

Texas Western STAR

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Latest News

Regular Features:

- CEO Business Car
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TWMRC Event Calendar:

6-6-2024 – June TWMRC Business Meeting

**6-8-2024 – Cowcatcher Division 1 Meeting at TWMRC,
6808 Forest Hill Drive, Forest Hill, Tx. 76016**

6-22-2024 – TWMRC Garage Sale, 1PM – 5PM

7-4-2024 - July TWMRC Business Meeting

**7-13-2024 – Cowcatcher Division 1 Meeting at
TWMRC, 6808 Forest Hill Drive, Forest Hill, Tx. 76016**

8-1-2024 – August TWMRC Business Meeting

**8-10-2024 – Cowcatcher Division 1 Meeting at
TWMRC, 6808 Forest Hill Drive, Forest Hill, Tx. 76016**

2024 Board of Directors

Chief Executive Officer: David Crumpton
Chief Operating Officer: Darrell Cowles
Chief Administrative Officer: Jay Waters
Chief Financial Officer: Robert Rathgeber
Chief Development Officer: Chris Mahan

Work Crews

Scenery/Structures:

- Terry Morris
- Steve Parish
- Chris Mahan
- Robert Rathgeber
- Chris Galvin
- Mike Weiss
- Russel & Deb Gifford

Track & Roadbed/MOW:

- Clarence Zink
- Darrell Cowles
- Jay Waters

DCC Programming:

- Steve Parish
- Cameron Pantke
- Thomas Stephens

Electrical Crew:

- Don Hays
- David Crumpton
- Trapper Kirkpatrick
- Robert Sims, Jr.

Rolling Stock Inspection:

- Robert Sims, Jr.
- Terry Morris

CEO's Business Car

David Crumpton

Hello TWMRC members. We are standing at the front end of another hot summer. We just had a great club cookout and the attendance and food were terrific! Thanks to all who made it possible. We definitely want to make it an annual event. Memorial Day is also past and I hope that you took time to think about the many sacrifices of the men and women who gave their lives in defense of our freedoms and country. I am always touched by the expression, "All gave some and some gave all." This sums up the courage and honor of those who made the ultimate sacrifice.

Now, the 4th of July and hotter weather is just around the corner. However, it is always comfortable at the club. The A/C is working well and you can always find a place to go and run your trains, work on the layout, program locomotives, or test those old locomotives on the DC track to make sure they are worthy of DCC conversion. There is always something to do.

We have recently instituted cleaning crews, led by the BoD. If you were picked to be on one of these teams, please help you BoD leader fulfill the monthly check list of assignments. The physical looks of the club make a difference to our members and to those that visit. You never get a second chance to make a first impression!

Work in all of the work areas is progressing nicely. You are all going to be amazed and pleased by the end of the year with the development of the layout and how it has chanced in a year. It takes work, time and dedication. Please join in and lend a hand. We need your help to move the work along. Phase 1 is a huge part of the total vision of the layout and it is looking more and more developed each week.

I want to take a minute to applaud the work of our BoD. Many hours of their time is invested each month to make sure the club is achieving our stated goals and mission. Each one of them care deeply for the club and its members. We want to make this club the best it can be and create an environment where each member is appreciated and their individual talents grow and develop. Our education efforts at each business meeting are designed to do just that. So, don't miss the business meetings. You are needed and valued.

In closing, I just want to express my appreciation to all of you for the many seen and unseen things you do in the club and for the club. Without you, there is no club. Have a great and safe summer as you travel to the club and especially on vacations. Remember to tell your family members, each day, how much you love them. Your expression of love and care will warm their hearts and bring joy to them. See you down the road!

**Our newest layout donation, courtesy of the Keller Historical Museum.
Thank you very much!!**



The layout has already been sold!

MP15 Switcher leased to the Port of Evansville, Indiana



The CAO Observation Car

Jay Waters, TWMRC CAO

On this Memorial Day weekend, we honor those that gave the ultimate sacrifice to defend our freedom. I want to thank all of our present and former Club members that have served in our armed forces. I am very appreciative of your service.

As the spring rain and storms give way to the summer heat, I want to point out the progress that we've made on the layout so far this year. The logging camp at Batson Hill is nearly complete and looks awesome. Houston terminal and industrial area is getting fine-tuned with details is nearly complete and looks great. Scenery on the lower deck is spreading and looking fabulous. Pantke Coke works and downtown Dallas are in the early planning stages and I have no doubt will be stellar scenes as well.

The grain elevators on the upper deck are multiplying and look like the real deal. Great job all. To those that are working on the layout, thank you. To those of you wanting to know where to fit in, just ask where you can help. The electrical guys are adding buss lines for structure lighting, replacing LED lighting, and always running down short circuits. I'm sure they could put you to work if scenery and structures isn't your skillset. Bottom line is that we want everyone involved in building OUR layout so we can all share that same sense of pride in showing it off to others. I hope to see you all at the Club soon!!

Jay H2Os

The Ore Car

Clarence Zink, Texas STAR Editor/Publisher

We're going through another change in seasons, and it is certainly wet, wet, wet! I don't know if this is a record setting season, but it sure is keeping my pool full!

Several of us from the TWMRC, and a few guys from the Cowcatcher Division were up in Tulsa in March for another "brain burning" operating weekend. A LOT of fun. There were 4 of us from the club up there, Terry, John, Ryan, and myself. All four of us were never on the same layout at the same time, but Terry, Ryan and I ended up at the Green Country MRC Saturday night. I could feel those synapses sparking and sizzling quite often. It's somewhat of a challenge!

My favorites, of course, were the mining themed layouts: Dave Steensland's Silverton & Lake City (HOn3), and Ken Ehlers Pandora & San Miguel (Sn3). Lots of high country Colorado.

Our Operations Committee is making progress on creating an operating scheme for the layout. We've got existing yards and spurs measured, rolling stock accounted for, and industries defined. Allen M. and Jeff C. have been working on passenger trains. I've been banging away at JMRI Operations Pro, making a lot of mistakes, but learning all the time.

I feel that we can get the layout set up to start operations – cars placed in their starting positions – in the second half of June, and hopefully be ready for a "dry run" after the July 4th holiday. *HOPEFULLY!!*



Mine scene on the Silverton & Lake City RR.

The Ore Car

Clarence Zink, Texas STAR Editor/Publisher



Switching Campbell's Soup on the Green Country MRC layout.



Pandora street scene. Be careful of that card shark in front of the hotel.

Ken Ehlers Pandora & San Miguel.

Stu Sibitzky's *Indio Central*

What's your railroads' *back-story*?

Every railroad (beyond the "around the Christmas tree oval) has SOME story for its existence. And so it goes with the Indio Central RR.

The Fable of the Indio Central Railroad

Following the rich, halcyon days of the early 1940's, when trains were the king of transportation and railroads were the lifeblood of the nation, the late 1940's saw massive amounts of defense money dry up with the return of peace. No longer were there thousands of troops needing to be moved to port cities. No longer were there tons of supplies needing to be moved to support our military services, and cuts to railroad services began to loom large in the dark-paneled board rooms. The very rooms that had once seen the likes of Huntington, Crocker and Stanford, were now echoing the drama of massive cuts that must be found to keep the nation's railroads viable.

For the Southern Pacific Railroad, that had for many years supported a transportation network spread from the west coast eastward to Chicago and New Orleans, the need for cuts to services and rail line abandonment were becoming more and more apparent. Therefore, in 1948, the Southern Pacific Railroad Company filed paperwork with the Interstate Commerce Commission (ICC) and the Federal Railroad Administration (FRA) to cease railroad service and abandon the rail lines to the small towns of the southern Imperial Valley. The growers of the region had cut back on their harvests with the return of peace and were no longer shipping the massive amounts of fruits and vegetables that they had supplied during the war years.

The Fable of the Indio Central Railroad (continued)

Within four years however, with the westward migration of returning GI's and midwesterners seeking a better life, the market for California-grown fruits and vegetables blossomed and, with it, the need to move the harvests to market. A group of enterprising business men saw this need developing and had the vision to purchase the abandoned rail lines and adequate equipment to operate a newly-formed Indio Central Railroad.



By the spring of 1954, with adequate equipment, a workforce in place, and the approved economic authority, the railroad began moving the blossoming Imperial Valley harvests of vegetables, sugar beets, and fruits from the farms to the major rail lines in Niland, to be shipped west to Los Angeles as well as eastward to Fort Worth and beyond. The Indio Central Railroad was now a regional employer and an economic power in the Southern California desert.

When the Southern Pacific Railroad attempted to reacquire the routes and business, their offers were rebuffed and when the lawsuits were filed and the matter was taken to court, the judge for the 9th Circuit Court ruled in favor of the new Indio Central Railroad Co., who would continue to transport harvests from the many small communities of the southern Imperial Valley to Indio for the major regional rail lines (Southern Pacific, Union Pacific & Santa Fe) to distribute nation wide.

Track Time by John Garfield

Cleburne Railroads

In the past newsletter I reported that the Lunch Bunch went to Cleburne to visit two railroads. As you know, Cleburne was the yard and repair shops for the Santa Fe. Some of the shops and track are still there and is being used by another company who does maintenance work on locomotives. We didn't go visit it but it is close to the next stop on our journey to Cleburne.

As noted in the last newsletter, the group met for our normal 11:00 AM lunch before touring the two layouts. Its abnormal for even one commercial layout to be located in a community, let alone two as in Cleburne. In the last newsletter I reviewed our visit to the Cleburne Railroad Museum located on your way into the center of town on Rt. 174. The Dillon Depot is located about two blocks east of there in an old church. Besides some collectible antiques and clothing, the museum features a big bar where you can get real Dr. Pepper and homemade ice cream. The owner (I forget his name) is a sociable old guy and had to show us his real engine whistle. Here are some pictures of the layout and museum, so enjoy looking. And, take some time to go visit both layouts – its fun.













Coming Events

- **Southern California Operations (SoCalOps) layout owners and clubs in the Greater Los Angeles area invite you to**

SoCalOps-2024

Friday June 7th through Sunday June 9th, 2024

– <http://www.socalops.com/>

- **June 22, 2024 - TWMRC Garage Sale**

1:00pm – 4:00pm TWMRC Club

www.TWMRC.org

- **August, 2024 NMRA National Convention, Long Beach, California, August 4 – 11, 2024**

– <https://surfliner2024.org/>

- **October 25 & 26, 2024 - Red River Prototype Modelers Meet**

– Forest Hill Community Center, Wichita Street, Forest Hill, Texas 76016

<https://www.redriverrpm.org/>

Austin August 24 & 25, 2024 <https://austintrainshow.org>

Temple September 21 & 22, 2024 <http://centramodrr.com/train-show>

Plano Sep. 28 – 29, 2024 <http://www.dfwtrainshows.com>

Oklahoma City November 2 & 3, 2024

<https://www.oklahomarailwaymuseum.org/events/okc-train-show/>

Greater Houston February 15, 2025 <http://www.sanjacmodeltrains.org/GHTS.php>

New Braunfels 2025 <http://newbraunfelsrailroadmuseum.org/nbrf/train-shows>

For Sale

**2 - B&O Diesel Locomotives with sound/motion/lights decoders.
“New” condition. See at TWMRC building, on club work table.
Contact John Garfield.**



Atlas H10-44, DCC programmed to Road Number



Atlas HH660, DCC programmed to Road Number

For Sale:

Two (2) Atlas GP-7 locomotives, no road name painted maroon. One has a decoder installed. \$40 for both
One Bowser 2-8-0 Zamak locomotive partially assembled, \$20. Contact Mike Weiss.

GP7's below, Bowser 2-8-0 & tender right.



WANTED: 2 or 3 ALCO RS-1, RS-2 locomotives. DCC preferred, in *running* condition. Contact Clarence Zink.