



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

NARCOA Affiliate Member



Restoring #2 The Fun and Games As- sociated with Restoring a Classic

By John Schumann

In every Dispatcher since 2007, there has invariably been a sentence or two about the work on restoring ORMs Alco RS3 #2. In fact, I'd guess that the writers in the Dispatcher are getting pretty sick of writing that #2 would be ready in just a little while.... So come along on a ride with me, about the trials and tribulations that beset our quest to bring a running Alco back to Oklahoma.

Continued on page 4

Meet the ALCO Donor's James & Caroline Terrell

Photographs and story by Gary Githens



Caroline and James Terrell take a tour of ORM #2

Continued on page 5

More Trolley History Comes to the ORM

Photographs and story by Gary Githens



Sherwood Construction Co., Inc. superintendent Craig Waters and Area Manager Steve Thoendel.



Trolley track rail from Walker Avenue salvaged by Sherwood Construction Co., Inc. donated to the ORM

ORM's collection of railroad history continues to grow thanks to Sherwood Construction Co., Inc. During demolition of the Walker Ave. bridge and paving they salvaged several sections of trolley rail.

This rail along with the power cable guide way reported in the May issue of the Dispatcher make an important addition to our collection of Oklahoma history.

The President's Column



During the last month we have made a lot of progress on projects at the museum. Guy Lynn and Phillip Ford have been working on one of our flat cars and it should be ready to go soon.

Our used car mover arrived thanks to Bob Hussey, Drake Rice and Jim Murray. Gary Pistole came through for the ORM again with his Reload Trucking moving the unit for us. More on this in an upcoming issue of the Dispatcher.

It looks like another repair project for Terry Birchett so we will be able to use it. Jim Pasby has been busy mowing and could use your help.

Larry Dodd and Ken Kozak have been working to get the property to the North cleaned up and ready to use. We hope to move the Library and some record keeping there soon.

Work continues on the Diner and blue car and they should be ready for use in the next month or so. We have had a bunch of visitors since the weather has warmed up. We still need docents to show visitors around.

Hope to see you at the members and family picnic. Larry Dodd is setting it up this year.

Stan Hall

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

Surf the Web...

The ORM Website address oklahomarailwaymuseum.org

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

Showing Up

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

We also want these events to be beneficial for our guests. Please make an effort to show up on special event days to show support. No purchase necessary

Editor

Up Coming Events at the ORM

June 26 ORM Vice president Larry Dood retires from BNSF



Event: Retirement Reception for Larry Dood
 What: Goodbye Party
 Start Time: Saturday, June 26 at 2:00pm
 End Time: Saturday, June 26 at 5:00pm
 Where: 3400 N. E. Grand Avenue, Okla City
 RSVP: dodd@airosurf.com



June 12th ORM members picnic



June 19th Railroad speeder exhibit



July 3rd Jim Stroud with his John Deere powered double 5 gallon ice cream maker & chuck wagon

Museum Update

by Drake Rice

Even the cold and rain can't keep people away. On Saturday, May 15, it was a cool rainy day and the museum had a good number of visitors and riders. I was able to assist by being on coach 115 all day and visited with the people who boarded for a ride back in time. Most said they found the museum on the internet. Anne Murray has been logging us on to every free site there is and people are seeing. Four families I talked to, one from Nebraska, one from Texas, one from Crescent and another from Bartlesville had all done the same thing, looking for a train ride in Oklahoma. The young family from Nebraska decided for a vacation in Oklahoma and was looking for things to do in the Oklahoma City area when they saw our information. The family from Texas had their 80+ mother with them who wanted to ride a train, so our link brought them our way. The two families from Oklahoma were also looking for things to do in Oklahoma and again the internet helped them find us.

We now have a new order rack card and we thank member Sam Mills for his help on getting them

set up and printed. He also helped with our 2010 Day Out With Thomas rack cards that we now have. So some more volunteer help from a member. The cards are very nice and catch your eye at the various places you see them around the state.

Another volunteer that helps a lot is Roy Thornton. Roy helps in the Station selling tickets to the many smiling faces that come onto the museum grounds. Roy also was willing to help on the 2:30pm train in the coach car since there was a big crowd for a birthday party. He not only answered questions about the museum for the passengers, but questions about Amtrak. Again, another volunteer who just stepped forward when asked.

When you're at the museum, you might look at the nice padding under the slides and swings, that's the work of Harry Currie. Harry is just one of the many volunteers, who sees a need and addresses it. On and on the list could go, the folks who flag the crossings for the trains, the Dispatcher who keeps things moving and Jim Pasby who is always ready to step in to

keep the trains crewed. As a matter of fact, Jim had to fill in as the Fireman on Saturday, due to work requirements that took out the scheduled volunteer. Again, just another day at the museum where lots of folks volunteer their time and step up when needed.

The museum was definitely a busy place and really looked and sounded like a good size railroad at one time, when the 301 was running, with OKRX 2 and 2034. It also provided a lot of excitement for our many visitors. Again the ORM board thanks all who give of their time and talents to make ORM the best operating railway museum in Oklahoma. If you would like to get involved, please stop by the museum. The museum is open on Thursday, Friday and Saturday 9 AM to 5 PM, so stop by any time, there is always something to do.



Membership Picnic

June 12th 11:00 A.M.



Restoring #2

The Fun and Games Associated with Restoring a Classic

How to Turn the Job into a long, drawn-out process:

Relying on the unreliable is a great way to extend a few month job into a couple of years. In the case of #2, most of the internal engine work was strong-armed by the most unreliable character on ORMs volunteer staff—a former shortline railroader, who lives 100 miles away, works 2 jobs, and has a kid who is a local soccer star with games most Saturdays—namely, me. My chronic lack-of-time condition probably added about a year onto the restoration schedule.

So how did ORM go slumming with a guy like me anyway? Well, up to 2005, I worked (on the side) for two Alco powered shortlines in the upper Midwest. We ran later model Alcos than #2—namely, model C420s, which is a larger, 2000 HP road engine, powered by a later model prime mover called the 251. I had wrenched on these units before, doing a few repairs, none of which makes me an Alco RS3 expert. My interview with ORM in 2006 went something like this:

Harry Curry: *So you worked on a shortline before?*

Me: *Yah, we ran some Alcos, newer stuff than the RS3s you have.*

Harry Curry: *No kidding, how about you come out and help us with the RS3s?*

Me: *Uhhh, I dunno, I suppose?*

Harry Curry: *Excellent! You can start right away—Hey guys, we have an Alco expert!*

Me: *Whaaaat?*

The Job Begins

Trivia time! The Alco RS3 is powered by a 12-cylinder model 244 prime mover. This was designed in 1944 to replace an earlier engine model known as the 539 (one of which powers ORMs Rock Island RS1 #743). A look inside the engine compartment revealed a world both somewhat familiar and totally foreign at the same time—all my previous work was on the engine that replaced the 244, known as the 251.

Our #2 was built for Magma Copper Co. in 1955, the second-to-last year of RS3 production. She was used HARD for around 40 years in mine service, hauling tonnage trains of copper ore uphill from the

mine to the smelter at San Manual, Arizona. Sister unit #3, stored at ORM, also ran ore trains in rotation with #2 and others. Don't let anyone tell you that an RS3 is a wimpy engine.

One of the cylinders on #2 was leaking cooling water into the oil. The offender turned out to be cylinder #2 Left. Reasons for the leaks were unknown when we started—could be bad gaskets, a hole in the cylinder liner itself, cracked cylinder head, or some other reason. All we knew is that the leaking power assembly had to come out. This assembly, consisting of the cylinder liner, water jacket, piston, and rod, weighs a mere 350 pounds. The first part of work would be done by Jim Murray and me, with help from Daniel Kelly and Phil Ford whenever they could. First off, 50 gallons of water were drained, along with another 200 gallons of watery oil, from the crankcase. We were on our way.

Having Tools Tends To Help

First step was to rotate the crankshaft to get the piston cap to the point where we could pull the bolts. Now, I'm a man, so I don't need to follow any stinking directions. At least, that's what I thought, when confronted with having to crank the engine even farther past where I thought it needed to be. You see, turning the engine over requires a lot of arm effort on about a 3 foot long cheater bar. I could get to those bolts, no need to crank the engine farther, even though the instructions said differently. This would bite us later.

Next step was to pull off the cylinder head. My past experience in doing so used air-powered impact wrenches, which goes pretty quick. Using arm-strong hand wrenches takes a bit longer. Also, tons of other stuff (fuel injection, water return headers, oil piping, etc etc etc) has to come off before the head can. The cab of #2 increasingly looked more like a junk yard full of oily piping and engine parts.

A little problem with RS3s is the main head bolts are huge, and put on to 1200 foot-pounds of torque. That's somewhere about 12 to 15 times harder than putting the lug nuts on your car tires.

Installment 2 in June issue

Meet the ALCO Donor's, James and Caroline Terrell

The son of a naval aviation mechanic, Jim Terrell's early years were spent on Coronado Island across the bay from San Diego. The San Diego and Arizona Eastern railroad serviced the naval base on a daily basis with a 2-8-0 locomotive. The tracks were located in the street in front of their residence. One day the yard gate was open and he took off down the street after the daily train. He was 2 years old at the time and has been chasing trains ever since.

His maternal grandfather was an engineer for the Southern Railway. He was assigned to a 4-8-2 mountain locomotive with his name in gold leaf under the locomotive number on the cab.

During his high school years the railroads were in a state of decline and predictions were they would be gone by the end of the century. James wrote a class assignment paper about the benefits of railroads which mentioned fuel efficiency and predicted railroads would come back. His teacher told James he was wrong but because it was a well written story would give him an A grade. Over a half century later we know James was correct and his teacher was wrong about the future of railroads.

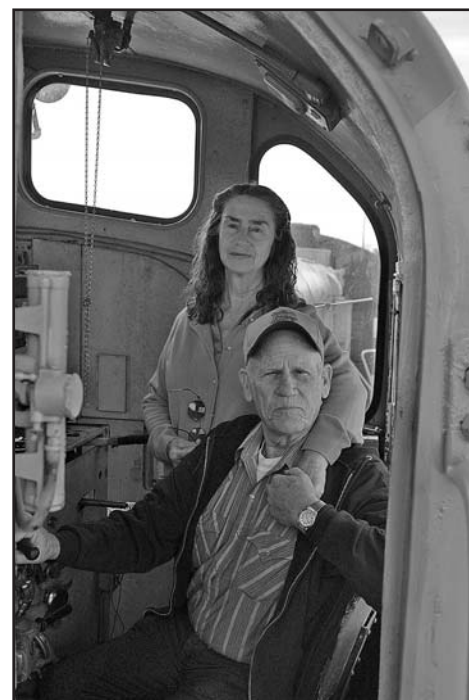
After getting out of the Army in 1963 James worked for Montgomery Ward in Colorado and Dallas for a short time. That job was not for him. He quit and while hitch hiking to California he spotted a SP freight train in Gila Bend, Arizona. He decided that

might be the way to travel. He threw his bag into a gondola car and then caught the rear of the car to board, which he learned was a dangerous way to board a moving train. His travel bag was at the front of the car and he was at the rear. The car was loaded with rolls of barbed wire. He rode the "barbed wire" to Yuma.

He spent time "hoboing" around the country working some to earn money then back on the rails. His favorite trip was from Amarillo to Needles on a triple car carrier in an unlocked Chevrolet. He was always helped by railroaders. As you go across the desert from Yuma in the summertime, get a big chunk of ice from the icing plant, watch out for the bulls in Belen.

In July of 65 he headed by train to Gallop, NM then hitch hiked to Durango to check out the Durango and Silverton. He purchased a one way ticket to Silverton. While at the Bent Elbow Saloon he was asked if he would be interested in a job mining. Might as well and during the first year he learned about locomotive handling. The next six years he operated the mines # 8, a 600 horse power 2 foot gage locomotive moving ore cars. Number 8 is still used as a backup locomotive for steam power at the Cripple Creek two foot gage tourist rail road.

While working in the mine he would sell rock crystals to shops in Silverton. Prior to a vacation to Mexico a rock shop owner asked him to bring back some stones. He purchased \$200.00 worth and



Caroline looked on as Jim tried out the engineers seat and throttle.

sold them for \$400.00.

Seeing the mine was near closing, he quit, with drew his money from the bank and headed back to Mexico to purchase more jewelry stones. He headed out across the country in a Ford Pinto selling them. He now has a large box van and each year travels all 48 states selling his products. During these travels he has time to rail fan, visit museums and do train photography.

James first trips to Oklahoma were to visit an aunt and uncle in Shawnee. Of course he hung out at the depot and watched trains. This is where he met Steamboat Deason in 1957 and ran the 44 ton locomotive in the Shawnee yards. Steamboat took movies with James camera which many of us at the ORM have seen.

Continued on page 6

Meet the ALCO Donor's, James and Caroline Terrell

After moving to Oklahoma in 1979 he joined the Central Oklahoma Rail fan Club. At that time the group had equipment at Watonga.

Caroline was born in Braithwaite, Oklahoma on the KCM&O railroad. The town is gone now except for a few foundations and a few rusted car bodies. From there her family moved to Fort Cobb then to Anadarko where their driveway crossed the Rock Island tracks. From Anadarko to Lawton where the family lived by the Frisco Railroad a couple of blocks from the depot.

James and Caroline were married 6 years ago in the Guthrie depot and the wedding was attended by many of his rail fan friends. The preacher stopped the ceremony so they could watch a south bound train pass through.

She travels with James occasionally and joins in the rail fan efforts. Two of her photographs were in Rail fan & Railroad Magazine.

Over 30 photographs James has taken have been in rail fan magazines and Trains magazines. He has also had one short story about railroading in the copper mining country of Arizona and a 10 page article on Mexican rail roads published in Trains.

During his travels James spotted a RS1 in service in Sidney, NB. He did not have an opportunity to inspect the RS1. The following year while in the area he discovered the locomotive had been pushed on a siding. On inquiry he was advised it was to be scrapped. Or...for \$5,000.00 it could be his. Being a Rock Island fan he could not let this locomotive go to scrap. He contacted Eddie Birch, Jr. about the situation and Ed went in on the purchase.

At that time, 1986, the Union Pacific was moving museum locomotives without charge. The UP moved the locomotive by way of Muskogee to El Reno. From there it was moved by the AT&L to Watonga and parked at the end of track at the northeast area of

town. It was moved along with all the other equipment to the current Oklahoma Railway Museum location in 2000. At that time James and Ed donated the locomotive to the ORM.

Since then the RS1 has been repainted to its original Rock Island colors and renumbered the original #743. Pictures and the ownership history of the locomotive are on the ORM web site.

In 1995 James discovered ALCO RS3's #2 and #3 on the Blacklands Railroad in Sulphur Springs, Texas. James and Caroline purchased the locomotives and substantial spare parts. The ORM arranged for moving the locomotives and parts. They donated #2 to the museum. There have been many pictures and stories in the Dispatcher, including this issue about its restoration. The unit has been repainted in the Chickasaw Nation color scheme as a result of their donation to do so. Additional information about the locomotives is on the ORM website.

What, Where & When in the July issue



photograph by Jim Pasby

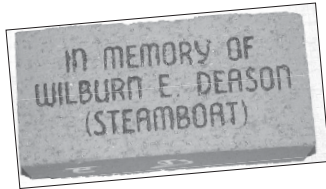


photograph by Jim Murray

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

- Retro Metro Oklahoma City Group*
- Farmrail motor car trip*
- New equipment arrives at the ORM*
- ALCO #2 installment 2 of 3*



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

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Coming This Summer
Railroad Motorcar Exhibit June 19th
Membership Picnic June 12th

RETURN SERVICE REQUESTED

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the Dispatcher

Membership Picnic

June 12th 11:00 A.M.

Free Food and train ride for members and their family

