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In This Issue

- Frisco in Ft. Worth.....1, 5
- President's Bus. Car..... 2-3
- CAO's Baggage Car.....3
- April Business Meeting.....3
- CFO Car.....4
- The Train Schedule.....6
- COO's Coal Car.....7
- CDO's Pullman Car.....9
- April Birthdays.....10

Have a Suggestion Or a Story Idea?

Contact: The STAR Editor at, galvinart@att.net

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#modeltrains

#texaswesternmodelrrclub



Frisco in Fort Worth

This article is the first in a descriptive series about the Saint Louis and San Francisco Railroad, nicknamed the **Frisco**, with reporting marks of **SLSF**. The **Frisco** was one of seven railroads that serviced Fort Worth. Those railroads were T&P, GC&SF, MKT (Katy), CRI&P (Rock Island), FW&D, and SSW (Cotton Belt) and are included in this series of articles where they present context within the Fort Worth Terminal area.

The purpose of this series of articles is to describe **Frisco** activities in Fort Worth in the late 1950's and early 1960's. The series will include articles about **Frisco** freight operations including switching boundaries, customers, interchanges, freight forwarding, industrial districts, yards, team tracks, warehouses, grain elevators, freight house, etc. Away We Go!

Fort Worth Terminal

In perspective – the Fort Worth Terminal

So, what was the Fort Worth Terminal? What areas were in its switching district, what areas were outside, and what railroads switched the industries in the Fort Worth Terminal?

Simply stated, the Fort Worth Terminal was the area with in and around the Fort Worth city limits that was served

(Continued on Page 5.....)

From The Business Car

Did you sign up for the Cumbres & Toltec Scenic RR trip? I did, and so have several of your fellow TWMRC members. This club took this same trip in 2002 and had about 16-18 members and wives enjoy one of the best times ever. We will stop this year on Thursday night and visit with the Amarillo Railroad Museum to see what they have done since our last visit. Belinda and I visited them in September of 2015 and they have really made progress. I remember when THEY were the club that wasn't completed! LOL! Things change, do they not? On Friday our little convoy will head to Chama, NM., where we will be staying in the historic Chama Station Inn which was built in 1926.



I have enjoyed sitting on the front porch with some coffee in the morning while watching the steam engines being loaded with coal and then coupled to their consist of passenger cars. You don't get that view



from just anywhere do you? On Saturday, I believe most of us are riding train #8 which goes from Chama to Osier and back to Chama, about 6 hours' worth of beautiful scenery. After we return we will get everyone together for dinner and some time to talk about the day. On Sunday, many of us will have to head back to home, but some will no doubt stay to chase trains and take photos.



On another note, the guys are getting closer and closer to having a LOT of track operational. If you haven't been to the club lately, you need to come see how much is done and help get the last things done. I have had a virus for the past week and I agree with Mike Mackey that it is the worst one I have had in recent memory.

(Continued on page 3.....)

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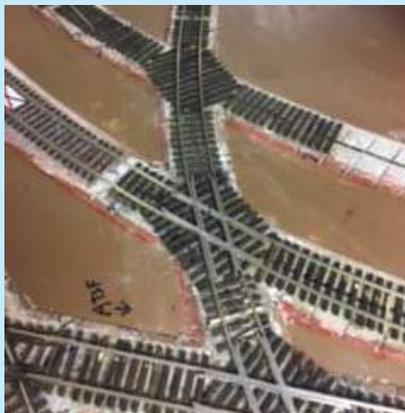
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I should be up and running again with the help of 2500mg a day of antibiotics.



Our "Family" attended the memorial service for Gary Cox this past month. Again I felt nothing but pride in how many of our club members attended this service and supported Gary's family. I doubt any other club has the comradery and genuine concern for each other that the TWMRC does. The service celebrated Gary's uniqueness and embraced his love of all things trains.

Darrell Cowles



The CAO's Baggage Car

Family. I know I've written before on the fact that the TWMRC is a family but that fact has been driven home to me more than ever in the past few weeks. Losing my wife, Darla, was the most difficult thing I've ever had to encounter. I was fortunate to be surrounded by my "blood" family as she passed away that night. However, it has been my TWMRC family that has brought me the most support and comfort. I cannot tell you how much I appreciate all the thoughts, prayers, and support Darla and I have received from you all during her illness. The outpouring of love through the food, cards, donations to the Juvenile Diabetes Research Foundation, and phone calls has been a much-needed boost to me. Thank you for being my "family".



Now, to change the topic. We have been so focused on getting our layout up and running that we haven't taken the time to have some fun and relax. Here's your opportunity. This fall, several Club members and their spouses are taking a trip to Chama, New Mexico to ride the Cumbres & Toltec Scenic Railroad. This will be a great time of fun and laughter. I strongly encourage you to join us. We will make a pit stop in Amarillo on the way up to tour the Amarillo Railroad Museum and see their model railroad layout. Many of you attended the Club outing on the Grapevine Vintage Railroad trip last spring, this is another opportunity for experiencing your love of railroading. If you are interested in attending, please contact me as soon as possible. I hope to see more of you there.

Jay H2O's

**April
Business Meeting
Thurs. April 6,
@ 7 PM
at
The Clubhouse**



(Above: The Maestro John Callesen composing an electrical concerto at the club. Roll over Beethoven)

Thoughts From The Railway Express Car

G'Day, Mates,

Trying to get back into the regular groove and thought I'd share one of our excursions from 'Down Under'. For the sake of expediency I have blatantly abandoned all creativity and submit what amounts to pure plagiarism. Hope you enjoy.

The original Kuranda Scenic Railway is a spectacular journey comprising unsurpassed views of dense rainforest, steep ravines and picturesque waterfalls. This famous railway winds its way on a journey of approximately 1 hour 45 minutes from Cairns to Kuranda, the village in the rainforest.

The Cairns-Kuranda Railway was constructed between 1882 and 1891 and even today is considered an engineering feat of tremendous magnitude. Hundreds of men were employed to build the 15 hand-made tunnels and 37 bridges that stand as a monument to the pioneers of tropical North Queensland who lost their lives while working on the railway.



Rising from sea level to 328m, the journey to Kuranda passes through World Heritage protected tropical rainforest, past spectacular waterfalls and into the awesome Barron Gorge.

The locomotive power at the head of the train today is a 1720 Class Diesel Electric Locomotive. This class was introduced to traffic in October 1966 and was built by Clyde Engineering Company under license from General Motors USA and subcontracted to Commonwealth Engineering in Brisbane.



A total of 56 locomotives were built with the last unit entering service by the end of 1969. Each unit was numbered consecutively from 1720 through to 1775.

A 1000 HP is generated by the units' diesel engine, Model 8-645E. It is a two-stroke V8 General Motors Engine that has solid fuel injection with blower scavenging. The engine operates at speeds from 315 rpm to 900 rpm. This mechanical power is then converted to electricity by its Main Generator, Model D25E, to high voltage direct current for use in propelling the locomotive.



Dick Mucker

(Continued from Page 1.....)

by railroads. The switching limits for all railroads in Fort Worth were bounded by the Fort Worth city limits. Saginaw, Haltom City, and Richland Hills were outside the Fort Worth city limits but in-side the switching limits of the Fort Worth Terminal area.

The Fort Worth Terminal was around 150 square miles. The area included 1000 miles of track, seven freight stations, eight major train yards and nine auxiliary yards, two passenger stations, and served around 400 industry rail sidings.

Who switched what?

In describing who switched what in Fort Worth Terminal area, the following paragraphs list the serving railroads on the four points of the compass:

- **North Fort Worth** was served by the **Frisco**, Cotton Belt, Katy, Rock, GC&SF and Fort Worth Belt (FWB) railroads. The Fort Worth Belt Railway was owned and operated by the T&P; however, all industries on the FWB were open for reciprocal switching.
- **South Fort Worth** was served by the **Frisco**, GC&SF, Katy, and T&NO.
- **East Fort Worth** was served by Rock and T&P railroads.
- **West Fort Worth** was served by the **Frisco** and T&P.

Exceptions:

The Carswell Air Base and the Consolidated Vultee Aircraft plant were just inside the Western Fort Worth boundary and considered local points on the T&P Railway in Benbrook.

Handley and Jamestown were both inside the Eastern Fort Worth boundary but were outside the switching limits and switched by the T&P Railway as local points.

Enter the Frisco

The Frisco entered the Fort Worth Terminal area over Rock Island tracks from Irving destined for the North Fort Worth Yard (Frisco). The trip to Fort Worth also included a short trip over Cotton Belt track near the Frisco's North Fort Worth freight house (see figure 1.1 Frisco in Fort Worth circled 1). The numbered references on the diagram represent Team Tracks which will be discussed in a subsequent article.

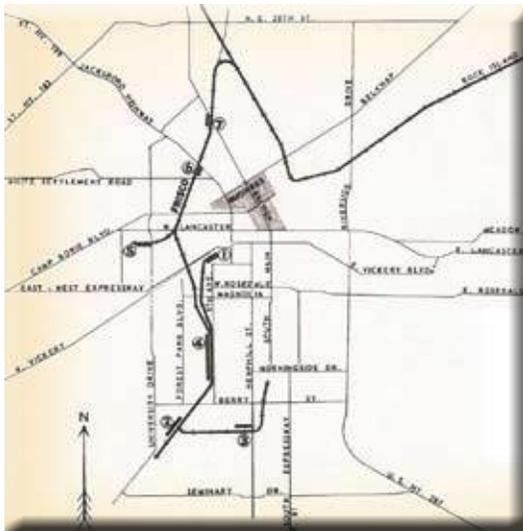


Figure 1.1 Frisco in Fort Worth

The Frisco had seven miles of main line track and 32 miles of yard and industry track within the Fort Worth Terminal area.

Next Time

The next article will describe the Frisco freight yards (Main Yard, aka West Yard or 8th Street Yard], City Yard, and North Fort Worth Yard) and their respective capacities, trains, switch engines, and schedules.

Until Next Time – Happy Rails



Mike Corley

THE TRAIN SCHEDULE

Upcoming Meetings, Events, Shows & Clinics

APRIL 2017

6th - April Business Meeting @ 7p, will be held @ The Clubhouse, Thursday.

8th - Work Day, 3p - 9p, Saturday

8th & 9th - New Braunfels Spring Train Show, Sat. 10 am - 5 pm, Sun. 10 am - 4 pm, New Braunfels Civic Center, \$8. Adults, \$2. Kids nbrmm.org

13th - Work Night, 7p - 9:30p, Thursday

15th - Youth In Model RRing Meeting, 10 am - 12:30 pm, Saturday

15th - Work Day, 3p - 9p, Saturday

20th - Work Night, 7p - 9:30p, Thursday

22nd - Work Day, 3p - 9p, Saturday

22ND- HAPPY BIRTHDAY MARK WOOD

24TH- HAPPY BIRTHDAY LORRIE PALITTI

24TH- HAPPY BIRTHDAY DICK MUCKER

27th - Work Night, 7p - 9:30p, Thursday

29th- Work Day, 3p - 9p, Saturday

MAY 2017

4TH - May Business Meeting, 7p, will be held @ The clubhouse, Thursday

TWMRC CLUB TRIP to Cumbres & Toltec Scenic Railroad

September 14-17, 2017

Amarillo RR Museum visit
Cumbres & Toltec train ride
Contact: Jay Waters
if interested in attending

2017
Texas Western Train Show



Sat. November 11th
10 AM - 5 PM
&
Sun. November 12th
11 AM - 4 PM

Forest Hill Civic Center
6901 Wichita Street
Forest Hill, TX

Bayou City Ltd.
Super Regional Convention
Lone Star Region
N.M.R.A.

Houston, TX
June 7 - 11, 2017

Westchase Hilton
9999 Westheimer Rd.
Houston, 77042

More Info @
bayoucitylimited.org



From The COO's Coal Hopper

Who knows where I will be by the time you read this. Peru probably, if you read it before March 30th, or Pennsylvania if you read it between April 2 and April 7th.

The Tulsa "Layout Design and Operations Special Interest Group – LD/OP SIG – 'run trains till your brains melt' weekend is come and gone. There were supposed to be four of us going, Darrell, Jay, me and my grandson, but Darrell fell ill and had to cancel, so Jay decided to stay home too. Jack and I represented the TWMRC in spirit and our red TWMRC hats.

The three layouts we operated on were the **KCS 3rd Sub** (Friday night), the **Silverton & Lake City** (Saturday night) and the **Claremore & Southern** (Sunday morning). Each one was unique in its own way, but all three were fun.

The **KCS 3rd Sub** represents actual operations along the KCS from Heavner to Watts, Oklahoma with the timetable effective May 1, 1982. All diesel power with relatively "modern" equipment. There were about 10 operators that night. Steve Davis has the layout in a large steel building on his property, complete with dispatcher room and crew lounge.



Jack and I worked the "Waldron Dodger", which started by working industries in Waldron, then hauling the pickups to Heavner, bringing new cars back to Waldron, setting those cars out, and finally tying down on the service track. Waldron is the newest part of that layout, and was built to take a lot of aisle congestion out of the Heavner yard area and move it elsewhere. We worked the Waldron Dodger from a printed Switch List, which was nice.

Once we were finished with Waldron, we had the chance to run another "local" (again, with a printed switch list), along with a couple of through trains before the session ended. OK, everybody ran till they were added, finally closing the session down at about 10:15 so the resident crew could get the layout ready for Saturday's operating session.



Probably the most unique feature of this RR was that if you were running a "through" train or a train that was not a "local", when it was done, you would pull it into the proper track at the "termination point" and "zero out" your throttle (the small CVP wireless throttles). Once the throttle was zeroed out, a computer then took your train and drove it to a specific track in large staging yard. While Jack and I were working Waldron, trains constantly were coming in or leaving that staging yard with no operators in sight.

Mechanically, everything operated very well. Some sort of power glitch shut everything down for about 15 minutes, but it was fixed and it got going again. It was a good evening.

(Continued on page 9)

From The CDO's Pullman Car

I'm continually impressed at just how well this group works as a cohesive unit. The sum of the parts is truly greater than the whole!

That said, I'd like to make a concerted effort to see each member work actively on submitting their accomplishments and qualifications to receive their Achievement Program certificates from the NMRA. To me this is development of the individual and therefore the club. I would like to set aside some time after the next regular business meeting to have us all sit down and log the things that we have accomplished toward the various AP certificates that are available. If you would take a few minutes to visit:

<http://www.nmra.org/education/achievement-program>

you can review each category ahead of time. Also, if you drill in a little deeper to:

<http://www.nmra.org/sites/default/files/education/achievement/pdf/2006-ap-checklist.pdf>, you can find a checklist that will help serve as a roadmap for obtaining your Master Model Railroader certification. Many of us have already accomplished most of these tasks and simply haven't taken the time to fill out the paperwork. Let's stop procrastinating and do this together!

I'll have forms and guidelines available when we meet to go over any questions that anyone has about the program and the requirements of each certification. I bet that we have 10-12 certifications to be awarded in May.

See you at the meeting!

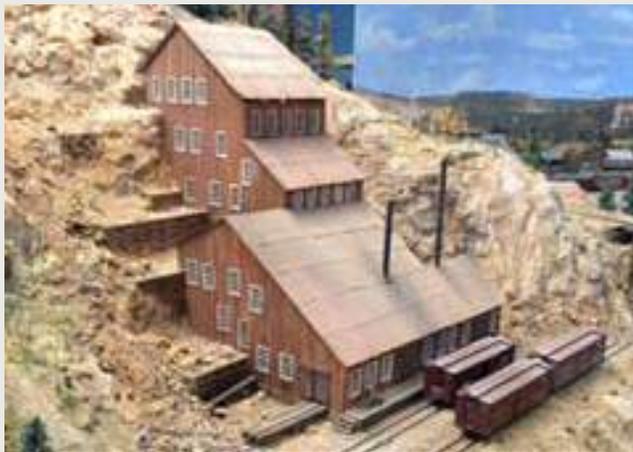
Until next month...

Mike Mackey



(Continued from Page 8.....)

The **Silverton and Lake City** is a fictional narrow gauge RR running up and over the San Juan mountains from Silverton to Lake City. Dave Steensland has done a pretty good job of recreating that section of the San Juan mountains. The S&LC is on the second floor of Dave's home, and thus is a little tight, but it is fun to operate. Dave has a nice lounge area for breaks. Mechanically the trains ran well, the switches operated without problems, and there were no power problems. As can be expected because it is an HOn3 layout, the cars are a little finicky, but always managed to go rogue at less than an arms length away, so it was easy to set them right again.



Jack and I ran four trains on the S&LC, one "mixed" freight, one "straight" freight, one passenger, and what turned out to be my favorite of the night because of the locomotive, a "through" freight consisting of rock cars. The cool thing about that was the loco was a 2-6-6-2 the S&LC acquired from the Sumpter Valley RR, which got it from the Uinta RR when the Uinta RR went under. I love small articulateds!

The S&LC is, naturally, "dark" territory, so there was no dispatcher, just a basic timetable to follow. Meets were spelled out on the info sheet given for each train. Switching is done by car cards.

The S&LC is a "photogenic" layout. Dave used photographs for backdrops, and in a lot of pictures and video's I took, you get a real sense that you are in the mountains! There are plenty of mines and other structures from that bygone era. Jack and I both had a good time.

The **Claremore & Southern** is a large layout representing the Cherokee Subdivision of the Frisco, between Monett and OKC. The Osage yard is the heart of this layout. Trains are switched by car cards, and run by dispatcher controlled mainline turnouts. If you are doing a local job that requires use of the mainline, you have to get the dispatcher to release the main to you for "time and track rights".

Jack and I took three "through" trains, #30 and #31, then #33, and could have done a passenger train, but were pressed for time. Each of the three trains we had consisted of from 21 to 25 cars, three engines, and a caboose. Cars were blocked to be either dropped off in Osage or hauled on to the final destination (staging). BUT, this RR had 18 operators! And one very good dispatcher, to keep all of that straight. Just like the prototype, we were "put in the hole" several times waiting on something headed our direction, or once, to wait on the Osage yard to clear a spot for our train.

Everything here ran flawlessly, a testament to the club that owns the layout. The only mishaps were when a turnout was not under dispatcher control and we ran against it. No big deal, you just have to pay attention.

Saturday day was the actual "meeting" and formalities. We dumped out on that because I figured it would be difficult for an active 11 year old to sit for 6 hours listening to details and technicalities way over his experience level. So, on Saturday day, Jack and I went to the Oklahoma Railway Museum and spent the day talking with those folks, examining their rolling stock (Jack thought that the cupola on Rock Island (outside braced wooden) caboose 17834 being restored in the shop was the COOLEST thing), and taking pictures.

Overall, I think I am successfully working on the next generation of model railroader. Jack has some skills already, and his mind seems to have grasped the concept of car movements and train operations. I'm happier than a big pig in a warm wallow!

So, if you think "operations" are scary, intimidating, or too complex, they aren't. Look at this 11 year old. He had the time of his life, and is already asking when the next one is. Operations are easy and fun. It gives your mind some exercise that it needs, and keeps us feeling like an 11 year old.

Keep the greasy side down!

Clarence Zink

APRIL 2017 BIRTHDAYS



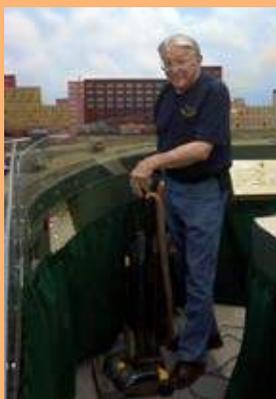
Mark Wood 4/22



Lorrie Palitti 4/24



Dick Mucker 4/24



Clean UP Crew APRIL 2017

JAY WATERS
David Hall
Don Hays
David Kohler

THE TEXAS WESTERN STAR

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