

KEEPING TRACK

Official Newsletter of the Abilene Society of Model Railroaders

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Editor: Jim Gibson

The Word From the Prez

I'm Honored that ASMR Members 'Railroaded' Me For Second Time

I want to start out by thanking everyone for your support of me during the past year as your President. I appreciate all the positive comments I have received from various members. I could not have done anything without the support of each of you. I take my "land-slide" re-election (Some might consider it being railroaded!) as a vote of continued positive support. Your backing and participation have made ASMR a much better club to be a part of for all of us. We have made great strides at improving things for ourselves and reaching out to the community. This has been paying off with the addition of several new members and the return of some old heads who had been "side-tracked" for awhile.

I look forward to November and National Model RR month, and to our open houses. It looks like things will be busy for the rest of the year. Right after National Model RR month will be the Christmas Lane display in December. I anticipate next year being equally as positive as 2006 was.

Again, I thank each of you for your backing, and look forward to it in the coming year as we continue to grow and have fun. ***Your Prez, Ken Riediger***

Oct. 7 Meeting Notes

Pres. Ken Riediger opened the meeting at 10:12. Sept. 2 meeting minutes were read and approved, as was the treasurer's report. Pres. Riediger said that the two original UT4 throttles he ordered arrived, followed by two more from a second order he placed with another supplier thinking the first had fallen through. Members voted to keep both sets, based on the number of operators we have and the age of our original DCC throttles. Members voted to have another work day on Oct. 28. Only four members showed up at the last one and there is still a lot of work to be done on the portable display modules. Pres. Riediger said that he checked, it would cost us money to change from the bank account we have now, which is a "business type" and is free. Members discussed and voted to hold an open house on Nov. 11, from 10 a.m. to 5 p.m. The possibility of piggy-backing on a Vets Day parade was discussed, but no conclusion was reached. Club participation in the State School's Christmas Lane event was revisited

and reaffirmed. That event runs from Dec. 7 to Christmas Eve, and the need for many volunteers and a shift roster was agreed upon. Election of new officers was held, and the results are shown in the box below. Meeting adjourned at 10:45 a.m., and Ken R. then gave a brief talk on how to use the new throttles.

ASMR Officers for 2006-07
President – KEN RIEDIGER
Vice Pres. – MEL HERWICK
Secretary – CODY HILLIARD
Treasurer – DAN BRADY

*Congratulations to each of the winners,
and thanks in advance for your service.*

Ken England Takes First in Oct. 21 Operating Session

Proving that quiet persistence and being careful pay off, Ken England aced out four other members in this month's operating session. Although Ken was behind Jim Gibson when Jim had located all his cars, mistakes made by Jim in setting out four of his six cars allowed Ken to catch up and pass him before he could go back and finish fixing his mix-ups. Jim still managed to come in second, with Mel Herwick, Dan Brady and Steve England finishing (in order) third through fifth. Ken Riediger, who refereed, said that for several reasons this was one of the most "interesting" (Could he mean "amusing"?) sessions he has observed. Jim Gibson lamented that making so many careless mistakes during his set-outs was especially ironic in light of a Newsletter editorial he wrote recently talking about avoiding the specific kinds of foul-ups that cost him a win!

The Editor Speaks

License for Using UPRR Logos Starting to "Up" Model Prices

A year or so ago, Union Pacific RR decided to start making an issue of unauthorized use of their company's logos and sued a couple of model train manufacturers. UP won and their new licensing requirements also extend to all the "fallen flag" lines like Mopac, T&P, etc., that UP had bought up in

years past. Licensing requirements apply to any locos or rolling stock featuring UP paint schemes, and it appears that some of the model train manufacturers are starting to comply with UP's policy, pay fee, and then pass some or all of that cost on to purchasers of their merchandise. In fact, I noticed that some of the mail order dealers who advertise in magazines like *Model Railroader* are now charging from 3 to 5 dollars more per item on rolling stock and locos with UP logos than the same items with other road names. So far, most, if not all, of the other railroad companies haven't jumped on the licensing bandwagon yet. Hopefully they feel that having their logos displayed on model trains without licensing requirements is a mutually beneficial arrangement as it is. In fact, considering how long model trains have used the paint schemes and logos of real railroads, including UP, without any licensing agreements, it seems that a precedent of not requiring them was set by default. In my opinion, UP is flying in the face of that long-standing precedent by deciding all of a sudden to impose on the model train industry licensing fees that

are already significantly increasing the prices hobbyists will have to pay for locomotives and rolling stock with UP logos. This is especially burdensome when it also applies to logos for railroads that UP bought up and phased out of service. I just hope what UP has done doesn't catch on with "bean counters" from other railroads, who could see it as an easy way to pull in some extra dollars. Heaven help us if they all start imposing licensing requirements for the use of all their logos, including those for the "fallen flag" lines which are no longer proudly represented anywhere except on the layouts of model railroaders. **JG**

Model RR Meets & Shows

Nov 4 & 5 – T&P Rwy Museum Model Train Show, Marshall, TX.

Nov 11 – ASMR Open House, 10 a.m. till 5 p.m.

Nov 11 & 12 – Fort Worth Train Show, Fort Worth.

Dec 7 – 24 – ASMR train layout display at Abilene State School's annual Christmas Lane event.

Some Railroad-related Dates and Events in Abilene History

1881 – Town lots for Abilene auctioned by the T&P RR at Milepost 407. A lot of cotton and cattle were shipped in the early days, as were buffalo bones, which ended up in uses ranging from fertilizer to buttons.

1907 – Tracks completed between Abilene and Stamford for the Abilene & Northern RR.

1908 – Tracks completed between Abilene and Ballenger for the Abilene & Southern RR.

1908 – Electric-powered streetcars began service, with about five miles of track around Abilene. Two early destinations were the Simmons campus on the northside and Fair Park on the southside.

1910 – Abilene & Southern two story brick depot and main office built at South 2nd and Locust.

1910 – Current T&P brick depot built to replace old wooden one; T&P perhaps shamed by new A&S depot.

1911 – Teddy Roosevelt stops in Abilene while on a train trip and makes a 90 minute speech.

1911 – T&P track level raised to near present elevation following a major flood in Abilene.

1914 – Everman Park, next to the T&P depot, dedicated.

1915 -- REA freight building constructed west of the T&P depot.

1916 – T&P freight depot constructed east of the T&P depot.

1929 – Current Abilene & Northern RR depot built on S. 2nd to replace an earlier structure.

1931 – Streetcar service ends in Abilene after 23 years of operation.

1936 – Underpasses built beneath T&P tracks at Cedar, Pine and Butternut Streets, along with a fancy tiled passenger tunnel and steps up to an elevated boarding platform between the tracks south of the depot.

1955 – Thirty-nine cars of a T&P freight train derailed in center of Abilene, creating quite a stir.

1955 – About 1,000 Abilene High football fans traveled to Fort Worth on a T&P special to see the Eagles play Tyler for the State AAAA Championship. Cost \$4.00 a person. Abilene High won 33 to 13!

1966 – A&S depot demolished.

1967 – Last passenger train leaves Abilene. It was headed to Fort Worth with 39 folks on board.

1976 – The T&P RR is gobbled up by the Missouri Pacific RR (MOPAC).

1997 – MOPAC is gobbled up by Union Pacific RR.

2000 – Kay Bailey Hutchison notifies Abilene that AMTRAK plans to resume passenger service through the city in the Fall of 2002. Sadly this event never came to pass due to AMTRAK's ridership/finance troubles.

Note: For a couple of these events I found different dates in different sources. For this list, I used the one that seemed to make the most sense in the context of other related events of the time. **JG**