



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

NARCOA Affiliate Member



## Steve Lackmeyer guest speaker at April Board meeting

story and photographs by Gary Githens



*OPUBCO's Steve Lackmeyer addressed the ORM board about the Retro Metro Oklahoma City Group*

Retro Metro OKC Group president Steve Lackmeyer attended the ORM board of directors meeting April 29th. The group has offered to scan historical photographs and documents relating to Oklahoma City that the museum and members have for safe keeping. Additionally they can place the documents on the internet for research purposes. Rights to the documents remain with the respective owners.

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## Restoring #2 The Fun and Games Associated with Restoring a Classic

By John Schumann

Part 2 begins on page 5

## Farmrail Trips in Western Oklahoma

by Drake Rice

On Saturday, April 10 and Sunday April 11, fifteen units operated on the Farmrail system in Western Oklahoma. The weather was pleasant in the 70's, but with a 25mph breeze from the south made the morning travel a little slower than anticipated.

The arrival at Rocky, Oklahoma was about 45 minutes behind schedule due to the headwind. The units were comprised of thirteen motor cars and two Hy-rails. The NARCOA members were from British Columbia, Canada, Minnesota, Iowa, Colorado, Texas and Oklahoma.

The units all arrived in Snyder, OK 63.5 miles from Clinton for the turn-around point. After turning around everyone loaded in the Hy-rail vehicles for a short 3 block trip to a local café. After an hour lunch the group began the trip north back to Clinton, only this time with the 25 mph breeze behind, good time was made on the return with two stops, one unscheduled one in Hobart where the Railroad Superintendent met the railroad pilot and was pleased to see all units had amber safety beacons that were operating. This was a requirement the railroad placed on future rides last November.

The second was the planned break in Cordell, Oklahoma. The local Dollar General Store accommodated the group, except for one who made his way to the city police department to check on the facilities. A good laugh was enjoyed by all on his story of why he chose the PD to use the facilities.

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# The President's Column



We had a good turnout and plenty of food for the Museum family picnic. Larry Dodd is to be commended for his chef duties. He had it down pat with even some sour-kraut for the Chicago diners. Mike Harker and Coleen came in from a trip in their motor home and helped Larry with the setup and cooking. I noticed Mike also helped Larry with the cleanup and put away of the tables and chairs. Thanks to all who helped with

the lunch and train ride.

We have another special train set up for June 24 when we expect about 140 children and leaders from the YMCA camp to be at the museum. There will be a couple of smaller groups along for the ride.

Bill Graham has been the best Docent we have had at the Museum on Saturdays. He has a real knowledge of the museum, equipment and railroading. I followed him on a few tours some time ago and he made them interesting and informative. He has told me he is retiring from the hosting duties due to the heat. His health will not allow him to keep it up. We will miss his cheery smile and all the help he has given us in the past.

Stan Hall

**Visit Steve Lackmeyer's website at:**

[www.okccentral.com](http://www.okccentral.com)

**July 3rd** ORM member Jim Stroud "Crazy Jim's Cowboy Cookin" will be at the museum with his John Deere engine powered ice cream machine and chuck wagon. He will have ice cream, apple, peach and cherry cobbler, hot dogs and hamburgers available.

Moon bounces for the kids.

**Oklahoma Railway  
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](mailto:ormnews@cox.net)*

## **Surf the Web...**

The ORM Website address  
[oklahomarailwaymuseum.org](http://oklahomarailwaymuseum.org)

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

***What, Where & When Shuttlewagon story delayed to a future issue.***

## Museum Update

by Drake Rice

The May storms brought damage to the museum. The Wood Shop Car lost all but one pane of glass, two cracked widows in OKRX 2034, and we are getting new roofs on the depot, yard office and birthday caboose. Thanks to Jim Pasby and friends, the grounds were cleaned up from all the leaves and limbs that fell. Let's hope we don't have any more hail storms.



Work continues on our host of projects and we are glad to see additional volunteers working. Work was completed on the Flat Car thanks to the leadership of Guy Lynn and friends. The car had not been placed back in operation after being banged up down in the North Yard a couple of years ago.

Larry Dodd has been doing a lot of cleaning over in the old house on the north property so it can be put to use for museum activities. The additional property is a welcomed addition, but adds to the list of things to be maintained.

We are now approaching year 11 of our adventure in developing a great museum and place where people can experience the thrill of a real operating railroad.

A special thanks to all the members who helped park cars at the Adventure Station at NE 50th street for the Softball games. We had a good group of volunteers who worked hard at getting the folks in and parked, plus we provided them with information about the museum. The Girls NCAA Softball Tournament really brings a crowd which also helps the ORM Treasury. Special thanks to Harry Currie, Charles Price, Bob Cook, John Ansell, Bob Hussey, Marvin and Mary Holderbaum, Stan and Polly Hall, Greg Hall, Ken Kozak, Drake Rice, Larry & Loretta Dodd and Jim Pasby and friends who moved the caboose up to the tail track at the station and our street sign up on the street to advertize the parking.

## ORM volunteer Jimmie Allie will be missed

Frequent ORM volunteer Jimmie Allie passed away Wednesday, May 19, 2010 in Oklahoma City, OK.



She was born September 9, 1941 in Crystal City, Texas to James Wilson and Katherine Shirley Wilson who preceded her in death. Jimmie attended high school in Dilley, Texas and Cameron University in Oklahoma earning an Associates Degree in Nursing. She was a registered nurse for over 30 years.

She is survived by; her significant other, Robert Hussey, Oklahoma City, OK; daughters, Edith La May, Tulsa, OK, Cheryl Melton, West Memphis, AR and Sydnie Jamison and husband Robert, Tulsa, OK; brothers; Buddy Wilson and wife Virginia, Oklahoma City, OK and Billy Mumme and wife Denise, Anchorage, AK; sisters, Johnnie Kay and Rita Mumme, Waco, TX, Deana Mumme, Ohio and Tracy Mumme, Florida; Jimmie raised 2 of her 11 grandchildren, Billy and Tarren Sorreles; and she had 8 great-grandchildren.

### Guy Lynn about Jimmie

Jimmie participated in motorcar runs sponsored by the ORM traveling with Bob in his Hy-rail Suburban. She effectively rode herd on Bob, her three great grandchildren that came along, and a number of the motorcar operators as well. Jimmie also attended the museum picnics, rode a number of the trains and was a bunch of fun to be around.

Jimmie and I were always teasing each other. Since we are both diabetic if one or the other of us found something new that diabetics could have we would share (i.e. diet Dad's root beer, she showed up on a motorcar run with an ice chest loaded with diet coke, diet Dad's root beer, diet cherry coke, diet cream soda. More than Bob, Jimmie or myself combined could drink in a week) I will miss her very much. (so will we all Guy. editor)

## Farmrail Trips in Western Oklahoma

Back in Clinton, the railroad allowed for the units to remain on the track at the railroad shops under a blue flag protection over night. That evening several members gathered for dinner at a local restaurant to share stories and become better acquainted.



photo by Leon Sapp

*Units lined up on the main at Framrail Shops prior to departure to Elk City.*

The next morning one additional unit set on and a unit that had mechanical problems removed, the fifteen units proceeded north onto the old Rock Island main for the 30.3 mile run west to Elk City. The morning was a little damp which required additional separation. No mechanical problems were encountered and the group arrived in Elk City at the old Rock Island Depot. The units had been turn prior to arriving at the depot so participates again loaded in the Hy-rail trucks for the mile ride to the restaurant area adjacent to I-40. After an hour and half lunch break it was time for the return trip to Clinton. Again great weather and the winds had died down some compared to the Saturday trip.



photo by Leon Sapp

*Units lined up in Elk City for the return trip to Clinton in front of the old Elk City Rock Island depot.*

The Oklahoma Railway Museum, a NARCOA affiliate sponsored the trip and as always appreciates the staff at Farmrail, Rodney Roof, Business Manager for allow us to enjoy their railroad in Western Oklahoma and special thanks to G.W. Householder for being our pilot for the two days. Members enjoyed over 187 miles of travel on Western Oklahoma's Railroad. I thank participant Leon Sapp for the two pictures used in this report.

### Steve Lackmeyer

The highly dedicated Retro Metro OKC Group is motivated to record all the old OKC photographs and documents possible. There are probably thousands of old photographs in the hands of individuals which need to be saved before they are lost or disposed of. An instance of this is a recently discovered collection of photographs and documents discovered in the basement of the First National Building. These documents could have been "trashed" if not for the Retro Metro OKC Group. Members of this group are to be credited with the obtaining the logo sections from the Robinson Ave. Bridge; the trolley power guide way and rail. Contacts made as a result of the previous has led to obtaining much needed ballast for the museum.

Displays and documents are an important part of the ORM mission. Making document archives available for research is one aspect of the mission. Some of the others are to renovate the UP coach for additional display space; property wide wireless net worked computer system (especially for DOWT); upgrading computers; office and work area for Chuck Shinn and develop educational programs for youth.

Under the leadership of Chuck Shinn progress has been made to scan and catalog documents. The ORM collection is extensive. The Retro Metro OKC Group has the resources to bring multiple computers, scanners and folks to the museum to accomplish this effort.

We are using a software package called Pastperfect for our museum archives. Eventually modules will be added to allow making all documents available for searching on our web site. Documents will be copy protected.

## Restoring #2 The Fun and Games Associated with Restoring a Classic

First, we had to run around town to find the right size socket; then, we had to put our hands on a torque multiplier. Since none of us will win any strong-man competitions any time soon, a torque multiplier is required to get these 7 nuts off the head. Oh, by the way, the cylinder head weighs 250 pounds.

Torque multipliers aren't the most common tools, and we arranged to borrow Farmrail's. However, they use it to keep their own engine fleet running, so our use was limited to "I think you can have it this weekend, maybe, but it needs to be back Monday first thing..." Couple that with the fact that I'm an office-dwelling wuss, it was the middle of an Oklahoma summer, and there wasn't a shop building at the time, and the head removal dragged on for most of the summer of 2007.

Next step was to pull the power assembly. However, this takes a "special tool", and, since Alco has been out of business since 1969, we just couldn't go over the auto parts store and get one. This is where its good to have a machinist who is also your Chief Mechanical Officer-Jim Murray fabricated a lifting plate, based on a pattern made by drawing on cardboard stuck over the top of the piston.

### **The Tulsa Engine Shop**

After getting stuck during our first attempt to pull it out (mostly my fault, it turned out), the power assembly finally surrendered to chain falls, boom trucks, and increasingly hyped-up volunteers during the winter of 2007. The piston came out of the cylinder liner/water jacket assembly, and,

strangely, went into a shopping cart within the new shop building, where the critical bottom rod bearing got scratched.

Now, the cylinder liner/water jacket assembly had to come apart. To get it done, I volunteered to take the assembly to Tulsa, and pull it apart in the relative heat of my garage during the week. So, the 175 pound cylinder liner/water jacket was loaded by lift into the trunk of my 1999 Mitsubishi Galant, which rode really low in back (and scraped bottom a couple of times) for a long trip to Tulsa. Once there, I had to enlist my neighbor (who is now convinced that I'm totally nuts) to help remove it from the car.

The cylinder liner came apart from the water jacket in a series of after-work evenings, with a long T handle socket wrench, some words not to be repeated here, and judicious use of a hammer to break out water scale that was totally coating the inside of the water jacket.

So what did I find one evening? The inside of the cylinder liner has corroded away, and the rubber gaskets that seal the liner to the jacket were best in 1970 vintage-and totally shot. There was no reusing the liner-a new one was needed. We have a couple of new ones-all the way at the back of the truck trailer that holds the parts. Lots more weight-lifting required to get these out.

### **More Special Tools**

New water jackets and cylinder liners, and new gaskets, all came out of the parts store. Still,

we had to put the power assembly back together. This required a small crane, about 4 workers, a long straightedge, and lots of soap. A groove on the water jacket has to line up with a groove on the cylinder liner, to make sure all the ports align when it's together. Problem is, these grooves are a full 3 feet apart when you go to put jacket and liner together. So, with much elbow grease, all hands on deck, a long ruler, more words not to be repeated here, and lots of soap on the gaskets, we somehow managed to wedge the cylinder liner into the water jacket. We probably looked like the Keystone Cops doing it, but style doesn't count in Alco repairs.

A piston ring compressor, made out of a piece of scrap sheet metal a la Mr. Murray, made the piston go back in, and the whole thing went back into the engine without incident. The head went back on too, but again no torque multiplier was to be had for a while.

Then came True Fun-attaching the piston rod caps. These are about 20 pounds of metal with bearings, that bolt the piston connecting rod to the crankshaft. They are at the very bottom of the engine, they are heavy, they only go on one way, and the 4 bolts are tightened by measuring bolt elongation-in other words, you have to measure how much the bolt stretches, not how much torque you put on. Time for Jim Murray, master tool fabricator, to build us a dial gauge rig to measure bolt elongation.

## Restoring #2 The Fun and Games Associated with Restoring a Classic

With the Jim Murray Special completed, Jim and I spent a very uncomfortable day wedged into unnatural positions in the doors of the crankcase, me on the wrenches on one side, Jim on the other measuring how much the bolts stretched. So far, it seems to be holding (you should knock on all available pieces of wood as you read this).

### Having Parts Left over is Not a Good Thing

Farmrail's torque multiplier came available on one of the ubiquitous weekends when I was not available. Other volunteers stepped up and torqued the head nuts on to 1200 foot-pounds, per specification. However, what they didn't know was that 4 sets of dogs, hold-downs that attach the exhaust manifold to the head, had to go on before the nuts were installed. The next weekend, I showed back up to install rocker arms and what-not, and found 4 sets of dogs sitting in the cab. Problem is, by this time, the torque multiplier had gone back to Farmrail, and it would be several weeks to get it back again. Such is life in the restoration game. Finally, we got lucky, and procured a torque multiplier owned by Bob Hussey, which finished the head tightening job once and for all.

### Michael Joins the Crew

My son Michael wanted to come out and help on #2 for a long time, but I finally relented late in 2008. Our first job-the extraordinarily nasty project of cleaning the oil pan. Forty years of engine oil sludge, coupled with 50 gallons of water, made the bottom of

the pan a real mess. The weapon-garden trowels! Michael and I scoped a ridiculous volume of crud, that looked a lot like melted chocolate milkshakes, out of the oil pan, and I quickly found out that he fit into the small space created by the crankcase doors and crankshaft a whole lot better than his old man did. The final toll for the 2 day effort was two sets of clothes ruined, one very happy kid, and one slightly nervous dad who probably won't win "Father of the Year" awards for letting his kid scoop engine sludge.

### We Get Somebody Reliable

A project like this goes a whole lot better if there is someone who can actually focus on it. Instead ORM had me (enough said), and Jim Murray, who on any given day has about 150 other things hanging over his head. Thankfully, Terry Birchett joined the RS3 crew of restoration miscreants, and we finally had someone who could focus on the project.

Terry cleaned and repaired problems in the main generator. Corroded piping, ruined hoses, and water leaks were all fixed. A crew of 'Better Men Than Me' fixed the air brake system, and had it certified. New oil was loaded in, to the tune of 200 gallons worth. A gorgeous paint job went on her, and she looks better than ever. It looked like #2 was ready any time.

### The Rat Had Other Ideas

Our #2 and #3 spent several unhappy years in a Texas field, after second owner Blacklands Railroad quit using them. Along the

way, many animals made homes in these units, including rats. When Terry started looking in the main electrical cabinet, what he found probably just about made him swear off the project-lots of chewed-through control wiring. An engine like this has a few miles of low-voltage control wiring, and some furry critter had lunched on it.

Next came another revelation-the wiring in #2 cabinet just didn't follow the Alco wiring schematics. Original owner Magma Copper had a full locomotive shop to die for, and they had re-wired #2 at some point. Problem is, they added quite a few 'modifications' that probably made a lot of sense to them, but not to us. In the center of this controversy was a big red push-button switch on the unit's control stand. A newer addition, it looks suspiciously like a 'kill' switch, added to machines and in plants to cause an emergency shut-down when pushed. This was definitely not original equipment.

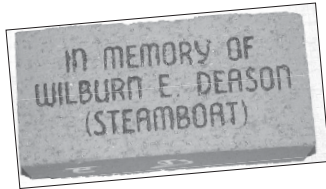
Terry took on the massive task of running new wires, and trying to figure out how to make this all work. Thank God for that, because I am electrically illiterate, and would have had nightmares where miles of red wires jumped out and strangled me.

last installment in  
August Dispatcher

**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

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***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](mailto: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**

*Sink Hole develops at 50th Street*



Oklahoma Railway Museum, Ltd.  
3400 NE Grand Boulevard  
Oklahoma City, OK 73111

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**Coming This Summer**  
**July 3rd "Crazy Jims Cowboy Cookin"**  
**Cherry, peach and apple cobbler. Hot**  
**dogs and hamburgers. Hot**  
**John Deere powered Ice Cream machine**

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*the Dispatcher*

July 3rd ORM member Jim Stroud "Crazy Jim's Cowboy Cookin" will be at the museum with his John Deere engine powered ice cream machine and chuck wagon. He will have ice cream, apple, peach and cherry cob-

bler, hot dogs and hamburgers available.



Moon bounces for the kids.

Come out for a fun day at your Oklahoma Railway Museum