simple rails, but in 1831 the Tom Thumb, a small steam engine built by Peter Cooper ran a race against a horse-drawn wagon which was depicted in a famous lithograph. Although the horse won that race, the Tom Thumb showed that it could pull a wagon and keep going while the horse was limited in how far it could run thus showing the viability of a steam-powered locomotive on the railroad.

The majority of the early steam locomotives were built in England and imported to the United States, but around 1831 a few companies were formed that started building steam locomotives domestically.

Also initially the railroads were built to connect cities with each other and it took a number of years before they started extending further and started connecting with each other where they could.

One event triggered a major change that initiated calls for a transcontinental railroad.



Replica of the Tom Thumb at Chicago Museum of Science and Industry on 7/16/2009.

On January 24, 1848 gold was discovered at Sutter's Mill in California. Given the lack of good communications it took months for the news to reach the East. In December, 1848, in his inaugural address, President James K. Polk announced positive results of a report from Colonel Richard Mason, California's military governor concerning an abundance of gold... Thousands of people sold their homes and belongings to head west in 1849 to seek their fortunes, however the only ways to get there were either over land, or by sea to sail around Cape Horn, the southern-most part of South America.

The Texas Panhandle had a role in the selection of the route for the transcontinental railroad. There was one group of approximately 500 people at Fort Smith, Arkansas that was heading to California, and with political connections, this group was able to obtain a military escort for their group. The commander of this military escort was Captain Randolph Marcy and they were given the task to make a detailed reconnaissance of the route from Fort Smith to Santa Fe with respect to wood, water, grass and other natural features and report on the feasibility of this route as a potential railroad route. One subordinate office, Lieutenant J.H. Simpson was a member of the Topographical Corps. Upon return from this mission, Captain Marcy reported favorably on this route for railroad construction; Lt. Simpson reported there were no technological issues with the route, but indicated the time was not right and that economic conditions would not support a railroad.

The population in California grew by over 100,000 people in 1849 and California was admitted as the 31st state in 1850. The problem was that California was so far away from the rest of the United States.

In 1853 Congress authorized the survey of potential routes for a railroad to connect California with the rest of the country. Surveys were conducted generally along the 32nd, 35th, 42nd, and 48th to 49th parallels. (The route along the 35th parallel cut across the Texas Panhandle and it generally followed the Canadian River. Lt. Whipple lead this expedition and at this time the most scientific investigation of the Panhandle was conducted.) The only problem with this survey effort was that each of the surveyed routes was deemed a viable route for a railroad thus the question of where specifically to build a railroad was not settled. All of the states connected with the surveyed routes wanted the transcontinental railroad to be built from their state thus Congress could not agree on a route.

The question concerning where to build the transcontinental railroad was not settled until 1862 after the southern states seceded from the Union. President Abraham Lincoln signed the Pacific Railway Act on July 1, 1862 to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes. The route selected for this railroad was the route located generally along the 42nd parallel. Construction of the railroad commenced in 1863 with the Union Pacific building westward from Omaha, Nebraska, and the Central Pacific building eastward from Sacramento, California. The transcontinental railroad was completed on May 10, 1869 with the driving of a golden spike to commemorate the event.



Sign in Sacramento, California identifying the location where ground was broken to initiate construction of the Central Pacific Railroad. (7/22/2014)

Doings Around the Museum...

HO Scale Layout: 2019 started-out in a rough way for members of the Museum as the main line was severed in two locations in late December thus severely restricting the ability of ARM members to operate trains on the layout and then the control panel was removed which totally eliminated the possibility to operate trains. The track thru Hereford was removed so the warped plywood decking through Hereford could be removed and replaced. The interim “bridge” at Canadian was removed so the railroad bridge could be installed at Canadian. Tracy Ball has put a lot of time over these last few months working on the bridge scene and as this is written the whole scene is coming together. Jerry Michels removed the control panel so it could be replaced with a new panel and the goal is to get the new panel installed prior to the May 11 Open House.



January 24, 2019: Tracy Ball has been working on contours for the river area and the railroad bridge was temporarily set in place to check locations for bridge piers. Taped to the wall is an elevation drawing of the old wagon bridge at Canadian that will be installed in the foreground.



January 24, 2019: David Jusiak assisting Virgil Doyle in laying-out the location of switches on the new plywood deck at Hereford.



February 9, 2019: The bridge scene is developing; Tracy is checking alignment and level across the bridges.



Feb. 21, 2019: Left: Carter Osborne assisting Virgil Doyle with work at Hereford. Right: Brian Veach soldering a connection.



March 28, 2019: Bruce Carter showing Brian Veach how to operate the new power distribution panel for the layout, essentially how to turn the track power on and off.



April 13, 2019: Tracy pauses work on the fascia at Canadian River scene for a photo of the work in progress.

Phillip Pratt Memorial Garden: The weather was not very good for working outdoors thru the winter and March 23 was the first weekend in months when the weather was decent for working outdoors. An effort was made to clear the vegetation from the tracks and run a train around the garden, and then the pine tree was relocated from the northeast corner of the garden.



March 23, 2019: Effort was made to clear the track around the perimeter of the garden and a train was run around the track.



March 23, 2019: The “small” pine tree at the northeast corner of the garden was transplanted out of the garden as it had grown too big for the garden. Matthew Jusiak and one of his friends worked on this with supervision.

Other: On February 9 the ARM was visited by members of the Corvette Club. It was quite a sight to see the parade of Corvettes arriving at the Museum. Although the temperature was rather cool, over 15 Corvettes were driven to the Museum and all the club members were given a tour.



ANNOUNCEMENTS

Meetings: The Annual Meeting for the Amarillo Railroad Museum will be held on Thursday, May 23, 2019. Specific business to be conducted includes the election of three (3) Directors to the Board of Directors, review of financial statement, and any other business of the Museum that needs to come before the Board.

Directors: Directors are elected on odd-numbered years while Officers such as the President, Vice-President, and Treasurer are elected on even-numbered years. Current Directors up for re-election include Jerry Michels, Tracy Ball, and Bruce Carter. If any other members of the ARM would like to run for election to serve as a Director, please see President David Jusiak.



March 28, 2019: Air working on assembly of a new steel work cart.

Future Events:

May 11, 2019 Open House to celebrate National Model Railroad Month 10:00 AM – 4:00 PM.

May 23, 2019 Annual Meeting of the ARM, 7:30 PM with Elections for Directors of the ARM.

July 26-28, 2019 Santa Fe Railway Historical & Modeling Society Convention in Pueblo, CO.
Oct. 19-20, 2019 Canadian Fall Foliage Festival, Canadian, Texas.
Dec. 7-8, 2019 (Projected) Oklahoma City Train Show; Oklahoma City, OK



Tracy Ball showing-off the light fixtures on the Old Wagon Bridge at Canadian light-up although this photo does not show it very well.

Railroad Historical Events:

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

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|----------------|--|
| Mar. 1, 1918 | U.S. Congress passed the Standard Time Act. |
| Mar. 19, 1920 | U.S. Congress privatizes railroads after WWI. |
| April 18, 1934 | Burlington Zephyr dedicated. |
| April 23, 1866 | Westinghouse patents first air brake. |
| April 29, 1873 | Eli H. Janney patented knuckle coupler. |
| April 30, 1900 | Casey Jones rides into eternity. |
| May 1, 1971 | AMTRAK began operations. |
| May 10, 1869 | First U.S. transcontinental railroad completed at Promontory Summit, UT. |

May 26, 1934 CB&Q Pioneer Zephyr runs non-stop from Denver to Chicago.

June 1, 1982 Norfolk & Western Railway and Southern Railway consolidated as Norfolk Southern Corporation.

June 30, 1977 Last regular Railway Post Office (RPO) service in the U.S. ended.



April 13,2019: New member Chris Mitchell assisting Tracy in installation of new fascia around the upper level above the Canadian River scene..



Run 8

Summer - Fall, 2019

A Ride on the Southwest Chief

By Bob Roth

Back in early September, 2018, Bill Sheldon was visiting the ARM bringing with him a frame with a collection of railroad passes that he was donating to the ARM to go along with other artwork he had donated earlier in the year. In discussion with Bill, he mentioned an article that was in the recently released October issue of TRAINS magazine concerning Amtrak's Southwest Chief. The article had indicated the Amtrak was planning to cut-off the Southwest Chief between Kansas City and Albuquerque and using buses to convey people between these cities. At the time I had not read the article and I had not heard about Amtrak planning to cut the Southwest Chief. Bill noted a desire to ride the Southwest Chief before the route across Raton Pass was terminated and asked if I might like to go along for a ride. I related I would discuss this with my wife as she probably would like to go on such a trip too. I was right... Arrangements were quickly made and tickets were purchased for the three of us to ride the train on Saturday, September 29, 2018 from Garden City, Kansas to Las Vegas, New Mexico and back.

My wife and I drove up to Garden city on Friday evening and after locating the depot we checked into a hotel to rest as the Westbound train was scheduled to depart at 6:10 AM. We rushed to the train station early in the morning to find-out the train was running approximately 45 minutes late so I ran to McDonalds to get myself a breakfast and some tea. The train arrived around 6:50 AM and after we boarded the conductor showed us to our seats in the coach. It was still dark, the interior of the car was dark, and all the other seats in the coach appeared to be occupied with folks sprawled-out sleeping. We might have stayed a maximum of 5-minutes in the coach before we got up and moved forward 2 cars to the Diner. While my wife and Bill wanted breakfast, I only wanted a donut thus I went down to the lower level under the club car to the snack counter. No donuts, but I was able to purchase a muffin and had a good visit with the gentleman running the snack counter.

After breakfast, we moved to the Club Car which was located between the Diner and our Coach and we watched the sun rise as the train continued westward. Over time, other folks slowly started filling the car. Our first stop was at Lamar, Colorado (100 miles down the track from Garden City) where we were able to get off the train for about 10 minutes. I found that our train was pulling 2 private cars on the end of the train for Patrick Henry Creative Promotions; the first car was named "Evelyn A. Henry," which was followed by a similarly painted dome/observation car named "Warren R. Henry." Given

the short duration of this stop I made a quick effort to take a few photos of these private cars from the station platform before we had to re-board the train.



Bill Sheldon & Kathy Roth waiting for breakfast to be served in the Diner. The table cloth was paper and diners were encouraged to doodle on the paper.



Southwest Chief stopped at Lamar, Colorado – looking toward the rear of the train.



Lamar, Colorado – The "Evelyn A. Henry" followed by dome/observation car "Warren R. Henry" attached to the tail end of the Southwest Chief on September 29, 2018.



Still at Lamar, Colorado walking thru the coach (Left photo) and the tail end of the Club Car (Right photo).

The train continued on to Trinidad although the scenery was rather bland, with gently rolling plains with no trees until we started getting close to Trinidad where the terrain changed. The train made a very short stop at Trinidad and we were not allowed to get off the train because this stop was so short.

After departing Trinidad, the train slowly made its way over Raton Pass taking a little over an hour to reach Raton, New Mexico. The scenery between Trinidad and Raton was much more interesting with the mountains and trees; some of the trees had just started turning color. Scars from the fire which swept thru Raton Pass in 2011 were quite evident also. I made an effort to take photos of the train thru the windows of the club car, but the sun and reflections on the windows did not help this effort.

At Raton the train stopped for 10 minutes and passengers were allowed to get off the train again. I made an effort to catch photos of the front end of the train at this stop which consumed the full 10-minutes of the stop. Continuing on from Raton we observed several herds of pronghorn on the plains as our train rolled along. After a while, the stewards called for the first seating for lunch in the diner.



Photos on Raton Pass: Left: Looking ahead catching a glimpse of the locomotives rounding a curve. Right: Looking behind at the two private cars attached to the train; note the reflections in the windows.

We got off the train in Las Vegas, New Mexico. Bill had planned ahead and had identified the Hillcrest Diner as a place to eat and although it was $\frac{3}{4}$ of a mile away, it was within walking distance of the train station so we went there to eat. The folks at the diner indicated one of their specialties was “Burnt Cheese Tacos” thus we decided to split an order between us as an appetizer. Despite the name, it was delicious. After eating lunch, we still had some time to kill so we stopped in at the City of Las Vegas Museum we had observed on the way to the diner. This museum had some displays covering some of the history of the area around Las Vegas including a Rough Rider collection. Teddy Roosevelt had come to eastern New Mexico to recruit men that could shoot and ride horses for his “Rough Riders.”



Amtrak #14 at the head end of the westbound Southwest Chief in Raton, New Mexico on September 29, 2018.

Bill had downloaded the Amtrak APP onto his phone and was able to keep track of our eastbound train which was running approximately 45 minutes late. We got back to the train station with some extra time before our train arrived so I took a few photos of the former Santa Fe depot and The Castenada which is a former Harvey House located next door to the depot. At the time The Castenada was undergoing restoration and renovation.



Top: Street side of the train station. Center: Track side of the train station. Bottom: The Castenada undergoing restoration and renovation.

After boarding our eastbound train we were again able to find space in the lounge car. There was a family from San Jose, California on the train that was also riding the Southwest Chief due to the article in TRAINS magazine. They were specifically making this trip to see the last semaphore signals and

the last wig-wag signal operating along a main line railroad. (Note the semaphore signals are all located between Las Vegas and Raton; the wig-wag signal is located to the east of Trinidad.) This family had visited with the Conductor and he made an effort to point out the semaphore signals for them as the train approached each signal. As the train headed closer toward Raton into the mountains we observed a large herd of elk on the east side of the track; unfortunately my photos of the elk turned out to be blurry. At Raton the train stopped for 10 minutes and I got off again to chase a few photos before the train headed up into the Pass.



Left: Semaphore signal #7202. Right: Tail end of eastbound Southwest Chief stopped at Raton on September 29, 2018.
Below: View of hillside scarred by the 2011 fire on Raton Pass on the west side as the sun sinks below the mountains.



After the train stopped in Trinidad we moved to the Dining Car for supper. Since there were three of us, the steward in the Dining Car seated another single gentleman with us to fill the table. The food was good and the price matched what we would expect to pay for a similar meal at a restaurant. The sun set as the train continued eastward while we ate and after we finished our supper we moved back to the Club Car. The train grew quiet with the darkness as it headed toward Lamar, Colorado. The one family we had visited with had stayed in the Club Car to see the wig-wag signal before they went to eat, and they got off the train at Lamar to catch the westbound train the next morning.



View of the locomotives pulling the eastbound Southwest Chief over Raton Pass on September 29, 2018. The reflection in the window was impossible to avoid...



Dinner in the Dining Car: un-named gentleman seated at our table in foreground, Bill Sheldon behind him, and Kathy Roth

The ride from Lamar, Colorado to Garden City, Kansas was quiet and uneventful. I believe we all took a nap in the quiet darkness. This trip made for a long day, but it was a good day.

Epilog: Relative to our trip, I didn't know what to expect on the Southwest Chief. There were stories in the news for some time about the condition of the rails on the track extending to the southwest from LaJunta, Colorado having battered ends that were requiring slower train speeds. Actually the ride from LaJunta to Trinidad was pretty good as the rails on this track had been repaired or replaced as a grant was received to cover the cost of the track upgrade.

Following our trip the news came that the politicians in Washington D.C. directed Amtrak that they could not abandon the middle portion of the Southwest Chief and replace this segment of the train with buses. I had visited with several folks in our train crews and they all explained the ridership on the train is very heavy between Chicago and Kansas City, and also between Albuquerque and Los Angles, but is light in the middle section thus the reason Amtrak had proposed the change to buses. Amtrak has been making other cost-cutting moves including removing Dining Cars from some of their trains and replacing them with vending machines; from what I've read, this is not going over very well with the riders.

Doings Around the Museum...

Open House – May 11, 2019:

The Open House was a tremendous success with more visitors to the Museum on a single day than previously experienced. The majority of visitors were polled concerning how they found-out about our Open House and the overwhelming majority indicated they saw our announcement on Facebook while one gentleman indicated he had seen our "Train Show" sign.



May 11: A steam powered train crosses the Canadian River bridge during the Open House.



May 11: During the Open House the garden railroad was popular with smaller kids.

ANNOUNCEMENTS

Meetings: **The next Business Meeting for the ARM is scheduled to be held on Thursday, December 5, at 7:30 PM.**

Minutes from the last two Business Meetings are being distributed with the current issue of Run 8.

Oklahoma City Train Show: Members of the ARM will be going to Oklahoma City on Friday, December 6 to man a booth for the ARM during this Train Show. Final arrangements will be discussed during the Business Meeting on December 5.



May 25: Left: Virgil Doyle working on effort to catalog the structure models in the display case. Right: Chris Mitchell installing masonite along the track to help prevent trains from falling onto the floor.



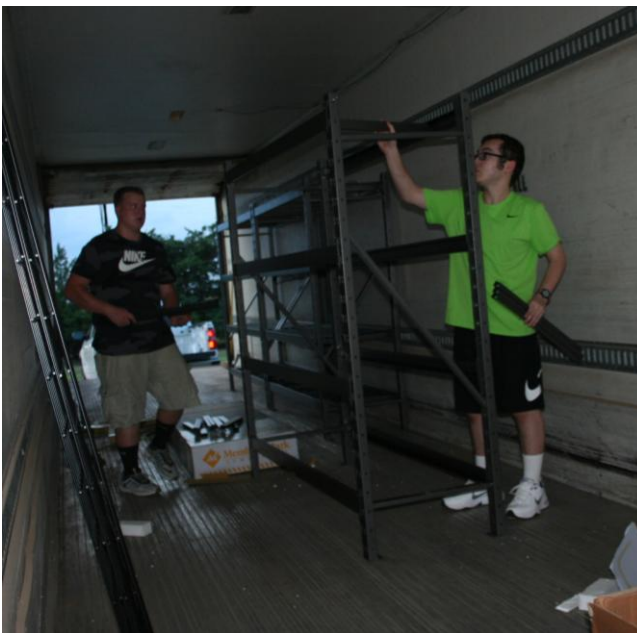
Left: June 8: Bruce Carter at the programming track. Right: June 20: Tracy Ball stepping back to look at some of his landscaping work at Canadian, Texas on the layout.



June 20: Left: Brian Veach soldering a connection. Right: An eastbound Santa Fe freight train is crossing the Canadian River



Left: Aug. 8: Chris Mitchell and Tracy Ball working on installation of a door to keep people from entering the Staging Area behind the helix. Right: Aug. 10: Air Saycocie operating a train at Zita on the layout.



Left: Aug. 22: Matthew and Gabe erecting new storage shelves inside “new” trailer. Right: Aug. 24: Matthew Jusiak assisting Gail Jusiak with organization of landscaping materials.



Sept. 14: Matthew assisting Tracy in replacement of the signs on the ends of the Museum building.

Phillip Pratt Memorial Garden

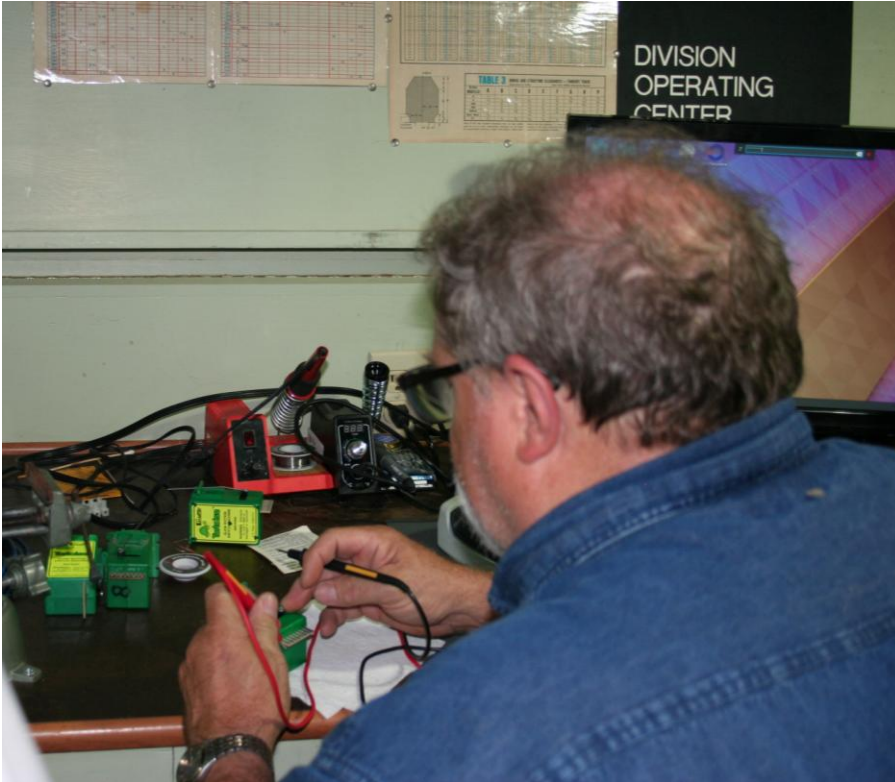
No additional photos to add this quarter.

Future Events:

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| Dec. 7 - 8, 2019 | Oklahoma City Train Show at the Fairgrounds in Oklahoma City. |
| Feb. 13 - 15, 2020 | Lone Star Region of the National Model Railroad Association Annual Convention; Houston. |
| May, 2020 | Annual Meeting of the ARM, 7:30 PM with Elections for Officers of the ARM. |
| May 9, 2020 | Open House to celebrate National Train Day 10:00 AM – 4:00 PM. |
| June 16 - 21, 2020 | Santa Fe Railway Historical & Modeling Society Annual Convention in Albuquerque, NM. |
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History Box – Railroad Heritage of the Texas Panhandle

This feature will return in a future edition of Run 8.



Sept. 14: Kenneth checking a Tortoise switch machine.

Railroad Historical Events:

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

Oct. 9, 1863	U.S. Congress set 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 used Standard Time.
Dec. 12, 1887	U.S. Congress passed Interstate Commerce Act.
Dec. 26, 1917	U.S. Government temporarily nationalized railroads for WWI.
Jan.16, 1868	William Davis patented the refrigerator car.
Jan.31, 1935	Union Pacific M-10000 entered service as the "City of Salina."



Oct. 10: Chris Mitchell hashing over details of the elevator at Cuyler with Tracy while Virgil looks on.



October 12: A “dinosaur” slides into the water under the Canadian River bridge. Actually a lizard caught outside the ARM was placed on the layout by the bridge for some fun.



Oct. 26: Model of grain elevator at Cuyler kitbashed by Chris Mitchell.



Oct. 26: Preparations for November Open House: Left: Crew cleaning track thru Canadian. Right: Kenneth working on programming track.

Note: Given my absence from the ARM on the day of the Open House, there are no photos from the Nov. 9 Open House.