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Have a Suggestion Or a Story Idea?

Contact: stareditor@twmrc.org

AROUND THE ROUNDHOUSE

June was a hot month in Texas, but cool inside the Texas Western. The highlight of the month was Movie Night at Lorrie and Leo's hacienda. We were treated to a fantastic menu of south-western cuisine, complemented by salsa contest entries from Fred Tucker, Dave Kohler, Lorrie Palitti, Darrell Cowles, & Paul York.



The contest resulted in a tie between fruit and tomato based salsas, so the BOD decided to award each category winner a wonderful SLSF flat car and soon to be released Pennsylvania X-29 box car. The winners were Lorrie Palitti and Darrell Cowles, two semi-pro chefs. Thanks to all who prepared a dish and provided gastronomic delights to the crowd.

The movie, complete with soft drinks and popcorn was a big hit. Unstoppable kept everyone on the edge of their seats. Many thanks to Blake, Tripper and Connie Stiles for setting up the terrific audio visual system for the movie. Thanks to Lorrie and Leo for providing a first class theatre, complete with air conditioning.

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From the President's Car

Howdy folks, We talk about model railroad operations all the time at the Texas Western. We have members who LIVE for operating and some who would rather go to the dentist for a root canal than participate in an operating session. With this much difference in our members' points of view, perhaps we need to discover what operations at the Texas Western is really about.

Did you ever ask yourself, what is operating? Is it running freight and passenger trains around the layout, dropping off and picking up cars, using prototypical procedures and practices, is it time specific, i.e., era?.

Did you ask, is it fun, difficult, or is there a role I can play during operations? Over the next few months, we'll answer these questions and fully describe operations at the Texas Western. This month, I'll present an overview of operations, and then we'll dig into the details in the following month's articles.



Let's start with a simple definition for model railroad operations; here is one I like: Simulating the daily operation of a railroad transportation system in miniature using prototypical practices. Next you may ask, "Just what does that entail?" Different people will respond with different answers, but at the Texas Western we'd say that club members reviewed railroad prototypical practices, e.g., products, shipping, towns, sidings, signals, sounds, structures, railroads, yards, equipment, era, and locations, and decided over the last fourteen years that we like the 1945 to 1959 era around the Fort Worth area.



Further, we decided on both steam and diesel locomotives, HO and HO_n3 scales, train radio and telephones, mostly from the Southwest including northern New Mexico and Colorado, towns with prototypical names, structures, scenery, and track from the geographical region.

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The STAR

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Open Run On Monday Nights



Come Down & Run 6 - 9 pm.



(continued from President's Car, Page 2.....)

If you add this all together, you'll get the makings of the miniature transportation system we call the Texas Western.



These are essential elements of operations and over the course of this series; we'll tie them all together so they make sense.

Next month we'll start with one of the basic building blocks, the towns on the Texas Western. We'll share their histories, and what role they play in our miniature transportation system.

Until next time, go run a train!

Mike Corley

**President
Texas Western Railroad
Association**





Member Profiles: Don Hays

This story, that of my life, begins on January 18, 1952. I was born here in Cowtown, to a loving mother and father, who three years later gave me a little brother, Bob. Like most of the club, I got my start in trains on Christmas, when I was given a Lionel train set on a sheet of plywood. As far as I can remember I was surprised by it, but the surprise was almost ruined; my dad and his cousin, after setting the trains up on Christmas Eve, began playing with them and making noise. It took my mom (who later told me of this story) getting mad at them to convince them that it maybe was a bad idea, as it might've woken me up.

I don't remember much about that Lionel set though, because a while later I received an American Flyer set, and the Lionels just "went away." As I recall, my dad and I had a lot of fun with the American Flyers. We must have, because while it just started out as a sheet of plywood in the living room, it soon became a small empire running from my bedroom, down the hall, into the den, and all the way back. Soon enough though, I had to put the things of childhood behind me, including my trains, when I joined the Army in 1971.

After basic training at Fort Ord on the Monterrey Bay, I went to Fort Knox for training to be a scout. However, the Army had other ideas. Instead, I received training to be a tanker, and was shipped off to Germany in 1972 with the 1st Armored, stationed near Ansbach, Bavaria. On the way to the base, I rode on a train for the first time in my life behind an electric engine, as I recall. While I had fallen out of touch with my inner train-fanatic, this one event marked the beginning of my rekindled interest in them. Indeed, it proved to be a good thing that I wound up on tanks, as the division frequently performed maneuvers requiring long distance movements, and in

Germany there was no better way to take a 50 ton hunk of steel across the country than by rail. So, I learned how to railroad tanks, mainly M60 MBTs, by driving them on top of flatcars and spiking them down.

With my love of trains renewed, I strongly considered buying a train set while in Germany, but it wasn't until after I left the Army in 1980 and moved back to Fort Worth that I finally returned to model railroading. For Christmas 1987, my wife at the time gave me an electric train set. I set it up on the dining room table, then I put it back in the box, and took it back to the store. Unfortunately, it would seem that she didn't know how to pick a good set of trains. The very next month, however, I went to a train show and spent \$50 on some track, a few cars, and (of course) a Santa Fe F7. At first it occupied the dining room table, but soon enough I had a sheet of plywood in a spare bedroom, and began frequenting train shows and hobby shops on a quest for more and more trains. Indeed, I was once again a full-blown model railroader.

While in the middle of this new-found train kick, about 1993, I happened to be driving on Pipeline Road up by Northeast Mall, when I noticed a number of railroad signs. "There aren't any railroads there," I told myself, so I pulled in, and stumbled upon Buddy Spraggins' hobby shop. While there, Buddy mentioned a local modular club he was a part of, the Mid-Cities Rail Barons, which happened to be only two blocks from where I worked.

I visited, then I kept coming back, and eventually I wound up joining. A few years later, I asked the group as a whole, "where are we going to be in a few years?" Nobody seemed to be able to answer. A couple of weeks later, though, fellow member Joe Williams offered the building next to his compressor shop for the club to use, saying "come build me a layout." So we did, with the Rail Barons moving there in December 1995. A year later, we reorganized ourselves as the Texas Western, and the rest is history.



Don Hays

PHOTO OF THE MONTH



**Bob “The Bridge Builder” & James are Busy
in the Narrow Gauge Area.**

THE TRAIN SCHEDULE

Upcoming Meetings, Events, Shows & Clinics

JULY 2011

2nd - Operations Preparations, Saturday, 5 p - 9 p

4th - *SPECIAL EVENT: Open Run Night, 6p - 9p

7th - Texas Western MRC Regular Club Business Meeting: Thursday, 7:30 PM Club Meeting Room, 6807A Anglin Dr, Ft.Worth.

9th - Operations, Saturday, 5p - 9p

11th - Open Run Night, Monday, 6p - 9p

14th: Work Night: Work On Layout & Projects, Thursday, 7p - 10p

15th - Happy Birthday Mike Corley

16th - Operations, Saturday, 5p - 9p.

18th - Open Run Night, Monday, 6p - 9p

21st - Work Night: Work on Projects, Thursday, 7p - 10p

23rd: Operations, Saturday, 5p - 9p

24th - Happy Birthday John Garrett

25th- TWMRC Open Run Night 6p - 9p

28th - Work Night: Work On Layout & Projects, Thursday, 7 P -10 P

30th - Clinics: Airbrush Clinic, Saturday, 5p - 9p

AUGUST 2011

1st - TWMRC Modern Run Night, Monday, 6 - 9 pm

4th - Texas Western MRC Regular Club Business Meeting: Thursday, 7:30 PM Club Meeting Room, 6807A Anglin Dr, Ft.Worth



ALL PHOTO'S BY CHRIS GALVIN...



AROUND THE ROUNDHOUSE

(continued from page 1.....)

Hammers and saws were heard around the layout all month long. John Callesen and prospective member Jay Waters worked on the Houston oil terminal's control panel. JT Bailey continued work on the locomotive pits in the Fort Worth roundhouse. Bob Dalrymple and James French were seen pounding nails and driving piles on the new RGS and DRGW connecting bridge on the narrow gauge district. Jim Wallace, Don Hays, Paul York, and others continued work on the Alamosa extension, laying the rails to finish by July's operating sessions.

Joe Batson was seen slumped over the computer, either exhausted and asleep or working his magic on ProTrak. Jerry Fussell installed the last of the turnouts connecting the stockyards with the meat packing plants, and building a much larger caboose track for the east end of the Fort Worth yard.



Glen Buie continued his work on the website and control systems. Ken Marcoux was ever present in Houston, closing in on a completion date for the Houston trolley tracks and streets.

Kevin Lambert was seen working with Ken in Houston. Dave Kranda was having fun building a craftsman structure for the North Houston industries.

Darrell Cowles was sighted awake in the lumber company area and plying his magic on the developing scene. Someday, the lumber mill will be a highlight destination for visitors and operators. ;-}



Clarence was seen rattling a can of spray paint, wondering where he could paint his newly constructed steel mill trestle without too much spray drift. I think he settled on the Fort Worth passenger terminal area, whose silver ATSF looking trains are those parked near by?

Don Hamilton continued his work on the Oriental refinery area, adding piping and tanks. I'm sure there was a lot more activity, but that is what I saw here and there. Thanks to everyone for making the Texas Western Model Railroad Club the place to be in the heat of the night.

Keep cool and have some fun. I'm looking forward to seeing each of you at the Texas Western.



Happy rails,

Mike Corley



The Fort Worth & Rio Grande Railway

Fort Worth and Rio Grande Railway (FW&RG) which operated from 1885 to 1948 was headquartered in Fort Worth, Texas. The FW&RG was part of a plan to develop a transcontinental railroad linking New York, Fort Worth, and the port of Topolobampo in Mexico. They believed the expansion would stimulate the growth and development of south west Texas in general, and the economy of Fort Worth in particular.

Construction started in Fort Worth in November, 1886, and moved slowly west to Granbury a year later. Finally the system reached Brownwood five years later. By 1901, the Frisco Railroad gained control of the FW&RG and operated it as an independent subsidiary similar to the Quanah, Acme, and Pacific. In 1911, the railroad extended its track further to Brady and Menard. As with many rail roads, the Frisco filed for bankruptcy in 1913 and made no further extensions of the FW&RG. The line never made a net profit, so the Frisco decided to sell it.



On March 1, 1937, the Atchison, Topeka and Santa Fe Railway purchased the FW&RG. The sale gave the Santa Fe entry into Fort Worth from the west. The Santa Fe immediately leased the FW&RG to its Texas subsidiary, Gulf, Colorado and Santa Fe Railway, into which the FW&RG was merged on December 31, 1948. The FW&RG track was known as the Dublin Subdivision but no documentation exists as to whether or not the crews drank Dublin's Dr Pepper. Upon acquisition, Santa Fe improved the FW&RG track and began routing high volumes of freight bound for California.



The GC&SF was merged into corporate parent Atchison, Topeka and Santa Fe Railway on August 1, 1965. The Brownwood-Brady segment was abandoned in 1959, and the Brady-Menard segment was abandoned in 1972. Cen-Tex Rail Link, an affiliate of the South Orient Railroad, purchased the FW&RG from Belt Junction (Fort Worth) to Ricker, six miles east of Brownwood. South Orient sold the Cen-Tex line to the Fort Worth and Western Railroad, in 1999. Now you know the lineage of part of the FW&WR, and how the Frisco played a role in building the tracks I cross every time I head to the Texas Western.

Mike Corley



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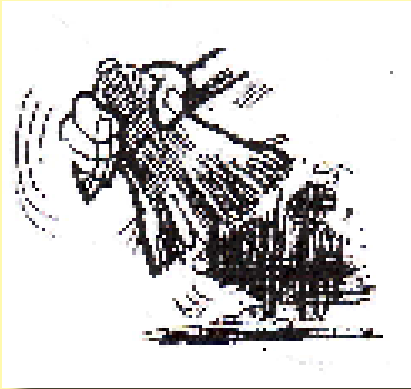
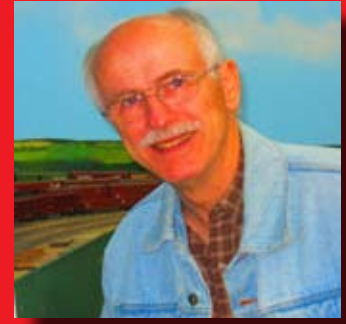




HAPPY BIRTHDAY - JULY 2011

Mike Corley 7/15

John Garrett 7/24



Clean UP Crew July 2011

- Jim Wallace**
- Leonard Opdenhoff**
- Leo Palitti**
- Lorrie Palitti**

THE TEXAS WESTERN STAR

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