



# Run 8

Winter, 2020 - 2021

## News & Notes:

*Compiled by Bob Roth*

**Annual Meeting of the Amarillo Railroad Museum:** The Annual Meeting for the non-profit corporation is scheduled to be held on Thursday, May 6, 2021 at 7:30 PM. The main item on the agenda for this meeting is the election of Directors to serve a two (2) year term on the Executive Board and any other business of the corporation that needs to be conducted. The Directors positions are currently held by Jerry Michels, Tracy Ball and Bruce Carter. Tracy Ball and Bruce Carter have indicated they plan to run for the Board while Jerry Michels announced he will step down after serving many years. Kenneth Berry has indicated he is willing to serve on the Board in the upcoming cycle. If anyone else would like information about the function of the Board of Directors or to run for one of the positions on the Board, please contact me.

**Planes, Trains and Automobiles:** On the second Saturday in May, May 8, instead of hosting our usual "National Train Day" Open House that we have hosted in previous years at the Museum, we will have a new event this year. In addition to running model trains on the layout and hopefully running trains in the garden (weather and personnel permitting), we have invited folks from the Air and Space Museum and folks from one of the local car clubs to come and join with us on this date to help serve as a grand re-opening event following the closures and lock-downs that affected us all due to the Covid-19 virus this past year.

In addition, we should also have folks with the Potter County Fire Department, Potter County Sherriff's Department, City of Canyon Police Department, at least 2 food trucks, face painting, and a photo booth. Efforts are currently underway to advertise this event although we still need to develop and distribute posters to help catch people's attention.

We will need all-hands on-deck to assist with this event; in addition to folks running model trains on the layout, we need some folks located in strategic locations to help direct people and to keep an eye on models and equipment to ensure things don't walk out the door with some of our visitors. More information concerning this event will be provided at our Business Meeting in April and at a planning meeting in May prior to the event.

**Request from the Friends of the Burlington Northern:** Again, please note that a request was received recently from a member of this organization asking if there was any interchange of trains or railroad cars between the Burlington Northern and the Santa Fe prior to the merger of these two

railroads in 1996. They also requested if we might have a map of the trackage in and around the interchange from the early 1990s. Again, any information would be greatly appreciated.



August 8, 2020: Final preparations before setting the pole with the ACTS antenna. From the left, Jimmy and Chris watching, Tracy tightening bolt securing antenna mast to the pole, Kenneth installing connector on end of cable, and Virgil holding down the top end of the pole which is balanced over the piece of railroad track.



August 8, 2020: Left: Setting the pole: Chris and Thomas help to direct pole into hole while Brian gives directions to Tracy. Right: Chris checking straightness of the pole while Tracy makes adjustments.



August 8, 2020: Backfilling the pole: Brian ready with next scoop of dirt while Tracy adds some water and Kenneth works on compacting the fill already in the hole; Chris waiting for signal to add his next scoop of dirt.



August 8, 2020: Above: Looking across the road at the garden while a former Santa Fe Dash 9 passes by. Below: Fruits growing in the garden.





August 13, 2020: Bruce mowing the grass in front of the Museum.



August 27, 2020: Left: Tracy drilling a hole in the wall for the antenna cable while Thomas and Bruce hold the ladder steady. Right: Kenneth on the ladder checking tension on cable spanning between the pole and the building while Bruce looks on.



August 27, 2020: Some of the crowd that had been watching the cable installation in the photos above; from the left – Thomas, Virgil, Bruce, Chris, Gail, Brian and David.



Left: September 17, 2020: Thomas showing-off the interior of a Santa Fe “Doodlebug” - his latest acquisition. Right: September 24, 2020: Chris helping Kenneth install the antenna cable inside the storeroom.



Above: September 24, 2020: Kenneth assembling the components of the ACTS network receiver on the front desk in the meeting room while Brian looks-on. Below: September 26, 2020: David checking conformance of a model to the ARM standards while Air looks on.





Above: September 26, 2020: Chris Mitchell is preparing to extend scenery from Cuyler around toward Kingsmill. Below: October 15, 2020: Left: Virgil Doyle applying ground cover texture. Right: Jimmy Snavelly is painting the ground cover.





October 24, 2020: Kenneth Berry and Bob Roth made the trip to Perryton to pick-up a pair of railroad crossing signals the Museum donated to the ARM. This is only a small part of their Museum in the top photo; the depot structure came from a small town in Oklahoma. Below is a photo of the Perryton Santa Fe depot and unfortunately it is in rough condition. Note the branch line serving Perryton was sold to a short line operator and after a bridge was destroyed the railroad line was abandoned and the tracks were removed.





November 14, 2020: Above: Virgil Doyle applying base for ground covering. Below: Chris Mitchell continuing work on scenery between Cuyler and Kingsmill. Note the Museum was closed for the rest of November.





Above: December 3, 2020: Who was that masked man??? Members gathering for the December Business Meeting.  
Below: December 12 2020: Bruce and Thomas secure the front edge of the fascia while Jimmy stands by to assist.





December 12, 2012: Above: A shipment of wind turbine blades is headed East on the BNSF Transcon across the highway from the Museum. Below: Chris Mitchell works to remove the motor on the track speeder so it can be repaired.





December 12, 2020: Kenneth Berry is preparing to install a connector to the end of the cable to connect to the Tortoise switch machine (see green) for the track on the upper level.

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## Doings Around the Museum...

As the year 2021 progresses we hope the pandemic will dissipate allowing everyone to go back to a more “normal” situation. Unfortunately with new variants of the virus occurring and with a large number of people within our community and around the country being unvaccinated, the chance remains for the virus to make a resurgence within our community. Given this situation, please remember that if you are exposed to the virus, and/or if you have a fever or are sick, please stay home and help everyone to stay safe and healthy.

“Visible” activity at the Museum has dropped-off with the beginning of 2021 and I have not taken very many photos so there may not be near as many photos in the next edition of Run 8. On the other hand I have been trying to get out and look at some of the places that will be on the layout and you will see some of those photos. On January 30, I went to Pampa to visit the White Deer Land Museum looking for information related to buildings and businesses in the area around Pampa and Kingsmill that were served by the Santa Fe Railway. I had a wonderful visit with the Museum Director and was able to look thru a number of photos, and one of these days I need to go back to see the Museum.

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A model of a Santa Fe "Doodlebug" on the layout ready to serve passengers on one of the branch lines.



January 30, 2021: One of the BNSF 25<sup>th</sup> Anniversary locomotives at Kingsmill. BNSF applied logos for most of their predecessor railroads to 8 of their new locomotives. In this picture you can see the logos for the Burlington Route, Great Northern, Northern Pacific Burlington Northern, Santa Fe, Frisco, Colorado and Southern, and the Spokane, Portland & Seattle Railways; the notation "25<sup>th</sup> Anniversary" is partially covered by the shadow from the handrail underneath the BNSF logo.



January 30, 2021: Photo of a photo of Santa Fe "Doodlebug" M177 in Pampa. This Doodlebug served the branch line extending from Pampa to Clinton, Oklahoma.

## ANNOUNCEMENTS

**Meetings: The Annual Meeting for the Amarillo Railroad Museum is scheduled to be held on Thursday, May 6, 2021 at 7:30 PM. The main order of business is to elect Directors for the Museum for a 2-year term.**

**The next Business Meeting for the ARM is scheduled to be held on Thursday, June 3, 2021 at 7:30 PM.**

Minutes from the last Business Meeting from April 8, 2021 will be distributed prior to the next Business Meeting.

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### *Phillip Pratt Memorial Garden*

No additional photos to add this quarter.

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### *Future Events:*

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| April 8, 2021               | Bi-Monthly Business Meeting of the ARM, 7:30 PM (delayed 1-week due to Easter)   |
| April 15, 2021              | WOWW Program at Friona   |
| May 3, 2021                 | WOWW Program at St. Mary's School, Amarillo  |
| May 6, 2021                 | Annual Meeting of the ARM, 7:30 PM with Elections for Board Members of the ARM.  |
| <del>June 15—20, 2021</del> | Santa Fe Railway Historical & Modeling Society Annual Convention in Albuquerque, NM. <b>Cancelled</b>                    |
| Oct. 6 - 10, 2021           | Lone Star Region of the National Model Railroad Association Annual Convention; joint with Mid-Continent Region in Tulsa. |

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### *History Box – Railroad Heritage of the Texas Panhandle*

As I read the newspaper on Saturday, December 5, I was reading the "Today In History" column and came across a reminder of an event which had a major impact on the growth and development of railroads in this country. That event, on December 5, 1848, President James K. Polk announced the discovery of gold in California. This announcement touched-off the California gold rush of 1849 in which thousands of Americans packed-up their households and headed West to seek their fortune.

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Note that in 1848 the majority of the American population still lived East of the Mississippi and the only ways to get to California were either overland or by ship around the tip of South America. Both routes were dangerous and expensive, but a lot of people did make the trip.

There was one group of 500 people in Fort Smith that had political connections and were able to obtain a military escort for their caravan. This military escort was commanded by Col. Marcy and they were also tasked to look at the trail to Santa Fe (which cut across the Texas Panhandle) as a potential route for a railroad line. When they got back Col. Marcy reported the trail was good for construction of a railroad line. A subordinate officer on this trip, Lt. Simpson with the Geographical Corps. reported that while the terrain was favorable for construction of a railroad line, it wasn't the right time as there was nothing to support a railroad line.

California grew quickly and became a state in 1850; the problem was that it was separated from the rest of the country by a couple thousand miles which took months to travel across. Congress was deeply divided at the time and while politicians recognized the need for a railroad to connect California with the rest of the country, they could not reach a consensus concerning where to build a railroad. In 1853 Congress commissioned surveys to be conducted along the 32<sup>nd</sup>, 35<sup>th</sup>, 38<sup>th</sup>, 42<sup>nd</sup>, and between the 48<sup>th</sup> and 49<sup>th</sup> parallels with the hope that one of these routes would be identified as a feasible route for construction of the transcontinental railroad. Note the 35<sup>th</sup> parallel cuts across the Texas Panhandle. The results from this survey effort were not what Congress hoped for as all of the surveyed routes were deemed as feasible for construction of a railroad route.

Congress was not able to reach a decision on the route for construction of the transcontinental railroad until after the southern states succeeded from the Union. In 1862 Congress passed the Pacific Railway Act authorizing the construction of the transcontinental railroad along the 42<sup>nd</sup> parallel, and a telegraph line, and it authorized land grants to help pay for the construction of this railroad. The Union Pacific Railroad was incorporated and commenced with construction to the West from Council Bluffs, Iowa, while the Central Pacific started construction in Sacramento, California building to the East, with the completion of the transcontinental railroad coming with the driving of a golden spike at Promontory, Utah on May 10, 1869.

### **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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|---------------|--|
| Oct. 9, 1863  | U.S. Congress set transcontinental railroad gauge at 4'-8½". |
| 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.  |
| Feb. 14, 1855 | Chicago, Burlington & Quincy Railroad formed.                |

Mar. 1, 1918	Congress passed Standard Time Act.
Apr. 18, 1934	Burlington Zephyr (first diesel-electric train set) was dedicated.
Apr. 30, 1900	Casey Jones rode into eternity.
May 1, 1971	Amtrak began operations. (End of passenger train service in Amarillo.)

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# Run 8

Late Spring - Summer, 2021

## News & Notes:

*Compiled by Bob Roth*

**Annual Meeting:** At the Annual Meeting held on Thursday, May 6, 2021 an election was held for Directors to the Board of Directors for the Museum and Bruce Carter, Tracy Ball and Kenneth Berry were elected to serve these next two years. See the Minutes from the Annual Meeting attached to this newsletter.

**Planes, Trains and Automobiles:** On Saturday May 8, we hosted the inaugural “Planes, Trains and Automobiles” event in lieu of our usual “National Train Day” Open House and it was a huge success. In addition to running model trains on the layout and running trains in the garden, we had folks from the Air and Space Museum with a display, cadets from the Civil Air Patrol performing drills, folks from the Amarillo Chapter of Sports Car Club of America with a variety of cars on display, the Pantex Historian with a display, a truck from the Potter County Fire Department, a tactical vehicle from the City of Canyon Police Department, a photo booth, and a couple of food trucks. In addition to all the displays, we had a large crowd show up at the Museum, much larger than we have seen at our regular Open House events. While we did not make very much in donations from this event above our expenses, it did bring a lot of folks out to the Museum.

**Security System at the Museum:** Active Members: Please be aware the Board has started pursuing a plan to re-key the main entrance door to the Museum and installing a security system so that we know whom all is coming in at odd hours. More information will be provided at a later date.

**The Great Locomotive Chase:** Seeing the Union Pacific “Big Boy” locomotive #4014 was making a trip into the State of Texas, four members of the ARM made a quick trip to see this locomotive. On Friday, August 13, Chris Mitchell, Brian Veach, Bruce Carter, and Bob Roth left the ARM shortly after 7:00 AM and drove across the State to Pottsboro to catch the 4014 at its first stop in Texas after it had crossed the Red River from Oklahoma and chased it from there to Pilot Point where the chase was discontinued and the group headed back for home returning to the ARM around 12:30 AM. The 4014 was 30 minutes behind the published schedule when it arrived in Pottsboro and fell further behind as the Dispatcher kept stopping it to run northbound freight trains past it. It was a good (and hot) day for the chase, but it was awesome to see the large locomotive up close.

**Request from the Friends of the Burlington Northern:** Again, please remember we received a request for information concerning interchange of trains or railroad cars between the Burlington

Northern and the Santa Fe prior to the merger of these two railroads in 1996 and also if we might have a map of the trackage in and around the interchange. Any information would be greatly appreciated.



February 27, 2021: Big Surprise: Scale Test Car BN 979001 arrived in Amarillo and was delivered to the spur track. A request had been made to BNSF for donation of this special car to the Museum, but it did not look like we were going to get it due to the 35 mph speed restriction on this car until several months later it appeared in Amarillo! Next trick will be to get it onto the Museum track...



March 25, 2021: Floyd Goudreau working on the computer in the Store Room.



April 10, 2021: Two small spruce trees planted by the garden to provide a wind break. (Unfortunately the frost-proof faucet was broken mid-July and these trees died after they could not be watered.)



April 15, 2021: Treasurer Brian Veach working on the books.



April 15, 2021: Above: Difficult Task - Tracy Ball attempting to install a support behind the fascia while looking into the light from the LED light strip. Bruce Carter is holding the LED light strip while Thomas Hanson watches. Below: Chris Mitchell working on laying-out tracks at Kingsmill.





May 6, 2021: Above: Preparation for Open House: Moving the stairway to the back door of the Escort Coach.  
May 8, 2021: Below: ARM Internet Member Wallace Forrest with two buildings he built for the garden.



# PLANES, TRAINS & AUTOMOBILES – Sights on May 8



# PLANES, TRAINS & AUTOMOBILES – Sights on May 8 – cont.



# PLANES, TRAINS & AUTOMOBILES – Sights on May 8 – cont.



Top Left: City of Canyon Tactical Vehicle.

Top Right: Pantex Historian Katie Braughton with display.

Above: Potter County Fire Department truck.

Left: The Beatnik Photo Camper. (Photo booth)

**PLANES, TRAINS & AUTOMOBILES – Sights on May 8 – cont.**



## *Phillip Pratt Memorial Garden*



May 22, 2021: Tracy placing locomotive model on the track while Kenneth watches; Bruce is standing behind Kenneth. This locomotive and covered hopper were received as part of a donation to the Museum; unfortunately the curves in the garden track were found to be too tight for this locomotive to operate in the garden; it appears life-size in the bottom photo. Note the plants in the garden were severely hurt by the deep freeze back in February.





May 22, 2021: Above: Bruce Carter on the Yazoo mowing the Museum grounds. Below: Bob Roth pulling weeds from around one of the small trees that had been transplanted out of the garden back in the fall.





Above: June 3, 2021: Chris Mitchell cutting the plywood roadbed for the Fort Worth & Denver line extending to the East from the East Tower area. Below: June 10, 2021: Virgil Doyle pulling wires for track power for side tracks at Kingsmill.





Above: June 24, 2021: Jim Farrow in foreground and Chris Mitchell in background working on installation of side tracks at Hereford. Below: June 26, 2021: President David Jusiak checking models for conformance with ARM standards.





Above: July 1, 2021: From Left to Right: Brian Veach, Tracy Ball and Kenneth Berry check the view from a camera installed outside the front door of the Museum. Below: July 15, 2021: Virgil Doyle and Chris Mitchell installing drops for side tracks at Kingsmill while Jimmy Snaveley observes their work.





Aug. 5, 2021: Member Daniel Duncan, center donating a pair of Rapido Santa Fe RDC cars plus some additional equipment to the Museum for use on the layout with Brian Veach (standing) and Matthew Jusiak (seated).



Aug. 14, 2021: David Jusiak checking the coupler height on a boxcar to ensure it meets ARM standards to operate on the layout.



Above Left: August 26/ 2021: Jimmy Snavely watering one of the trees. Above Right: August 28, 2021: Jerry Michels working on a terminal block. Below: August 28, 2021: Wildlife outside the Museum.



### **SPECIAL ANNOUNCEMENTS**

Friday, October 12, 2021 – Scale Trains Meet & Greet at the Museum.

A representative from Scale Trains will be coming to Amarillo on this date to show off their models and related products. This event will be open to all model railroaders in the region. More information is to come.

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### **Future Events:**

Oct. 7, 2021	Bi-Monthly Business Meeting of the ARM, 7:30 PM
Oct. 6 - 10, 2021	Lone Star Region of the National Model Railroad Association Annual Convention; joint with Mid-Continent Region in Tulsa.
Oct. 29, 2021	Scale Trains Meet & Greet at the Museum, 7:00 PM
Dec. 2, 2021	Bi-Monthly Business Meeting of the ARM, 7:30 PM
Dec. 4-5, 2021	Oklahoma City Train Show
June 15 - 19, 2022	Santa Fe Railway Historical & Modeling Society Annual Convention in Kansas City, MO.

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### ***History Box – Railroad Heritage of the Texas Panhandle***

This feature will return next quarter.

### **Railroad Historical Events:**

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

Oct. 9, 1863	U.S. Congress set transcontinental railroad gauge at 4'-8½".
Nov. 18, 1883	U.S. and Canadian railroads first used Standard Time.
Dec. 12, 1887	U.S. Congress passed Interstate Commerce Act.
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Above: A very large crowd had gathered at Pottsboro before the 4014 showed-up approximately a half-hour behind schedule. Note Pottsboro was the first scheduled stop for the 4014 in the State of Texas on this tour. Below: Brian and Chris at the truck while we waited for the 4014 to reach this location just South of Whitesboro.





View from the truck when the 4014 finally roared by our location. The dispatcher had held the 4014 at Whitesboro while they ran some Northbound traffic past it thus allowing us to leap-frog the train despite heavy traffic chasing this train



The 4014 is difficult to see in this un-retouched photo as it crosses this bridge; this photo is looking into the sun. Up the road to the North a police vehicle was hollering for people (like me) to get off the bridge. Had to run...



This car makes a statement. While we were not able to see any of the displays, it was an experience to see this train!

