



352

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Have a Suggestion Or a Story Idea?

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

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#modeltrains

#texaswesternmodelrrclub

Three Texas Western Club Members Pick Up Awards at the LSR Houston Convention

Club members Leo & Lorrie Palitti and Mike Mackey earned some accolades at the recently held Lone Star Region Bayou City Limited Convention held in Houston June 7th - 11th. Lorrie won 5 awards, Leo also won 5 awards and Mike Mackey earned the President's Award for Outstanding Service to the Lone Star Region. Leo's Skinner's



(Above Photo: Leo Palitti's Skinner's Row award winning model at the LSR Houston.)

Row placed 1st for Displays, it also was awarded Best Kit-Built Model and Most Popular Model. (He and Lorrie will be doing the program for the next Division 1 meeting July 8th about structure building, and I can't wait. That will take place at the clubhouse starting at 10 am.) (See more of the results of the LSR convention on page 3)

From The Business Car

Summer. It's here and it will be hot for several months. Too hot to be out in the yard, so come down to the club where there is lots to do. There are only a few sections of main line track that still need any work and the electrical is proceeding so hopefully we will have trains running in short order. As you read this we will have already been to Movie Night at Leo & Lorrie Palitti's home for a great evening. If you didn't go, you certainly missed a wonderful time.



We have several members out on vacation and traveling for business, so please make every attempt to come down and help out. The Houston yard will be going in soon and progress at Lone Star Steel is moving right along. I have altered the bridge at the back of the saw mill area to allow for double-stack container trains to pass through. The logging area looks as if it has been almost logged out, by the Batson Lumber Company; lots of stumps left, but few trees.

Yes, we have had a change of Mayor in Forest Hill, but at this time there is nothing that affects us or will change what we have. I do not anticipate any changes as we have a strong lease and support of the majority of the City Council. If you are at the club and are visited by any of the City Council or someone



from the City, please refer all questions they may have to me. Give them my email address and they may contact me directly. Do not give out phone numbers please.

Here's to trains running soon!

Darrell Cowles



The STAR

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2017

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(LSR Convention continued from page 1)....

**Lone Star Region Bayou City Limited 2017 Awards given to Texas Western club members.
Lorrie Palitti**

- 2nd - Off-Line Structures - Yuck Brothers
- 3rd - Displays - Rusty Keg
- 3rd - Arts & Crafts Theme - LSR Pillows
- 3rd - Outhouse
- Linda S. Little Award (highest scoring entry in model contest by a woman) - Rusty Keg



(Lorrie's Rusty Keg model)



(Lorrie's Outhouse entry)

Leo Palitti

- 1st - Displays - Skinner's Row
- Best Kit-Built Model - Skinner's Row
- Most Popular Complete Train - Logging Train
- Most Popular Model - Skinner's Row
- Novice Best in Show

Mike Mackey, MMR

President's Award for Outstanding Service to the Lone Star Region.



(Mike Mackey, MMR is presented with the President's Award by LSR President Steve Barkley, MMR)

Chris Calvin

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



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Model Railroad
Club**

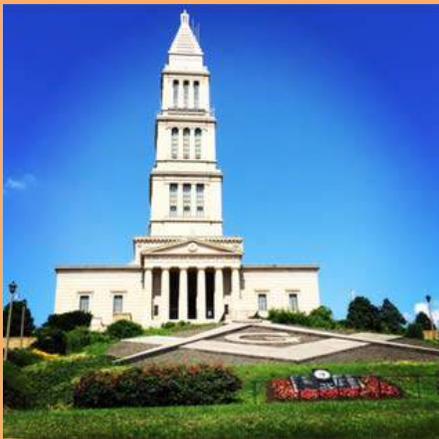
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The Railway Express Car GEORGE WASHINGTON MASONIC NATIONAL MEMORIAL

So this month's edition of the Star finds us babysitting for grand kids in the Washington DC area. Poor kids still have another week of school to go. So Anne and I have a good deal of free time on our hands to see the local sites. Having seen most of the monuments and museums, I really wanted to stop into the White House and see if I could straighten things out but the occupant just wasn't very receptive. So we just had to spend our time elsewhere.

As luck would have it, our kids recommended we visit the George Washington Masonic National Memorial. It piqued my interest for a couple of reasons: First, I know little to nothing of the Masons. Secondly, knowing that our very own Mike Corley is a distinguished member, I had a personal incentive to visit the memorial and report my findings.



The memorial is an impressive edifice which dominates the horizon as you approach D.C. from the south. Its architecture is inspired by the lighthouse of ancient Alexandria, Egypt, one of the ancient seven wonders of the world, and its design reflects the classical architecture of Greece and Rome. These styles connect the Memorial to the architecture of Washington's day when the classical aesthetic was used to express the democratic principles guiding the new republic.

The mission of the Memorial is to inspire humanity through education to emulate and promote the virtues, character and vision of George Washington, the Man, the Mason and Father of our Country. (The above is unashamedly plagiarized from the literature handed out as one enters the Memorial).



This is, to say the least, an impressive structure with a massive marble staircase leading up to the colonnade and main entrance. The tour takes one through the huge halls decorated with impressive murals and statues depicting important events in the life of our first President. There are several museum rooms filled with artifacts and paintings documenting events in his life as well as President Washington's participation in Masonic activities.



The culmination of the tour has one riding an elevator which follows the slant of the building from the sprawling first floor to the compact peak of the tower. From the catwalk at the top of the tower one takes in an impressive view of the Potomac and Washington D.C. itself. If you get the chance, be sure to visit this site.

Dick Mucker

The CAO's Baggage Car

Summer time is here!! I know many of you will be travelling for vacation and will have other commitments this summer. This is historically a time when our membership attendance slacks off,



but we need you at the Club now more than ever. I understand having “other things to do”; like a job in San Diego that keeps me out of town five days a week. My time at home is limited and spending time at the Club is difficult some weeks. But I make the time to be there as often as I can because I know the Club is counting on me to do my part in getting our layout running. Folks, we are literally a few wire connections shy of having an operational mainline on the layout. If you can, please come in and help us over this final hump. Thank you.

I wish you all a safe and Blessed July 4th.

Jay H2Os



THE TRAIN SCHEDULE

Upcoming Meetings, Events, Shows & Clinics

JULY 2017

1st - YMR Meeting, 10a - 1p, Held at the TWMRC, Saturday

1st- HAPPY BIRTHDAY

RYAN ZAMARRON

4TH- HAPPY BIRTHDAY

DAVID KOHLER

5TH- HAPPY BIRTHDAY

WILLIAM BROWN

6TH - July Business Meeting @ 7p, Thursday.

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

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

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

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

15TH- HAPPY BIRTHDAY

MIKE CORLEY

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

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

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

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

AUGUST 2017

3rd - July Business Meeting, 7p, will be held @ The clubhouse, Thursday

12th - 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

NMRA LSR Cowatcher Division 1 July Meeting

Saturday, July 8, 2017
10 am - 12 pm
@

Texas Western MRC
Clubhouse
6801 Forest Hill Drive

Program: Building Structures presented by Leo & Lorrie Palitti

The COO's Coal Car

So, what is your favorite railroad? Big, little, medium sized? Current, ancient, recently fallen? Big conglomerate, small independent stand alone? Haven't got one yet? I suggest looking into the Nevada Northern Railway, in Ely, Nevada. Now a National Historic Landmark, the Nevada Northern was started in the first decade of the 1900's specifically to allow development the copper deposits in the Ely area of Nevada.

I was in Ely on business in late May, and had a couple of brief opportunities to visit the NNRwy. On occasion when I'm travelling, railroad stuff presents itself, but business comes first, trains second. So, train time is often only short 5 to 15 minute intervals. But, on this trip, I had about two hours on a Saturday morning to take in the East Ely location of the NNRwy.

The Nevada Northern was established to haul ore from the underground and open pit mines at Ruth to the "Steptoe Valley" concentrator and smelter at McGill, a distance of about 20 miles, and smelted copper ingots up to the Union Pacific RR at Cobre, Nevada, 110 miles further north of McGill. The mines at Ruth are about 10 miles west of Ruth, while McGill is about 10 miles north of Ely. The Nevada Northern also connected to the Western Pacific at Shafter, Nevada, near Wells, but their primary outlet was the interchange at Cobre. Passenger service implemented from the start, but was discontinued by the 1950's. At one time, the NNRwy carried over 140,000 passengers in a single year.



The railway runs two steam engines on a regular basis, number 40, a 4-6-0, and number 93, a 2-8-0. #40 is native original to the railroad. Some of its' passenger equipment is also original to the Nevada Northern.

As with most other railroads, the Nevada Northern has changed hands more than once over the years, but in its' current iteration, has retained its original name. For many years,

the trackage from the mines at Ruth on to the concentrator and smelter at McGill were operated by Kennecott Copper Company. This "ore line" was strictly for the mines. Freight and passenger traffic was handled by the Nevada Northern itself. The railway formally came to an end in the 1970's after the mines at Ruth shut down, followed later by the closure and removal of the smelter at McGill. In the late 1980's Magma Copper, followed in the early 1990's by mining house BHP, purchased all of the Nevada Northern, and ran trains of copper concentrate from Ruth up to Cobre. But even that stopped in the mid 1990's. here was a flurry of activity surrounding the Los Angeles water district, but that never came to fruition. Eventually, everything reverted back to (the corporate descendant of) Kennecott Copper Company, and Kennecott gifted/donated the whole kit and kaboodle to White Pine County and the city of Ely.



That Saturday morning mentioned earlier was the only lengthy piece of time I had to look at the East Ely yard. I had to be in Salt Lake City to catch a plane home by 1:00 pm, and it is a 3-1/2 hour drive from Ely to the SLC airport, so I couldn't spend much time. I was able to get some video clips of a little GE 25 tonner doing some switching, and some still photos of some of the other cars in the yard. The steam locomotives were parked in the engine shops, and couldn't come out to play. They also have an Alco or two, and a bunch of cars.

Their website is www.nnry.org. Check it out. It is full of interesting history.

I am doing research into a club trip to Salt Lake City, Ut. and Ely, Nv. that will correspond with the NMRA National Convention in 2019. The Nevada Northern is definitely on the agenda, along with the Heber Valley Railroad, and a visit to Promontory Point, where the CP and UP held their Golden Spike ceremony in May 1869. 2019 is the 150th anniversary of that joining, and a fitting time for a historical trip. Please put this on your calendar as a possibility in 2019. We have two years to plan and save up.

Best to you all! Keep the greasy side down.

Clarence Zink



Frisco in Fort Worth IV *Industry Switching*

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 discuss the industry switching, forwarders, and districts served by the Frisco in the Fort Worth area.

Industry Switching

The Frisco in Fort Worth served five industries that were not open to reciprocal switching and eighty-one industries that were open to reciprocal switching. Three industries were served by the Frisco and the Santa Fe.

There were a total of 324 industries in Fort Worth that were open to reciprocal switching on all lines. The GC&SF served the only produce terminal in Fort Worth.

Carswell Air Force Base was located in Fort Worth; however it was designated as a closed industry on the T&P Railroad in Benbrook, Texas.

The Fort Worth Quartermaster Depot, located on the MKT and GCSF, was open to reciprocal switching.

Trailer On Flat Car (T. O. F C.)

The Frisco had a TOFC ramp located in the West Yard. The ramp accommodated five forty-foot flat cars. Vauter Cartage Company unloaded trailers from flat cars and made deliveries and pick up of trailers in the Fort Worth area. Vauter had a contract with Frisco to perform this service.

Freight Forwarders

Forwarder traffic for Newkress Company was handled in the Frisco freight house by Frisco personnel. Delivery of their merchandise was made by a cartage company under contract to the Newkress Co.

(Continued on page 9)

(Frisco Part 4 Continued from Page 8.....)

Industrial District**Frisco**

Because the Frisco operated over Rock Island track from Irving to Fort Worth, industrial property along Rock Island track was not generally available to the Frisco. The Frisco had one industrial area in Fort Worth, the **Bailey Industrial District** (see Figure 1, *Bailey Industrial District* in blue box). It was located in northwest downtown Fort Worth. This district contained a total of 80 acres, 8 acres of which were available for development. It was zoned for heavy industry and had all required utilities. The Frisco served all industries in the Bailey District all being open to reciprocal switching.



Figure 1, Bailey Industrial District in blue box

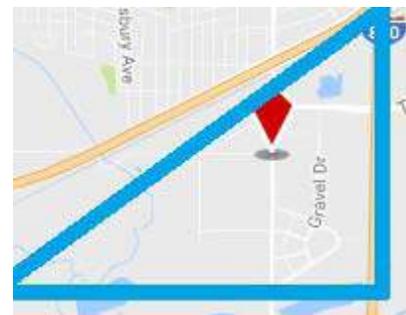


Figure 2, Richland Industrial Park

Other Railroads

Richland Industrial Park was located in Richland Hills, approximately six miles east of Fort Worth (see Figure 2, *Richland Industrial Park*). The district contained 83 acres and was zoned for light industry. All industries in this area were served by the CRI&P Railroads and were open to reciprocal switching.

Rock Island Industrial District was located in East Fort Worth. The district contained 50 acres and was zoned for heavy industry. All industries in the district were served by the CRI&P Railroad, and were open to reciprocal switching.

Burlington Industrial District No. 1 was located in North Fort Worth. The area contained 40 acres and was zoned for heavy industry. The FW&D Railroad served all industries and the area was open to reciprocal switching.

Burlington Industrial District No. 2 was located in Saginaw, Texas, approximately three miles north of Fort Worth and within the switching limits of Fort Worth. The area contained 310 acres, and was zoned for heavy industry. The district was owned by the FW&D Railroad and was open to reciprocal switching.

Westcliff Industrial District was in South Fort Worth. It contained 225 acres and was zoned for heavy industry. The GC&SF Railroad served this district, and was open to reciprocal switching.

Saginaw Industrial District was in Saginaw, Texas approximately three miles north of Fort Worth. The district contained 112 acres and zoned for heavy industry. The GC&SF served the industry on a reciprocal basis.

That's it for this edition. Next month we'll examine the industries served by the Frisco in Fort Worth including warehouses and grain elevators.

Happy rails,

Mike Corley



JULY 2017 BIRTHDAYS



Ryan Zamarron 7/1



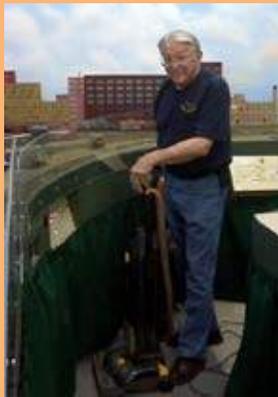
David Kohler 7/4



William Brown 7/5



Mike Corley 7/15



Clean UP Crew JULY 2017

Mike Mackey
Jim Wallace
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**THE TEXAS WESTERN
STAR**

**Texas Western Railroad Association
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