



# 341

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### Have a Suggestion Or a Story Idea?

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

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#modeltrains

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## Frisco in Fort Worth Part 3

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.

This month we'll take a look at the **interchanges** used by the Frisco in the Fort Worth area. You can download a full map that depicts the interchanges in Fort Worth at the TWMRC.org forum: <http://twmrc.org/forum/saint-louis-and-san-francisco-frisco/fort-worth-map-of-interchange-points/#p92>.

**Texas and Pacific.** The T&P delivers cars to the Frisco on an interchange track area **B** see Figure 3.1 T&P Interchange that is located in the City Yard on West Vickery. The Frisco delivers cars to the T&P interchange track in their yard in area **L** adjacent to the T&P Passenger Station on East Lancaster Street, see Figure 3.1 T&P Interchange.

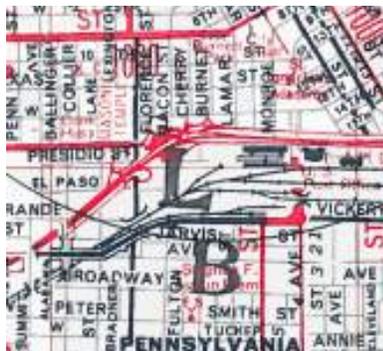


Figure 3.1 T&P Interchange

( Frisco Part 3 Continued on Page 3.....)

## From The Business Car

**T**omato...tomato, potato... potato, aren't we all talking about the same things? This was something I noticed recently at the Track Planning meeting on May 9th. Those in attendance all expressed ideas about how they felt the main line and engine facility on the MKT Ney yard should be adjusted, but no one seemed to agree with anyone else; in fact several disagreed quite adamantly. It looked as if it was going to be an issue until we actually went over to the area, and started visually showing the suggested changes each wanted and where they would go. Then, almost to the person, all expressed "That is what I was talking about!" It seems everyone had very similar ideas but was having trouble expressing them vocally. Do keep this in mind when you find yourself not agreeing with another member over some section of track. Before getting frustrated, go to the area and use whatever you need to visually demonstrate your point; I'll bet you aren't as far apart as you might think.

We will have hosted the first LSR Division I meeting by the time you read this newsletter. Did you go and show support for our division? I hope you did. These meetings will be an excellent way to get

more people interested in the Texas Western and spread the word about what we are building and what our goals are. The program will be excellent and there will be show and tell, door prizes, plus clinics and presentations.



The BNSF grant has been sent out and we are waiting to hear their response. We are asking for funds to get the library and memorabilia catalogued, display cases purchased, book shelving purchased, plus printing and framing for the historical walls project. Keep your fingers crossed.

Congratulations to our own Leo and Lorrie Palitti for being featured in the Cowcatcher magazine in May/June. Their beautiful work was well discussed and rightly deserves recognition.

Keep working on your AP Volunteer forms. Remember I sent out the work charts from the previous train shows showing your hours, and then I sent copies of Joe Batson's entry form showing open house hours from the old layout. We should all be good to go.

*Darrell Cowles*

## The STAR

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2017

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Chief Executive Officer  
[ceo@twmrc.org](mailto:ceo@twmrc.org)

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(Frisco Part 3 Continued from Page 1.....)

Missouri Kansas and Texas. The MK&T delivers to the Frisco in the West Yard area A, see Figure 3.2 MKT - Frisco Interchange and the Frisco delivers cars to the MK&T in their yard area D located off East Berry Street, see Figure 3.3 Frisco- MKT Interchange.



Figure 3.2 MKT - Frisco Interchange

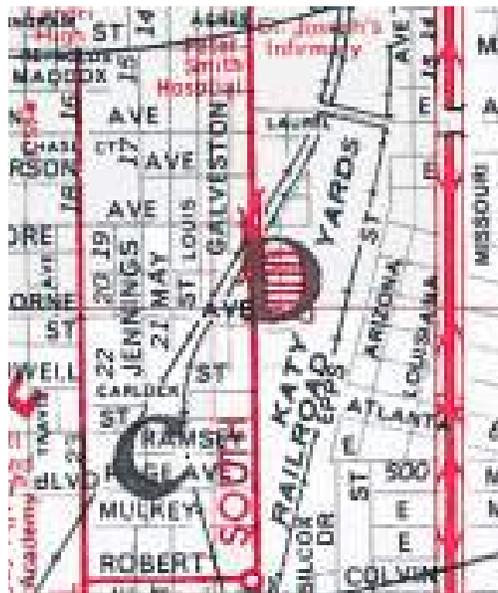


Figure 3.3 Frisco - MKT Interchange

( Frisco Part 3 Continues on Page 7.....)

June  
Business Meeting  
Thurs. June 1,  
@ 7 PM  
at  
The Clubhouse



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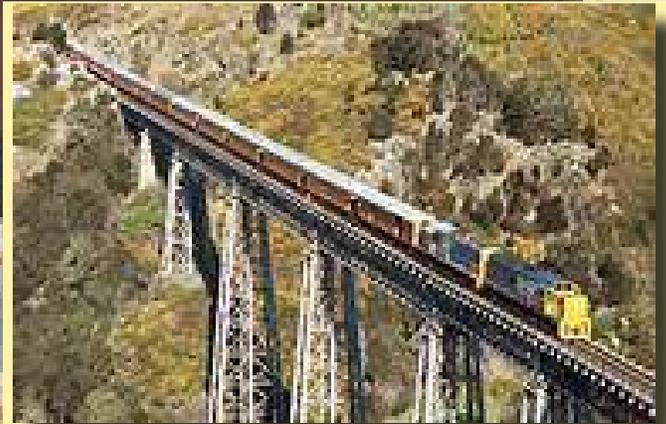
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Go to [smile.amazon.com](http://smile.amazon.com)  
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the club.

## Thoughts From The Railway Express Car

Permit me to share another rail fan opportunity from Down Under. In the town of Dunedin, New Zealand, which is on the south-east side of the lower island, we had an opportunity to enjoy the Taieri Gorge Train ride. Very conveniently, the tracks run right out onto the ship dock so we enjoyed “curbside service.” From the ship dock, the train travels through a very impressive station which dates back to 1906. The train travels through some of New Zealand’s most spectacular scenery in the Southern parts of Dunedin city until it arrives at Wingatui junction where it turns off onto the Taieri branch. From here the train rolls across the Taieri Plains and climbs into the Taieri Gorge, a narrow and deep gorge carved out over aeons by the ancient Taieri River.



The train negotiates the gorge and travels through ten tunnels and over countless bridges and viaducts. The natural wonders combined with the challenge of man-made engineering are impressive, but somehow the railway blends into the natural environment perfectly. I took advantage of open platforms between cars and on the back of the caboose to take lots of pictures. (One always takes far too many pics on a trip like this.) One of the things pointed out by the commentary is the stripping of the hills by logging companies. There is a reforestation program in progress but it has a lot of catching up to do.



The train does a turnaround at Pukarangi, which means ‘Hill of Heaven.’ The train served a mining boom in the early 1900’s and heavy logging activity but, as all too often happens, mining went bust, the hills were stripped and now the stop is a tourist attraction.

*Dick Mucker*

## The CAO's Baggage Car

Greetings from San Diego.

Progress. It is defined as “development, advancement, or improvement, as toward a goal”. We have made a lot of progress on our layout in the two and a half years (now three and a half) we’ve been working on it. Even the demo and redo we’ve done is classified as progress because it was done as an “advancement or improvement”. We determined something didn’t work BEFORE we got too deep into the process and we fixed it. That is big progress compared to how most situations like that turn out. Every time I look at the layout



I’m awed by what we’ve been able to accomplish. I am so thankful for the people that have given extensively of their personal time and provided their personal expertise on items related to the benchwork, electrical, and electronics to get us where we are now. The next phase – track laying, ballasting, scenery, and structures will be a game changer. This summer is when I foresee us getting over the hump. Trackwork will (hopefully) go much quicker than the layout work has and will achieve the long anticipated “running of trains”. I

for one cannot wait to see the first train exit the helix and make the trek across the lower deck and back. It will be momentous. We need to celebrate our accomplishments and not get discouraged. There is a light at the end of the tunnel, and thank goodness it IS a train!!!!



The article above may seem familiar to some, as it should. I authored this a year ago for the June 2016 newsletter. This month, June 2017, we are still making great progress and still taking small steps backwards in an effort to have the best train layout in the state of Texas, if not the U.S. We all need to remember that this layout is for all of us and our future Club members. We need to remain open to ideas about making changes, even if it means rewiring the main line to switch the polarity of the rails or taking out a section of track that you just laid – been there, done that, at the Club and at home!! It will all be worth it when we have the first highly successful operating session over those rails. I think I speak for every one of our members when I say, “I’m ready to run some trains”!!!

*Jay H2Os*

# THE TRAIN SCHEDULE

## Upcoming Meetings, Events, Shows & Clinics

### JUNE 2017

**1st - June Business Meeting @ 7p, will be held @ The Clubhouse, Thursday.**

**3rd - YMR Meeting, 10a - 12:30p, Saturday**

**3rd - Work Day, 3p - 9p, Saturday**

**8th - Work Night, 7p - 9:30p, Thursday**

**10th - Work Day, 3p - 9p, Saturday**

**15th - Work Night, 7p - 9:30p, Thursday**

**17th - Work Day, 3p - 9p, Saturday**

**22nd - Work Night, 7p - 9:30p, Thursday**

**24th - TWMRC Movie Night, 6:30 p at L&L's Home, 6301 N. Hill Ln. Ft. Worth, 76135, To RSVP, send email to [ceo@twmrc.org](mailto:ceo@twmrc.org), Saturday**

**29th - Work Night, 7p - 9:30p, Thursday**

**29th - HAPPY BIRTHDAY CLARENCE ZINK**

### JULY 2017

**6th - July Business Meeting, 7p, will be held @ The clubhouse, Thursday**

**8th - NMRA Lone Star Region Cowatcher Division 1 Meeting, 10a - 12 p, held at the Texas Western Model RR Clubhouse, Saturday**



**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  
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Houston, 77042

More Info @  
[bayoucitylimited.org](http://bayoucitylimited.org)

( Frisco Part 3 Continued from Page 3.....)

Texas and New Orleans. Frisco delivery to and receipts from the T&NO are made in the T&NO Yard area C located off East Berry Street see Figure 3.4 T&NO Interchange.

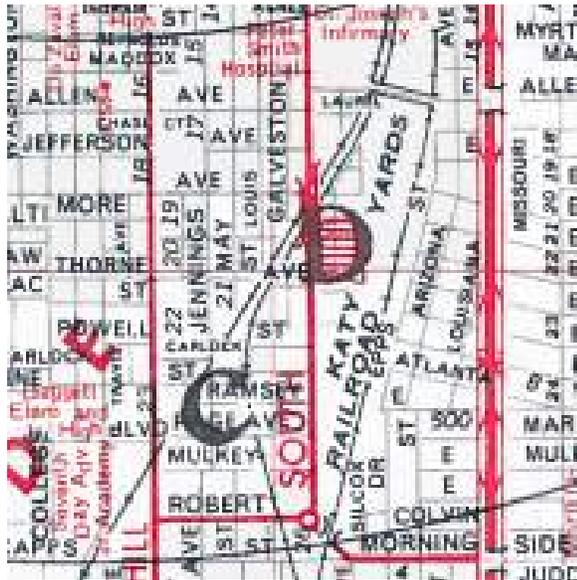


Figure 3.4 T&NO Interchange.



Figure 3.5 FWD Interchange.

Fort Worth and Denver. Deliveries to and receipts from the FW&D are handled on an interchange track area H located in North Fort Worth, see Figure 3.5 FWD Interchange.

Saint Louis South Western. Frisco delivery of cars to and receipt of cars from the St. L.S.W. are handled on an interchange track E located in North Fort Worth, see Figure 3.6 St L.S.W. Interchange.



Figure 3.6 St L.S.W. Interchange



Figure 3.7 CRI&P. Interchange

Chicago Rock Island and Pacific. Deliveries to and receipts from the CRI&P were made in the CRI&P Yard J located in North Fort Worth, see Figure 3.7 CRI&P Interchange.

## From The CDO's Parlor Car

Tick, Tock, Tick, Tock.

**T**hat's the sound of the imaginary clock in my head as we wait patiently for a response from the BNSF on the grant request we submitted at the end of April. Our request for a \$20,000 grant, if approved, will jumpstart our efforts to get the research library functional, the historical displays we are locating around the layout developed and installed and deliver on many goals that our organization has been striving for for several years. Everyone say your prayers and keep your fingers crossed that we are approved by the BNSF!



We are seeing good progress on the layout and I'm confident that when we can start running trains we will see "development" of more new members joining our group. To that end, I'm calling on all of our members to step up and attend the NMRA Division 1 meetings at the clubhouse to help recruit more members for the club. This is a FANTASTIC opportunity to showcase our club and increase our membership at every meeting. You can make a difference in this endeavor and your help is sorely needed.



Finally, I requested from our membership, any suggestions for programs that they would like to see included during our monthly meetings. So far, I haven't received any feedback. I'd like to resolicit suggestions this month to help provide exactly what the membership is wanting. Last month we helped members with their paperwork to be submitted for the Achievement Program for the NMRA. We also had several members discuss some of the projects that they are working on or have recently completed during a "Show and Tell" part of the meeting. If you missed it you failed to see some great models built by our folks. I hope that we start making this a regular part of our monthly meetings to showcase the best of the Texas Western!

Until next month,

*Mike Mackey*

## ( Frisco Part 3 Continued from Page 7.....)

**Fort Worth Belt.** Frisco delivery of cars to and receipt of cars from the Fort Worth Belt are made in the Fort Worth Belt Yard F in North Fort Worth see Figure 3.8 FWB Interchange.



Figure 3.8 FWB Interchange



Figure 3.9 GC&amp;SF Interchange.

**Gulf Colorado and Santa Fe.** Deliveries to the GC&SF are made in the GC&SF Yard E located in North Fort Worth. The GC&SF delivers to the Frisco on the House Track at the Frisco's North Fort Worth freight station E see Figure 3.9 GC&SF Interchange.

**Legend to Maps Inserts**

- A – Frisco Yards (West Yards).
- B – Frisco City Team Tracks and Freight House.
- C – Interchange of cars between Frisco and T&NO Railways.
- D – Frisco delivery of cars to MK&T Ry. and MK&T Yards.
- E – Joint Frisco–Cotton Belt North Fort Worth Yard and interchange cars between Frisco and Cotton Belt and between Frisco and Santa Fe.
- F – Interchange of cars between Frisco and Fort Worth Belt Ry. and Fort Worth Belt Yard.
- H – Interchange of cars between Frisco and FW&D Railways.
- J – Interchange of cars between Frisco and CRI&P Railways.
- K – CRI&P Yard

Well folks, that is about it for this edition. Next month will be about Industries, until then, happy rails!

*Mike Corley*

# JUNE 2017 BIRTHDAYS



Clarence Zink 6/29



## Clean UP Crew JUNE 2017

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**Dick Mucker**  
**Ken Marcoux**  
**Leo Palitti**  
**Lorrie Palitti**

**THE TEXAS WESTERN  
STAR**

**Texas Western Railroad Association  
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