



This month read about Ken Marcoux in Member Profiles on pages 4 & 5..

In This Issue

Around The Roundhouse.....1&7
From the President's Car-2
Pennsy X29 History.....3
Member Profile4 & 5
The Train Schedule.....6
Zink Futures Article.....8
Photo of the Month.....9
Birthdays.....10

Have a Suggestion Or a Story Idea?

Contact: stareditor@twmrc.org

AROUND THE ROUNDHOUSE

Howdy folks,

If you thought June was hot, I bet July surprised you. August promises to be even hotter, but inside the Texas Western we have cold sodas and ice cream. Speaking of ice cream, have you ever noticed how sodas and ice cream magically appear in the refrigerator every few weeks? In case you didn't know, we have one person to thank for stocking our favorite treats at the club. That person is Connie Stiles, our CFO. Tripper could be seen in tow with a cart of sodas and other vital treats. Thank you Connie and Tripper (oh, and thanks to Blakey for letting them come to trains).

Last month we welcomed Bob Hunt to club membership. As reported in previous months, Bob could be seen all around the layout helping out and having some fun. Jay Waters and Bob Smith began apprenticeship with the club and have already contributed with work on the layout and operating sessions. Welcome Jay and Bob.

July boasted the start of operating session number 100 using ProTrak operations and control software. The session flowed smoothly as trains picked up and delivered cattle, coal. Thanks to Joe Batson for setting up the best session we've had. Great job Joe!
(photo at Right: Bob D.'s wooden trestle at Cumbres Pass)



(continued on page 7.....)

From the President's Car

Howdy folks,

Last month we kicked off a series about operations on the Texas Western Railway. This month we'll begin exploring each of the building blocks of the railroad: towns, stations, and trains that service them. Can you name them all?

Our railroad is mostly an east to west railroad with Fort Worth in the center. At the ends of the layout, New Orleans, Denver, Salt Lake City, and Durango provide off layout destinations and industries. Another name for these off layout areas is staging, and their purposes will be the subjects of future articles. For now, let's start in the east with Conneaut. Conneaut (pronounced kuh-not) is the first station up the 1½% grade from New Orleans. It is the home of Chaparral Coal & Conneaut Limestone.

Homes & commercial enterprises across the southwest and west use coal for heating, steam power, locomotive power, and the steel making process. The limestone is used by the Pueblo steel mill. The railroad transports these products to Fort Worth, Pueblo and Salt Lake City.

Chaparral Coal has four coal loading tracks capable of servicing 50 cars. A supply track for general merchandise adds one track capable of holding two cars.



Conneaut Limestone has two tracks with a total capacity of 12 cars. Finally, the Conneaut Team Track services the area with general merchandise and holds two cars.



Two trains service the Conneaut area, FWCO1T and COAL1T. The FWCO1T (Fort Worth to Conneaut Turn) originates in Fort Worth, turns at Conneaut, and returns to Fort Worth. The COAL1T (Unit Coal Train) originates in Fort Worth and stops at Chaparral Coal and Salt Lake City hauling coal to be made into coke before returning to Fort Worth. Several trains originate in the Fort Worth yard to distribute these products to their final destinations including Boone City Power and Light, Pueblo Steel Mill, customers in Denver and the locomotive fueling facilities at Fort Worth, Houston, Alamosa, and Dilemma.

That's it for this month. Next month we'll go up track to the towering city of Houston with its harbors, grainaries, oil refineries, small industries, and Galveston Island.

Stay cool,

Mike Corley



The STAR

is published by The Texas Western Model Railroad Club & The Texas Western Railroad Association, A 501c Non-Profit Organization. Visit our web site: www.texaswesternmrc.org



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From the desk of the Junior Editor

Hello guys, In commemoration of the arrival of our new club car, the Pennsylvania Railroad X29 boxcar, I have compiled a brief history of the prototype. I hope you enjoy it.

In 1923, at the height of the Roaring Twenties' railroad boon, the Pennsylvania Railroad deemed it necessary to create a new standardized boxcar to suit its needs. The older cars in its fleet, a sizable number of which dated from around the turn of the century, were showing their age, and modernizing them was proving inadequate to keep up with the railroad's needs. Thus, the Pennsy needed new boxcars, the sooner the better. In a fortunate turn of events, the American Railway Association, the ARA, was at the same time working on a new boxcar design based on the earlier USRA steel boxcar of WWI vintage. Their new car, the 1923 ARA boxcar, was designed to be lighter, have higher load and volume capacity, and be easier to maintain than the older steel and wooden cars. This design happened to fit the bill of the Pennsy's needs, and with a few minor tweaks such as Pennsy-standard trucks and brake gear to suit the railroad's practices, the car entered production in 1924 as the X29.

The Pennsylvania was obviously nearly 30,000 X29s were built bet-single most populous design on all the more surprising by the fact one that also plagued the 1923 sign of the walls and floor allowed tom sill, leading to rapid rusting of Pennsy design copied the ARA walls and floor exactly, thus the X29s soon developed rust patches, eventually leading to the sides rusting through. In an attempt to repair the problem, the Pennsy applied patch panels along the bottom sides of the X29s, leading to a distinctive row of rivets along the lower sill. Apparently this repair worked, as there is nary a picture of an X29 that did not receive this treatment.



satisfied with the design, as in all ween 1924 and 1934, making it the American rails. This fact is made that the X29s had one major flaw, ARAs: rust. The original ARA demoiseure to collect along the bot-the bottom sides of the cars. The

The Pennsy design copied the ARA walls and floor exactly, thus the X29s soon developed rust patches, eventually leading to the sides rusting through. In an attempt to repair the problem, the Pennsy applied patch panels along the bottom sides of the X29s, leading to a distinctive row of rivets along the lower sill. Apparently this repair worked, as there is nary a picture of an X29 that did not receive this treatment.

In addition to the patch panels, in the '40s and '50s the road modernized the cars with the addition of a sturdier underframe, new AB type brake systems, and, on occasion, Youngstown doors and Dreadnaught ends. However, one thing that was not changed was the brake staff; while during modernizing a car most railroads would apply new horizontal brake wheels to the car ends in place of a vertical brake staff, the Pennsy opted to leave the original staff and wheel in place, giving the cars a distinctive look among transition era freight cars.

During their 40-year history, the X29s also stood as perfect examples of the Pennsy's painting practices, with the cars wearing at one time or another practically every boxcar car scheme the railroad devised during the cars' lifetime. From the classic circle keystone to the merchandise service schemes, to drab MOW tones, and eventually somber Penn Central, the X29s wore many faces through the years. One scheme, however, tends to stand out among the rest. In 1954, during the billboard lettering craze of the '50s, the Pennsy began experimenting with a new, 57" tall keystone logo to replace the older 28" circle keystone, along with using larger lettering and numbers. This was designed to attract attention, and thus publicity, effectively using the freight car as a rolling billboard. The idea worked, and quite well it would seem, as X29s and other cars soon began being repainted into the new scheme. Aside from the size of the new logo, it also had one other aspect that was notable, namely the keystone having a shadowing effect behind it. Thus, the new scheme gained the name "shadow keystone," and remains among the most memorable aspects of the Pennsy in the late transition era.

In the end, the X29s finished their days in MOW service under the Penn Central, with the last ones possibly making it as far as the demise of the PC in 1976. Now, a few examples reside in museums, but for all intents and purposes the day of the X29 is long over. And that, so it goes, is that. Well, ladies and gentlemen, that's all I've got. Until next time... 'Till then, keep the fire burning and the wheel turning. . .

* To purchase one or more of our club offered Pennsy X29 HO scale boxcars visit our online store: <http://www.shop.twmrc.org>

Tripper Stiles



Member Profiles: Ken Marcoux

June 6th, 1944: D-Day. The Allied forces stormed the beaches of Normandy, in order to liberate Europe from the clutches of fascist Germany. Nine months later, on March 4th, 1945, - *c'est moi!* It would seem that on June 6th there was also an invasion on the Oak Street beaches in Chicago, as well as one in France. As history would turn out, both were victorious.

Born to a Czech mother, who herself had emigrated from Europe in the face of the pending German occupation, and a French father (my grandfather's name was Napoleon), I fit right in to the melting pot that was 1940's Chicago. Coming from the south side of town, I was naturally a White Sox fan, and also had many opportunities to see the many railroads coming in and out of the city. At age four, I moved to a house in Matteson, IL, the second to last stop on the electrified Illinois Central. From here I recall the old Elgin, Joliet and Eastern Baldwin center cab engines; if only I had known back then how special they really were. I remember that my friends and I would call to the crews of passing cabooses for scraps of chalk, just for the simple fun of it. I also remember seeing steam, most likely New York Central, since they had a branch line that ran near my house.

Unfortunately, back then I still wasn't a true railfan, so I didn't truly appreciate what I was seeing until it was already gone. It wasn't until I was ten, and moved to Mundelein, IL, that the railroad bug struck.

My father took me to see a neighbor, Bob Peterson, who had a HO layout in his basement. Now, it was official: I was hooked on trains. This continued until I graduated from Libertyville High - incidentally, where Marlon Brando graduated - and bought my first brass engine, an Akane USRA light mikado, a piece that I still own to this day.

It was also at this time that I developed another of my lifelong loves, that of rock & roll. I first listened to the likes of Ricky Nelson, Elvis, and Fabian through the '50s, and once the British Invasion hit in the '60s I followed the Beatles, the Who, Eric Clapton, Pink Floyd, and Led Zeppelin, just to name a few.



However, once I finished school, I soon was forced to focus my attention on more serious matters. I attended Bradley University for a year, but it turned out that college wasn't for me; I "couldn't pay attention," as I had what we now call ADD. So, I began working at a grocery stocking shelves, which in those days was a far more serious job than it is now, as I was responsible for ordering food for my entire section of the store. This experience in organization and management would prove invaluable later. Next, I took a job at the local Catholic Seminary, St. Mary's of the Lake, the largest in the country; indeed, Mundelein was named after the Cardinal who purchased the land the city sits on. First I was a painter, then I was moved to answering phones for the electricians and plumbers. From my time there, I recall seeing, of all things, a small unfinished model railroad in the basement, but I never saw it running.

(Continued on page 5)

Yet, this experience was to be short lived, as Uncle Sam was calling. I joined the Navy in 1966, spent time at the gunnery school at Newport Beach, and was stationed on the USS DeSoto County, LST 1171, a tank landing ship, sailing out of Little Creek, VA. I was a Fire Control Technician, 3rd class, and was in charge of a dual-mount 3"/50 anti-aircraft cannon.

From the "Big D" (as we called her), I traveled the world, seeing places such as San Jaun, St. Thomas, France, Spain, and Panama, where I rode a train paralleling the canal for shore patrol. I even went on Navy sponsored tours, seeing Izmir, Turkey; Olympus, Greece; and Rome, Italy, where our group arrived on a Sunday morning in time for a blessing from the Pope. I also vividly recall one time we were in drydock in Newport News, where I saw the supercarrier USS Forrestal laid up, with significant fire damage - I would later learn that she had suffered a catastrophic accident while operating off the coast of Vietnam, the infamous Forrestal fire of '67. I also recall how we rendered honors to, or saluted, the other Navy ships that we passed; Navy practice states that a lower-ranked ship will salute one of a higher rank, and as LSTs are at about the bottom of the heap, I gave a lot of salutes in my time. However, it was also customary for the ships of other countries' navies' to salute our ships, which they did, with one exception: I never recall being saluted by a Soviet ship. The Soviets did, however, tend to shadow us on our Mediterranean patrols, which was never very comforting.

It was just after I finished my tour in 1970 that I developed another of my great loves: classic movies. While back home, before I began searching for work, I was perusing the Chicago Tribune when I reached the TV Guide section. I took notice of the rating system for movies, and wondered what the difference was between a two-star movie and one that was four-star. So, I watched Philadelphia Story, and never looked back. Today, Philadelphia Story is still my second favorite movie, coming in a close second on Third Man.

Once I finally found a job, I began working for medical supply company American Hospitals, in their Chicago regional office. I was in charge of doing tracings and proof of deliveries, and it was my responsibility to keep track of whether deliveries were made as the orders specified. It was here that my previous experience as a grocery stocker paid off, as the skills I gained back then proved invaluable. I was soon transferred to the general office, and was placed in charge of deliveries for the entire west coast. It was here I met my wife, Gwen; she sat at the desk in front of me, until one day I finally asked her out, and we've been together ever since.

In '81, I left AH and worked for Whittaker General Hospitals, another supply company, and stayed with them until they went out of business in late '84. It was during this time that my interest in model trains truly peaked - I joined the Lake County Model Railroad Club, and began frequenting Ron's Mundelein Hobbies, where I took a part-time job. It was here that I began to seriously collect brass engines, as I was able to purchase them at cost through Ron.

After Whittaker closed, I began working at J.N. Michelle, owned by Jerry N. Michelle, hence the company name. Jerry had a partner, Tom McCurry, who handled business out of the Dallas area. This is significant for one reason: in '89, Tom bought out Jerry, and asked me to move to Dallas to work for his company, Fruit of the Earth. I could hardly refuse; Tom was a shrewd businessman, and practically everything he touched turned to gold. So, I came to Texas in the August of that year, and continued working for FotE until I retired three years ago.

I continued my modeling while down here, and by one point I was visiting three hobby shops every Saturday. It was on one of those Saturdays back in '98, while at Phil's Hobby Shop, that I was told by Phil that I could get a 20% discount if I was a member of a model railroad club. I asked if there were any around, and he directed me to a small, fledgling club in the back of a compressor shop in south Fort Worth. This was the Texas Western, and the rest, so it goes, is history.

And so, in the end, as Bob Seger sang in Travelin' Man, "those are the memories that made me a wealthy soul."

Ken Marcoux

THE TRAIN SCHEDULE

Upcoming Meetings, Events,
Shows & Clinics

AUGUST 2011

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

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

6th - Open Run Night,
Saturday, 7:30 p - 10 p

8th - TWMRC Open Run Night,
Monday, 6 - 9 pm

11th - Work Night: Work On
Layout & Projects, Thursday,
7 P -10 P

**11th - Happy Birthday
Fred Tucker & Chris Galvin**

13th - Work Night, Work on
Projects and the layout,
Saturday, 7p - 10p

15th - Open Run Night,
Monday, 6p - 9p

18th: Work Night: Work On
Layout & Projects, Thursday,
7p - 10p

20th - Operations, Saturday,
3:30p - 9p.

22nd - Open Run Night,
Monday, 6p - 9p

25th: Work Night: Work on
Projects and layout,
Thursday, 7p - 10p

27th: Operations, Saturday,
3:30p - 9p

29th- TWMRC Open Run Night
6p - 9p

SEPTEMBER 2011

1st - Texas Western MRC
Regular Club Business Meet-
ing: Thursday, 7:30 PM Club
Meeting Room, 6807A Anglin
Dr, Ft.Worth

3rd - Open Run Night, Saturday
7 p - 10 p

5th - TWMRC Open Run Night,
Monday, 6 - 9 pm



ALL PHOTO'S BY
CHRIS GALVIN...



AROUND THE ROUNDHOUSE

(continued from page 1.....)

Also of note, although I have no empirical evidence, Fred Tucker was seen running a Frisco locomotive heading a long train. Kathy was supervising. The session began at 3:30 PM and ended promptly at 9:00 PM. At the 5:30 PM break, the hospitality crew served grilled hot dogs with all the trimmings. Thanks to Lorrie and Leo for grilling the dogs and setting up the treats. Thanks to Kathy and Fred who brought items for the meal, so it was complete. Thanks to Connie for setting it all up.



(Alamosa extension yard tracks).

It was another busy month at the club. Darrell mounted a new cabinet for the restroom, aka, Darrell's Office. He is keeping it in great shape for the future. Kevin helped install a new turn out in the Houston Harbor. John Callesen did - no telling what - maybe everything since he was seen working at every corner of the layout.

Bob Dalrymple continued his work on the huge timber trestle bridge in the narrow gauge area assisted by James French. J.T. continued work on the roundhouse area, and Jerry continued working on the stock yard and meat packing areas.



(Bob Dalrymple's Cumbres Pass Trestle Bridge)

You'll see some changes in Houston city soon, as the city is raised a few inches to provide room for electrical connections for the sky scrapers and structures. Ken worked on Houston streets and sidewalks. Don Hays and Jim Wallace put the final touches on the Alamosa extension tracks, which were full during the operations sessions. Don Hamilton tweaked the scenery and storage areas of the Oriental Refinery, and Clarence continued working on the ramp and track in Pueblo. Glen added more features to the website and kept the systems running.

Before the operating session, a call went out to club members to help clean the club. Attendance was terrific and the club looked good for the operating session. Thanks to all who helped.



PHOTO AT LEFT:
(Jerry F. is making progress in Ft. Worth Stockyards.)

The X29 Pennsylvania boxcars are available for sale at the online club store: <http://shop.twmrc.org>. There are a few Frisco flat cars and decal sets left, so be sure to order yours before they are gone.

Keep cool and have some fun,

Mike Corley

An Abbreviated History of ZinkFutures Inc. and the Creede, South Fork, and Rio Grande Railroad The Modern Years, 1938 to Present

An undocumented episode in the railroad development of southwestern Colorado, and the central “western states” in general, is the founding of an industrial empire based around “contract hauling” freight (mainly metallic ores) that the major railroads of the West (mainly the Denver & Rio Grande Western), did not want, or were unable, to deal with. That industrial empire began as the “contract hauler” the Creede, South Fork, and Rio Grande Railroad. Presented here are the events, real or imagined, as determined and presented by a tenuously distant (if not completely fictitious) descendant of the founders.

The fabrication of this story includes some real people, events and places. Any resemblance to actual historical documentation is totally coincidental and unintended. No animals were harmed, and no reportable incidents of an environmental nature occurred during the invention of this tale.

We left off in:

1938 - Aware of the heightened difficulties in Europe, ZFI, now directed by August's and Gerhard's sons, begins building rolling stock and locomotive inventory, in anticipation of what is believed will be increased contract haulage opportunities for the CSF&RG.

1942 - CSF&RG is again contracted by D&RGW to haul lead-zinc ore from Creede to Alamosa for the “war effort”. CSF&RG is also contracted by D&RGW to haul High Pass iron ore from Jasper to Alamosa, then on to CF&I in Pueblo.

1947 - Gerhard Zink, now nearly 100 years old, locates iron ore claims on South Pass, Fremont County, Wyoming.

1949 - Gerhard sells twenty five of his one hundred South Pass, Wyoming iron ore claims to US Steel for \$37,500,000.

1950 - Hostilities emanating from the “Red Menace” in the Far East increase CSF&RG iron ore shipments from Jasper to Pueblo to levels averaging 40,000 tons per week.

1952 - United States Steel awards a 75 mile railroad construction and operation contract to ZFI/CSF&RG to build and operate an iron ore rail line and transcontinental interchange from Rock Springs, Sweetwater County, Wyoming to their new South Pass City iron ore deposit in Fremont County, Gerhard's old claims. The line will interchange on two tracks with the Union Pacific in Rock Springs. Design begins.

1953 - Construction begins on the new “Iron Line”. A booming economy allows CSF&RG to keep the “Creede Ore Haul” business. Gerhard “Rock Doctor” Zink, prospector and railroad builder, passes under the wheels of a Rock Springs bound ore train locomotive trying to outrun the train to a high desert crossing in the middle of the night in his '38 Dodge pickup truck loaded with samples. He lost.

1954 - The first 5,000 ton CSF&RG iron ore “Unit Train” leaves the South Pass City Iron Mine, bound for the Columbia Steel Mill (U.S. Steel) in Lehi, Utah County, Utah. US Steel buys an additional twenty five South Pass iron ore claims from the heirs of Gerhard Zink

1957 - Ore shipments hit 200,000 tons per month to the Columbia Steel Mill in Lehi, Utah.

1959 - South Pass City Iron mine expansion gives an additional 50,000 tons per month haulage to Rock Springs, for forwarding to eastern and California steel mills. Including the Jasper-Pueblo run, CSF&RG is now hauling an average of 500,000 tons of iron ore per month. US Steel buys the remaining fifty of Gerhards' original claims from his heirs.

Clarence Zink

PHOTO OF THE MONTH:



**Master Texas Western Cook Out Chef Leo
is getting BUSY over a hot grill....
“ Move Over Rachel Ray “**

HAPPY BIRTHDAY - AUGUST 2011



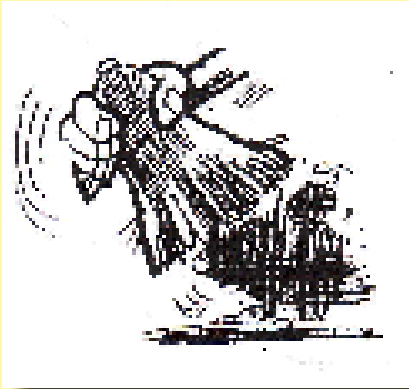
Dave Kohler 7/4



Chris Galvn 8/11



Fred Tucker 8/11



Clean UP Crew
AUGUST 2011

-
- Mike Corley
 - Ken Marcoux
 - Kevin Lambert
 - Dustin Lambert

THE TEXAS WESTERN
STAR

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