



Central Oklahoma Chapter
of the National Railway Historical Society
Oklahoma Railway Museum Ltd,

NARCOA Affiliate Member



The Tale of Two Flat Cars

ORM member to the rescue

by Bob Hussey

Our Story starts several years ago when ORM members went to look at some rail equipment stored on a siding in Carleton, OK. The equipment belonged to sprint Fiber Optics and was for sale. In the line up where cable plows, metal cabooses with electronic monitoring devices in them and several flat cars with cable spool racks installed. We were looking at maybe a caboose and possibly a flatcar or two to move our turntable on. The museum purchased one flat car and I purchased one. Drake asked Rodney Roof, manager of Farm Rail, Grain Belt Railroads if they could move the cars to Snider. OK and hand them to Stillwater Central for transport to Oklahoma City's North yard.

Larry Dodd made arrangements for storage until we could come up with enough money to load our turntable on them for movement to the museum. The cars were shuffled around in the yard for several years finally ending up on what used to be the auto unloading facility (in the Frisco days) at the East end of the yard up against a concrete bumper. The cars were hit and shoved up on the concrete bumper damaging OKRX 5053 on the brake wheel end. As a result we could not move the cars due to the damage and are unable to use the flat cars to move the turntable.

Wednesday January 13, 2010

I went by to ask when the cars might be moved and got no response. Crew availability, interchange coordina-

tion problems and AEI tags out of date continued to be a problem for car movement. My reason for being in the yard in the first place was to inspect the two tracks that OKC Reload uses to unload sand on. I went into Reload office to visit with Gary Pistole and inquired if those were the only tracks needing to be inspected.



Reload Trucking provides much needed assistance to ORM

While there he asked why I was upset. I told my story about having to move the flat cars by truck. Gary asked what it would take to truck them out. I answered a trailer to haul them on and described the type. He said he would furnish the truck tractor if we could come up

with the trailer. Gary called Joe Scholl with GE Capital Solutions who Gary goes through to rent trailers from TIP Leasing. Joe called back and said yes he had a trailer like I had described and wanted to know how long we needed it and what we were going to haul. The trailer was to go out next Tuesday on lease for nearly a year.

We had 5 days, plenty of time to move two flat cars. He said it would be delivered to Gary's yard that afternoon by 3:00 PM. My next question was how much will it cost and he said NOTHING. Thursday morning Gary used his shuttle wagon to switch all the cars that Stillwater Central had pushed in on top of our flats Wednesday night. We started bright and early Thursday morning getting materials and tools together and moved to North yard.

The President's Column



It is mid March and the last month has finally been nice enough to get some work done at the museum. Several projects are moving along; the blue car renovation is close, the Depot waiting room has some lights, construction of a couple of Model railroads is progressing and there has been a lot of general cleanup.

Run days are not far ahead. Training has been accomplished and we should be ready. Several contributions for the museum came in recently. The model railroads mentioned above and several display items were received.

We will also be receiving the Cast plaques for the Rock Island and Frisco railroads that are on the Robinson Street underpass. These will be removed as part of the construction of the new I-40. There are still plenty of projects, so if you have some time on a weekend please come join us at the museum.

Stan Hall

If you are an ORM member with e-mail, please send an e-mail to Stan Hall at shall10@cox.net. This will allow him the opportunity to verify e-mail addresses we have. Subject line: hello Stan

June 19th Event

Railroad motorcars will be on display at the museum. These are also referred to as "putt-putts" and "speeders." The motor cars that will be on display are frequently used on excursions.

You can see some of these on *youtube.com* by searching "oklahoma railway museum." A search for railroad motor cars or speeders will also bring up numerous video of events around the country.

ORM's Commitment to Historic Preservation

The Oklahoma Railway Museum has a commitment to historic railroad memorabilia and document preservation. Your ORM has a tremendous collection of railroad structure plans and other documents which must be scanned for preservation and access for study. Many of these documents are one of a kind and fragile. The collection of memorabilia continues to grow.

Most people are aware of the train operations and static displays. The reality is that train operations pay the museum bills. In future issues of the Dispatcher we will be updating you on our memorabilia and document collections and efforts to preserve and display them.

As funds are available we hope to obtain a large format scanner, large flat file cabinets and other equipment and facilities to properly manage and house our growing collections.

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Museum, Ltd.**

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Articles and/or photos are due by the 15th of each month. Email to "Editor" at: ormnews@cox.net

Surf the Web...

The ORM Website address
oklahomarailwaymuseum.org

ORM telephone number:
 405/424-8222
 ORM FAX number
 405/424-0504

Special events at the ORM are to increase attendance for train ticket and store sales. These are major sources of financial support for us.

When we invite a group or organization to the ORM we want it to be beneficial for them as well. Please make an effort to show up on special event days and make their effort worthwhile.

Editor

Museum Update by Drake Rice

Spring is coming in like a Lion with the cold rainy weather, but with the shop building and RI Baggage Car, volunteers are able to work inside out of the weather. A lot of work is being done at the museum and you have a great opportunity to stop by and enjoy the fellowship of others who are interested in the preservation of Oklahoma Railway history.

As you see in this issue, OKRX 2, the Alco RS3, is now running thanks to the leadership of Terry Birchett. He has worked hard and had help from many volunteers here at the museum and from others around the country. It was great to see the locomotive moving under it's own power for the first time. This is another positive project that was made possible through the donation of a member and other donations by many members for different items. We look forward to this unit being placed on the service roster at ORM.

Work is continuing on the efforts to repair the side to

CNW 7721 passenger car (The Blue Car) being led by Bob Nantois, which will be getting a new paint job and it's my understanding that it will not be blue. Come down and help out and you will learn first hand what color the car will be painted.

The maintenance department under Jim Murray has been extremely busy this winter. Work on the OKRX 2 - RS3, CNW 7721, OKRX 115, OKRX 113, OKRX 5151(Flat Car), and equipment for another museum in Texas that purchased a car from Guthrie. Work is now underway to ensure all equipment will be ready for the operating season that begins in April. This year will be the first time ORM will have four (4) operating engines available, OKRX 301 (45-ton), OKRX 2034 (SW-8), Frisco 814 (F-9) and OKRX 2 (RS3).



continued on page 6

Efforts being made to bring concrete beam with logos to the ORM

Photographs and story by Gary Githens



Truman Hefner admires the Frisco logo on the Robinson Street bridge.



Thanks to Dean Shurf, Retro Metro Oklahoma City; Bob Blackburn, Oklahoma Historical Society and Director of Transportation Gary Ridley, efforts are being made to bring a section(s) of a beam with Frisco and Rock Island logos from the historic Robinson Street bridge to the ORM.

Truman and I visited the Robinson and Walker bridges in mid February for a final look at the structures.

Will keep you updated on the progress.

The tale of two flat cars

ORM member to the rescue

by Bob Hussey

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We started the loading at 2:00 PM. We had made many measurements of the Flat and the trailer and knew the rail car was 3"± to long for the trailer (we kept measuring the trailer and every time it was still to short). We loaded the Flat anyway with the Idea of jacking the goose neck end of the railcar up and rolling the rail wheels towards the back of the trailer. We then had room to hook the truck up to the trailer. At that point we let the flat car down on the goose neck of the trailer and were ready to move. By this time it was 5:30 PM and everybody was exhausted.



photo by Gary Githens

Reload Trucking driver Michael Wilson. This was his first time to haul railroad cars.

The plan was to unload the cars at 10th and Martin Luther King beside Eckroat Seed. Friday morning I took Gary's driver Michael to the site and showed him how to line up with the rail.



photo by Gary Githens

Flat car view at rear of the trailer.

Then back to North yard we went to get the flaggers ready at their positions. The move had to wait till morning traffic had cleared and by 9:45 AM the truck was spotted and ready to unload. By 1:00 PM we were headed back to load the second car OKRX 5053 and had it ready to move by 4:00pm. At that point the decision was made to take it Monday January 18.

January 18, 2010

This was such a beautiful morning there couldn't be any problems. After 9:00 AM we started the move. The truck arrived at the unload site and got hung up on the rail. We worked the rest of the morning getting the trailer unhung and to the unload spot. The car rolled off without a hitch. Our ORM train crew of Jim Pasby and Greg Hall were there with locomotive 3024 to take both flats to the museum.

I want to thank first Joe Scholl who is with GE Capital Solutions the company that furnished the trailer (Joe is new to Oklahoma City and has only been here a very short time.) He enjoyed watching us load the car. Gary Pistole who owns OKC Reload who by the way IS an ORM member, for furnishing the truck and driver for this project.

Last but not least my employees who do what I ask, my partners in this move Guy Lynn and Jim Murray who's help and support made the work go easier.



photo by Gary Githens

Flat car view at front of trailer. Coupler removed for loading.

Welcome Summer Time First regular train operation April 3rd.

The tale of two flatcars



photo by Jim Murray

Photograph shows how trailer bed is "dropped" for loading/unloading.



photo by Jim Murray

Crew positioning the "ramp track" for unloading.



photo by Jim Murray

Ramp track rail being aligned between splice bars for bolting.



photo by Jim Murray

Bolts being put into splice holes to join ramp and trailer rail.



photo by Jim Murray

Notice the end of ramp rail is beveled to allow to fit top of track rail.



photo by Jim Murray

Loading a flatcar on a cold, foggy morning.

Museum Update by Drake Rice

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We also appreciate the skills of members like Bob Hussey who always seems to enjoy a challenge of anything for the museum or Guy Lynn who is our welder and always seems to enjoy using the torch, on equipment that is.

The museum has come a long way since the hot July in 1999 when we purchased the current site, thanks to the dedication of many volunteers. Thank you and thank you to folks like Steamboat Deason, Howard Thornton, H.K. Glen, Myron Wood and Jack Nance to name a few. Although they are no longer with us, their spirit is always with us at the mu-

seum along with the many others we associated with that are no longer with us. Thanks to all who make ORM the place it is.

Now it's our turn to make ORM a better place. We have a lot of things to work on from Cabooses, model train layouts, building to repair, yards to mow, flowers to plant and people to provide information to the many visitors we now have on the grounds. Please stop by and donate a few hours during the month. Its nice to see a large number of volunteers working on projects, if you don't come out, you don't know what your missing.

FRA Rules Class



David Townsend conducts FRA rules class. photo by Jim Pasby

ORM train operations volunteers attended an FRA rules training class on February 20th. The course was conducted by David Townsend.

Several mandatory training classes for train operation personnel are conducted each year at the ORM. These classes cover FRA operation rules. Safe train operation is a priority at the ORM.

It was crowded as about 21 members were in the conference room for the training. Everyone is looking forward to having more room for meetings when we start using the large room adjacent to the barn on the property we purchased last summer.

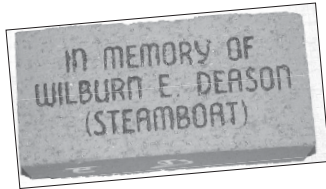


photo by Gary Githens

ORM Depot Store

The Oklahoma Railway Museum, Ltd. (ORM) has items available for both children and adults at the Depot Store. These include baseball caps, polo shirts, t-shirts, lapel pins, and coasters. Funds raised by donations for these items support the Museum projects.

The Depot Store, located inside the Oakwood Depot on the Museum grounds, is open during regular **Museum hours – 9 am to 4 pm on the first and third Saturday operation days** of each month April through October. The store is also open for special events.



Order Form – Engraved Platform Bricks

Cost is \$50.00 per brick.
Up to a maximum of 4 lines with 16 letters and spaces per line

Purchaser's Name _____ Phone No. (_____) _____

Line 1															
Line 2															
Line 3															
Line 4															

Become an ORM Member

2010 MEMBERSHIP APPLICATION:

- \$30.00 per year – Individual Membership in the Oklahoma Railway Museum, Ltd. (spouse included)
- \$25.00 per year – Individual Senior (age 65 and up) (spouse included) and Individual Student (full-time student) Membership in ORM
- \$36.00 per year – To add Railway Historical Society (NRHS) Membership (add \$5.00 for spouse) (Student Memberships: \$16 per year)
- \$500.00 - Lifetime Membership

SEND NRHS DUES TO ORM ADDRESS BELOW, NOT DIRECTLY TO NRHS

Send your application and dues to: **Oklahoma Railway Museum , Ltd.
3400 NE Grand Boulevard
Oklahoma City, Oklahoma 73111**

Name _____

Address _____

City _____

Phone _____ Fax _____ Cell Phone _____

E-Mail _____

Engraved Platform Bricks

More than one platform brick can be donated to the Museum and you can make copies of the attached form. Mail completed forms with checks or money orders to: Jim Murray, ORM, 3400 NE Grand Boulevard, Oklahoma City, Oklahoma 73111. If you have any questions, you can e-mail Murray at:
jtmurray@cox.net.

Crosstie Donations

Friends and families of ORM continue to make donations for crossties, equipment and facilities on the Museum property and on the leased track.

If you want to make a donation to purchase a crosstie, a donation of \$42.50 will help purchase a new crosstie. You can donate a crosstie in recognition or in memory of someone. All donations should be made out to the Oklahoma Railway Museum Ltd.

Please note on the check what the donation is for, mail to: ORM Ltd., 3400 NE Grand Boulevard, Oklahoma City, 73111

In next issue of the Dispatcher

Operation Life Saver Presenter & Volunteer of the year

Fifteen feet of history added to ORM historic archives

The Oklahoma Railway Museum, Ltd., is a 501(c)(3) corporation.



Oklahoma Railway Museum, Ltd.
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Coming This Summer
Railroad Motorcar Exhibit - June 19th
Decorative Painting Exhibition
Dutch Oven Cooking
“Chickasaw” RS-3 Dedication Event

RETURN SERVICE REQUESTED

“Chickasaw” makes trial run

ORM RS-3 #2 “Chickasaw” made it’s maiden run on March 13th with Jim Pasby at the throttle. Terry Birchett who has spent countless hours work toward restoring the Chickasaw to operational condition was on board for this milestone event. Frisco 814 was along for the ride

with Greg Hall on board. Some minor work is still required before return to service and a special celebration event. Watch for additional stories in future issues about the locomotive, the folks that made it operational and the **Chickasaw Nation** partnering with the ORM.



Another Milestone for the ORM thanks to the Chickasaw Nation.

photo by Stan Hall