



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

OPINIONS EXPRESSED HEREIN MAY NOT REFLECT THE OFFICIAL POSITION
 OF THE NORTH TEXAS CHAPTER OR THE NATIONAL RAILWAY HISTORICAL SOCIETY.
 ALL CONTENT RIGHTS RETAINED BY ORIGINAL AUTHOR.
 EVERY ATTEMPT HAS BEEN MADE TO COMPLY WITH FAIR USE AND COPYRIGHT LAW.

CHAPTER MEETING..... 1
 TUESDAY, OCTOBER 3, 2017 – DEGOLYER LIBRARY, SMU, DALLAS,
 TEXAS..... 1

SPECIAL FEATURES 1
 REMINDER: FALL TRAIN SHOW, SEPT. 30-OCT.1, 2017..... 1
 REMINDER: FALL TRAIN MEDIA-SLIDE SHOW, SATURDAY, SEPT. 30, 6 P.M..... 2
 TOTALITY REVISITED – LUNAR, RAILROADS AND ROAD TRIPS 2

NATIONAL RAILROAD NEWS..... 6
 AMTRAK STARTS ROANOKE SERVICE OCT. 31, 2017 6

NEWS FROM NRHS NATIONAL 7
 NRHS PRESIDENT’S UPDATE – SEPTEMBER 2017 7

NORTH TEXAS CHAPTER NEWS..... 7
 PRESIDENT’S ROUNDHOUSE 7
 CHAPTER BUSINESS MEETING MINUTES, SEPTEMBER 5, 2017. 8

CHAPTER DIRECTORY 9
 NORTH TEXAS CHAPTER OFFICERS, 2017..... 9

NORTH TEXAS CHAPTER HISTORY 9

NORTH TEXAS CALENDAR 9
 NEW SOUTHERN PACIFIC BOOK – SPONSORED BY NORTH TEXAS
 CHAPTER!..... 10

Chapter Meeting

**Tuesday, October 3, 2017 – DeGolyer Library,
 SMU, Dallas, Texas.**

When: 7:30 pm meeting.

Where DeGolyer Library, SMU, Dallas, Texas.

Parking: Lot is east of the library, free after 5 pm, bounded by University, Airline, McFarlin streets.

Program: Russell Martin speaks about the early Dallas Railroad history collection, and library update.

Information:

<https://www.smu.edu/CUL/DeGolyer/Visit>

Special Features

Reminder: Fall Train Show, Sept. 30-Oct.1, 2017

The *third annual Fall Plano Train Show* is being held September 30 - October 1, 2017. (See dfwtrainshows.com)

- **Hours** Saturday 10 a.m. – 5 p.m. Sunday 10 a.m. – 4 p.m.
- **Location** Plano Centre, 2000 East Spring Creek Parkway. Go East from Central Expressway (Exit 31).
- **Admission** \$8.00 per person. Children 12 and under are FREE. Sorry, we can only accept cash at the door.
- **Programs** There will be two full days of clinics. Many home layouts will be on tour.

The North Texas Chapter NRHS has several volunteer service slots to fill. Member Dave Podransky will take all the North Texas Chapter NRHS Show Manager slots Friday and Saturday.

Here are other slots assigned to the North Texas Chapter NRHS and their status (filled or vacant), as of September 5.

Saturday, September 30

- | | |
|---|---------------|
| • Ticket Sales West Door 10 AM – 11 AM | Jon Shea |
| • Ticket Sales East Door 11 AM – 12 Noon | Jerry Nunn |
| • Ticket Sales East Door 12 Noon – 1 PM | Edwin Pegelow |
| • Ticket Sales East Door 1 PM – 2 PM | VACANT |
| • Information Table 2 PM – 3 PM | Sam Metzgar |
| • Center Door Control 3PM – 4 PM | Jeff Phelps |
| • Ticket Sales East Door 4 PM – 5 PM | VACANT |

Cautionary note for those volunteering at the ticket sales desks: the Dallas Morning News will publish a coupon for \$1 off of a SINGLE ticket price. It does NOT apply to each member of a family (in other words, each member of a group, family or otherwise, must have their own individual coupon in order to receive a \$1 discount).

The URL for the Plano Train Show website is: www.dfwtrainshows.com. Append the suffix “/schedules” to the above URL, a list of the clubs with a volunteer service commitment will appear. By clicking on our club, one can see the schedule of our volunteer service commitments. (Thanks to Jerry Nunn for providing this information in NTC Sept minutes.)



Reminder: Fall Train Media-Slide Show, Saturday, Sept. 30, 6 p.m.

by Skip Waters (214-987-2888 office, email wgcrush@swbell.net)

Fall Plano Area Media-Slide Show and NRHS Open House

Saturday Night, September 30, 2017, 6:00 p.m. until 9:30 p.m. (or later)

Show Admission is free! COME EAT AT THE TACO JOINT! **

Hosted by the **North Texas Chapter, National Railway Historical Society.**

NEW LOCATION: TACO JOINT, Back room. 100 S. Central Expressway, Richardson, TX 75080. <http://thetacojoint.com>

**Each meal that is purchased goes against our \$200 deposit. Please help us get our deposit back by buying a meal or a drink.

To be a presenter, please reply directly to me, Skip Waters <wgcrush@swbell.net> by noon, Sunday, September 24th, 2017.

- If you know the subject of your presentation, please tell me (having a subject is not mandatory).
- List type of media you plan to show: 1) Slides, 2) Digital photos, 3) Video tape or 4) DVD.
- Please limit Videos or DVD's to 15 minutes.
- Slides will only be limited by the available time divided by the number of presenters.
- After all presenters have identified themselves, I'll let them know A.S.A.P. how much time each will have at the show.
- You can go ahead and start putting your material together now, but keep it adjustable so you can make it fit the time allotted when I announce it. After that, you'll still have about a week to finalize it. **DEADLINE** for getting your name on the PRESENTATION LIST is **12:00 noon CT, Sunday, September 24.** Don't miss the train, let me know today!

Best regards, Skip Waters.

Totality Revisited – Lunar, Railroads and Road Trips

by Dale Jacobson

Note: This trip report is exclusively about certain railroad's (RRs) I encountered on a trip to northern Illinois and southern Wisconsin. If you are not interested in any of the RR's listed below, please jump to Part 2 below.

Part 1 - Westbound from Waynesburg (PA)

On August 7 (2017) I left for northern Illinois to visit my brother and his family. During the next 17 days before my return I photographed or visited over 25 different RR's. This is a summary of what I found. It is not necessarily in chronological order.

Genessee & Wyoming (G&W) Railroads

It should have been an omen of what was to come. As I entered Waynesburg, PA, on my way west, an eastbound coal train passed on the Norfolk Southern (NSC) track with 3 Buffalo & Pittsburgh RR SD40's for power. As it was cloudy and rainy, I didn't chase it. Later that day I reached the Ohio Central System RR (OHCS) at Morgan Run, OH. Every engine there was in G&W colors. Earlier I had intercepted an eastbound OHCS empty coal train. It had two GE's in old GE corporate colors on the point. They may have come from the CT Southern RR, but I don't know for sure. Two SD40's were on the rear, one in G&W paint, the other in old OHCS paint. I'd see only a couple other OHCS engines in the old paint scheme during my trip. The GE's were the first I've seen on a G&W owned RR. On my way home I saw another in what looked like a Conrail blue, but with no lettering at the terminal in Morgan Run.

G&W has bought some number of former Dakota, Minnesota & Eastern (DME)/Iowa Chicago & Eastern (ICE) SD40's. The ones I saw were all still in the blue and yellow paint scheme. I caught three on the Toledo, Peoria & Western (TP&W) and a couple more on the Illinois & Midland (I&M). All were lettered for the new owner RR. I was really surprised to catch two TP&W freights on my trip west. The first was west of Logansport, IN, heading east. The other was westbound at Effner, IN. Effner is the original eastern end point of the TP&W. The old station still stands. It would be better if it fell over and totally died.

The Tazwell & Pacific (former Peoria & Pekin Union) RR (T&P) engine terminal at the west end of its yard in East Peoria had engines that were all painted in G&W colors. These included a TP&W GP38 and an I&M SD18, one of two originally bought by the former Chicago & Illinois Midland RR (G&W also changed the name of this RR when it bought it) as well as some of its own rebuilt EMD switch engines. Down at the power plant near South Pekin, IL, the I&M had one of its RS1325's plus another unit that LOOKED like a TP&W GP38 along with two of the previously mentioned xDME/ICE SD40's. The I&M engine house near the power plant requires going through a gate and driving past the yard office. The yard, however, is easily accessible at



the south end, which is where the head end power on trains normally can be found. Besides the I&M SD40's there was a BNSF powered coal train there as well.

Illinois Railway (ILRY)

This short line RR operates over various former Burlington Northern branches in northern Illinois. It has an engine terminal in Ottawa, IL, just north of the CSXT former Rock Island RR line it operates between Blue Island and Allen, IL. The ILRY also keeps a couple engines in Oregon, IL, and another in Rockford, IL. Alas, the ILRY has recently replaced some of its former units with UP GP40's that have not yet been repainted. The UP name has been lined out and an "ILRY" placed under the cab windows. The only nice unit I saw was a Hudson Bay SD50 in Oregon. I spent very little time along this Railroad.

Burlington Junction RR (BJRR)

This switching or terminal RR also operates a number of switching operations in northern Illinois and another in Burlington, IA. One of its operations is to be the neutral switching RR for the BNSF and UP at Rochelle, IL. In Rochelle its "headquarters" and where the engines are parked is east of the BNSF main on a road that heads east from the BNSF mainline on the east side of town. Currently, the BJRR has two SW1500's assigned to Rochelle. At least one crew works most every weekday and sometimes on Saturday, too.

Wisconsin & Southern RR (WSOR)

Now usually called the "Wisconsin Southern" the WSOR operates most of the former Milwaukee Road (MILW) RR lines in southern Wisconsin as well as a couple former Chicago & Northwestern RR (CNW) lines. The WSOR headquarters is in Horicon, WI, but its southern WI headquarters is in Janesville. It uses the CP yard there to do all its switching. It has upgraded and uses the former MILW roundhouse in Janesville, one of the few such buildings still in existence being used for its original purpose. The WSOR has been owned by WATCO for some years now, but so far none of its engines has been repainted, at least none that I saw. Even a recently obtained "SD45" (rebuilt to SD40-2 standards) is in the traditional WSOR paint scheme. The RR has four lines radiating out of Janesville. The mainline heads north to Milton Junction where its line to Horicon heads east from town to Waukasha, WI, where it uses CN's xWisconsin Central (WCL) mainline to reach its own tracks again at Slinger, WI. Heading west out of Milton Jct., is its line to Madison. Its mainline toward the Chicago area is the former MILW secondary main that runs to its connection with METRA at Fox Lake, IL, by which the RR gets into Chicago. Finally, it has a line running west from Janesville over to an ethanol producer in Monroe, WI, which I also consider to be a mecca for good Wisconsin cheese. Each of these lines radiating from Janesville sees at least one train each way daily.

Trains on the WSOR are designated either as road trains and given a "T" prefix or as locals and given an "L" prefix. Then follows a 3-digit number that denotes which road train or local it is. The T003 comes from Horicon and is in Janesville around noon for extensive switching before it resumes its journey towards Chicago. The T005 from Madison comes in during the morning, but sometimes outlaws before arriving. There is also at least one switcher job on duty at Janesville during the day. The local to Monroe leaves later in the afternoon. Sometimes the crew outlaws before it returns so see if you can find out if the train is still sitting somewhere west of Janesville. As needed a local runs from Janesville to Delevan, WI, and back using the Chicago line out to the junction east of Clinton, WI, where it gets onto the spur to Delevan that once was MILW's line between Sturdevant, WI, and Savanna, IL.

This operation has taken over the former Winnimack Southern line from Kokomo to Logansport, IN. At the former PRR yard in Logansport a USRR GP15-1 was putting together its train to go back to Kokomo. The GP15-1 was in a black & white paint scheme. While I didn't follow it back, U.S. #35 follows the track back towards Kokomo. The crew was still switching when I left.

Canadian National (CN) and Canadian Pacific (CP)

These are the two major freight RR's not found all that close to my home in Greenbelt, MD. CN owns the former Illinois Central RR (IC) mainline from Chicago to Council Bluffs, IA (what the ICRR called its "Iowa Division") as well as the former WCL (once the SOO Line mainline between Chicago and points north and northwest). CP has the former DME/ICE mainline through northern Illinois (once the MILW's east-west mainline) and the former MILW mainline between Chicago and the Twin Cities in Minnesota. CP also owns another former MILW line that runs north of Davis Jct., IL, using the ILRY to reach Rockford where it



regains its own trackage to its yard and headquarters in South Beloit, IL, and then north to Janesville, WI, where it also owns the yard the WSOR uses for all its switching in that area.

The two RR's Wisconsin mainlines cross west of Milwaukee at a place called Duplainville. That's where friend Mike Nelson and I went for a day. We left around 7:30 AM (late for Mike, early for me) and first intercepted WSOR's Horicon - Chicago train T003 east of Whitewater, WI. Its three SD40's, including one leased from HLCX, were pulling only 41 cars, quite short for that train. We then drove to the CN mainline at Waukasha where we caught an eastbound oil train with two units up front and a DPU on the rear. We then drove the slight distance north to Duplainville where we spent most of the day patrolling the CN and CP mainlines. We caught around 15 trains on the two RR's including Amtrak's #7 and #8 (Empire Builder). All CP freights were powered by GE's as were most of the CN freights. One CN freight had an SD70ACe leading. That was the only EMD seen leading that day.

When we finally decided to leave Mike couldn't get his twin brother Mark's car started. A call to AAA eventually resulted in getting the battery boosted, and us on our way. We followed UP's xCNW Adams Line (Milwaukee - Twin Cities, MN/Itasca, WI mainline) and caught an eastbound UP freight at sunset, by then "cloudset". We didn't turn off the engine as we waited for the train to eventually pass us. Then it was back to the Nelson's place for the night. We had no further trouble with the car even after we picked up Mark and went for a later supper.

As mentioned, CP has a line that runs through Rockford, IL. CP runs a local freight out of South Beloit down to Davis Junction and back on Mondays, Wednesdays, and Fridays. Power for this local is currently a GP20ECO unit, rebuilt from a SOO Line GP38, I think. I caught the unit two times on its way south with the long hood leading. So, upon returning from the Nelson's on Friday morning I headed through Rockford to see if I could find it coming north. I found a high green signal on the CN/IC at the sight of the former IC passenger station. Not knowing what that portended I waited to see what was coming west. Turned out to be the CN local freight from Freeport with a CN GP38 handling a few cars. As it was running long hood forward westbound I left it and continued my search for the CP local. I found it south of the CP/ILRY junction with the CN line. There used to be a diamond at that spot, but the RR bridge used by the CP and ILRY to cross the Rock River has been turned into a pedestrian bridge and part of that old RR into a hiker/biker path. Now, those two RR's use the CN to reach their own trackage west of the river. After photographing the local, with the GP20ECO now running short hood first, waiting on the ILRY line, I caught it coming through the interlocking onto the CN trackage next to the Behr Scrap Yard (which has its own GE centercab switcher). I then followed it through Rockford (it didn't stop in town) and chased it north as far as Roscoe, IL. It had been going at no more than 20 mph, but when it passed me on the west side of Roscoe, it was doing around 40 mph. That told me it was time to head to my brother's place. I will make one more trip report. It will cover my 4-day trip from my brother's place home via Totality. I'll also include anything I think I left out of this report. – Dale.

Part 2 – The Total(ity) Railfan Experience

It had always been my plan to try seeing the total eclipse of the sun somewhere. When it became clear that a visit to my brother's place in northern Illinois in early August was the best time to go, I decided to try some place off the beaten path, if possible, in southern Illinois. To aid in the viewing I had bought a pair of binoculars from B&H Photo that had the proper filters with which to view the moon's passage in front of the sun. When totality occurred, it would be safe to view it without any filters. B&H had also sent me 5 pairs of filtered glasses as a thank-you for my order.

I called the Motel 6 in Springfield, IL, about a week before I planned leaving my brother's place. To my amazement the motel still had rooms available for Sunday night August 20. Had there been none I would have left my brother's place very early on August 21 figuring it would take at least 6 hours to reach Totality, IL, wherever that was, if I was lucky. Now, my trip on that Monday would theoretically be much shorter. So, after treating my brother and sis-in-law to breakfast, I departed for the easy 3-hour drive to Springfield.

Southbound Express from Rochelle (IL)

Of course, I didn't go the direct route. However, as the day was cloudy, with occasional light rain, I took back roads to jog my memories of times spent in my youth going to many of the same places I visited that day. There was some sun in Rochelle when I caught a BNSF covered hopper unit train on the east side of town. I think it was empty grain cars from the nearby



ethanol plant. The Japanese owned passenger car building factory also nearby has been closed for awhile, but Mike Schafer who is the editor of *Passenger Train Journal* (White River Productions) told me that since the contract is still alive, he expects some other entity to take it over. My brother has a friend who was teaching that plant's employees how to do the welding required on the cars that had been ordered. Unfortunately, they apparently couldn't get the welds on the upper level of the bi-level commuter cars to properly hold. Reportedly, they did okay with the welding needed on the single level cars. The failure to do the welds right is the reason this fellow gave for the plant's closing.

I had left his place in Lee, IL, that previous Friday. He was headed to Denver to view the eclipse. He had originally planned to view it at Carbondale, IL, at his sister's place. It would be a total eclipse there. However, she warned him the place would be a zoo with many, many thousands of people expected there to view it. Sixteen thousand would be at the Southern Illinois University stadium with countless others elsewhere in the area. So, he decided not to go there. His warning made me stay away.

BNSF and IAIS

At Mendota I caught an eastbound BNSF TOFC train just after I arrived at the old CB&Q passenger station, now part of a RR museum. At one time the MILW and IC also ran through town, but most of their trackage is long gone. What little remains is used by the RR museum. As is typical of RR museums there is lots of rusting RR equipment scattered around the nearby area. There is another museum covering life on the prairie just north of the station.

After that I caught a couple Iowa Interstate (IAIS) GP38's at Bureau, IL, where the old Rock Island RR line to Peoria and its mainline junctioned at the old passenger station [still standing, but for how much longer?]. CSXT now is the primary operator of that trackage from Blue Island, (southwest of Chicago) to Allen (on the Peoria line). The IAIS has trackage rights over the line east of Bureau and down to Allen. The IAIS operates the rest of the line into Peoria, which I followed into that city. What I did in the Peoria area was covered in the first trip report.

I finally arrived at the Motel 6 in Springfield around 6:30 PM seeing no more trains that day. I was on I-55 by 7:00 AM the next morning as I wanted to beat the crowd going south. After a short drive on I-55 I used IL #127 to get south of I-64 where I finally ran into significant traffic. It took 15 minutes to go a mile or so to the junction of IL #15 in downtown Nashville, IL (a small village not at all similar to Nashville, TN). Once I turned west onto IL #15 there once again was little traffic, and I entered Sparta, IL, at 10 AM. I stopped at the City Hall and learned I had arrived at Totality.

Sparta (IL) and the GM&O

Why Sparta? Do you recall or remember at all the movie *In the Heat of the Night*? The two primary stars were Rod Steiger and Sidney Poitier. Steiger played the sheriff of "Sparta, Mississippi." A murder had just been committed, and he is out looking for suspects. He finds the Poitier character at night at the RR station waiting for his train to arrive to get him on his journey back home. Steiger takes him to his office for questioning only to discover that this Poitier character "Mr. Tibbs" is the Chief of Detectives for the Philadelphia, PA, police dept. When he confirms this by calling Poitier's boss, the boss says he's the best murder detective in Philadelphia so why don't you let him help you. Steiger is in now position to refuse, and the rest of the movie, as I recall, is about their solving the crime and becoming, if not friends, at least respectful of one another. Later, Carroll O'Connor would star in the TV series of the same name playing the sheriff and someone who I don't recall playing the Mr. Tibbs character. The TV series was set some time later after the Sparta police dept. is integrated, and the sheriff and Mr. Tibbs are indeed good friends as well as co-workers.

Back in the 60's Sparta, IL, was on the Gulf, Mobile & Ohio mainline. At least one GM&O passenger train appears in the movie even though there then were no GM&O passenger trains on that part of its mainline. However, the RR station remains and now houses an art gallery and small museum. As it was a Monday, it wasn't opened. However, there was a baggage cart on the track side of the station. It was similar to those I used to sit on and wait for IC's eastbound passenger train Land O' Corn and the meat trains that followed it when growing up in Rockford, IL. So, I sat on it, reading a book about the presidential election of 1940 as I waited for the eclipse to begin at about 1:15 PM.

The Totality of It All



The weather forecast for much of Illinois was cloudy, but for southern Illinois, it was better. I wasn't then surprised that I had clear blue sky. Would any trains go by the station? The track is still there, and is used by a CN/IC local as well as a UP coal train that serves a mine somewhere northeast of there. I found a CN signal maintainer who told me the CN local was somewhere east of there, and that UP likely would run a coal train. Alas, he didn't know when these trains might show up. As the eclipse drew near, clouds started to appear in the western sky. Oh-oh!!!! Then the eclipse started, and I watched it through my binoculars as the moon crossed the sun. When totality occurred, there were no clouds, and I was the only one at the station watching it. An 80 year old lady who lived across the street had dropped by to see what I was doing. She invited me to join her at the Senior Center to watch the eclipse. I told her I was there specifically to see it at that station. I guess she understood as she then left.

I don't know if I can add anything more to the descriptions you've likely already heard. I was surprised that the corona appeared white to me. The sky seemed to be a dark steel gray. From my location I couldn't see any "360 degree sunset" as there were so many trees around. I didn't use my binoculars to watch the total eclipse as I was afraid I'd be looking through them when the sun started to come back out. As it was, at the first instance of sunlight, there was what appeared to be a very bright white light that others have called a diamond. Time to use the binoculars again. Once I watched the sun coming into view again, I headed north to beat the crowd I expected to soon leave from the other nearby larger towns. However, a few miles later at Coulterville, IL, I caught the CN local with a GP38 and the UP coal train with BNSF GE's - 2 on the point and another as DPU. Then it was back on the road. By the time I reached I-70 it was cloudy again. Traffic started getting heavy at Effingham, IL, where I-57 (from Carbondale among other spots) junctions with I-70. I got off I-70/57 and went through town. Saw no trains at the CN/CSXT diamond at the Amtrak station and continued on to Terre Haute where I spent the night. Thanks to again little traffic east of Effingham, I arrived at the Motel 6 in Terre Haute earlier than I had expected.

I later learned that in Carbondale the view of the total eclipse was blocked for much of time by a cloud. Fortunately, it went away before the total eclipse was over. I also learned that none of my relatives and friends to whom I had given the other four pairs of my B&H glasses could see any of the eclipse due to clouds. So ends my story about the total eclipse. One more trip report will end this saga. Regards, -Dale-

National Railroad News

Amtrak Starts Roanoke Service Oct. 31, 2017

The Amtrak *Northeast Regional* will serve the city of Roanoke, Va. (RNK), beginning Oct. 31. Tickets are now available to purchase for travel to and from the city in the Roanoke Valley nestled in Virginia's Blue Ridge Mountains.

The train will stop in downtown Roanoke at a newly-constructed passenger platform with a canopy located at 55 Norfolk Ave., SW. Public parking facilities are available adjacent to the Roanoke station stop.

The *Northeast Regional* will extend from Lynchburg and provide a same-seat trip to and from Roanoke. The train will stop in Lynchburg, Charlottesville, Culpepper, Manassas, Burke Centre, Alexandria, Washington, D.C., Baltimore, Philadelphia, New York City, and other cities along the Northeast Corridor.

Customers will experience a comfortable and enjoyable way to travel on a national network serving more 500 destinations, and benefits such as no middle seat, and the ability to move about the train.

The *Northeast Regional* features Coach and Business Class offering outlets for mobile devices, and complimentary Wi-Fi. The Café Car offers sandwiches, salads, snacks and hot and cold beverages, including a variety of wine, beer and soda.

Amtrak has the friendliest baggage allowance in the travel industry. Customers can bring two bags and two carry-ons, collectively weighing up to 150 pounds, for free. Amtrak welcomes cats and dogs weighing 20 pounds or less for only \$25. Make sure to bring the appropriate carrier. Some restrictions apply.

Ticketing and reservations can be done on Amtrak.com, Amtrak mobile apps, or by calling 800-USA-Rail. Boarding documents can be self-printed, or customers using a smartphone or mobile device can present the eTicket to the conductor by opening a document in their email.



Amtrak, the Virginia Department of Rail and Public Transportation, and the city of Roanoke partnered to bring intercity passenger rail service back to the city for the first time in four decades.

Source: 09/07/2017, Amtrak Press Release, last accessed 9/11/17 at <https://media.amtrak.com/2017/09/amtrak-northeast-regional-adds-stop-roanoke/>

News From NRHS National

NRHS President's Update – September 2017

Submitted by Al Weber, President, National Railway (NRHS Telegraph, September 2017 issue)

Many chapter members and museums were in the path of the Texas Hurricane. I have been in touch via email with many of those affected. So far, many have had storm damage but no reported loss of life. Several museums are in the midst of much clean-up. Then, the Florida hurricane arrived with resulting damage. I have been in touch with many members in that affected area as well. Please stay SAFE, just like SAFETY FIRST in railroading.

Many of our chapters and train museums need help to recover, in the coming months and years. Please consider supporting an affected chapter or museum through a paid membership. The NRHS.com web site and the Discount List included in the *NRHS News* are handy to finding a chapter or museum that would appreciate your support.

With grateful thanks to volunteers and their creativity, the NRHS has a new brochure. The current supply was quickly exhausted. Reprinting is planned, but how many are needed? Please take a look at your chapter, upcoming events and programs, get an estimate to your chapter representative and send it to the Advisory Council. Thank your for helping the NRHS to provide brochures in the right amount and save the cost of overprinting.

Is your chapter giving a program, doing an exhibit or at a train show? NRHS has back issues of the *NRHS Bulletin* to share with you. Just contact NRHS national (email: info@nrhs.com) and copies will be sent, until the supply runs out.

Letters and emails keep filling my Inbox – keep them coming please! The most common plea (or request) is how to get new members, please! Many have excellent ideas and suggestions, which NRHS is considering. Also, NRHS national is planning a small amount of advertising in coming months. Advertising is costly; in the recent past, NRHS has not had advertising funds. As you or your chapter have experienced, many individuals and organizations are now aware of NRHS' railway history preservation mission and activities. Advertising is a start to increase the awareness and visibility of NRHS with the public and organizations.

Are you a detail oriented person, with a good accounting background? NRHS needs an assistant comptroller volunteer to assist Bob Heavenrich, current comptroller. Most work is done via email and online; little travel is needed or expected. If you are interested and would like to help, please email me (Al Weber, aweber@nrhs.com).

As always, please feel free to contact me or any NRHS officer with ideas, comments, suggestions. Al Weber, email: aweber@nrhs.com.

North Texas Chapter News

President's Roundhouse

Submitted by Wayne Smith, Chapter President

Railroad Trivia and Terms

- Established in 1912, the Association of Colored Railway Trainmen and Locomotive Firemen was one of the first African-American labor unions. At its peak in 1926, this organization could boast approximately 3,500 members.
- Back in the day, railroad ticket offices were much like modern travel agencies. They could book the entirety of a trip in one visit.
- The East Broad Top railroad was sold to a salvage company in the 1950's. That company instead began operating tourist excursions, which continue decades later.



- BAREFOOT: A car or engine without brakes. Many locomotives built in the 1860's and 1870's were not equipped with brakes except on the tank.
- Some English locomotives had a Pannier tank; the tank held water that was kept hot by the boiler before it was used. Pannier tanks were rare in America, but saw wide use on the Great Western Railway in the UK.
- The United States Railroad Administration (USRA) was created during World War I to streamline the railroad industry in an effort to mobilize for war.
- Winans camels were the workhorse engines of the mid-Atlantic for most of a century.
- The Philadelphia, Wilmington and Baltimore Railroad first began the use of dining cars in 1862, using fifty-foot remodeled passenger coaches.
- The tiny locomotive Atlantic was billed as the oldest American locomotive in existence, and as such was pressed into countless photo shoots.
- In 1838, there were 345 locomotives in the United States. By 1875, there were 15,000.

Chapter Business Meeting Minutes, September 5, 2017.

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: September 5, 2017.

The meeting was held on Tuesday, September 5, 2017 at the Manske Public Library in Farmer's Branch, TX. There were 9 attendees. President Wayne Smith called the meeting to order about 7:11 PM.

Skip Waters began the discussions with an update on Steve Goen, who after two weeks still remains in the UT-Southwest Hospital. Although he is regaining some muscle functionality, and has good upper arm strength, he is still unable to walk. The doctors have made no formal diagnosis, but their thinking is that he may be suffering from diabetic neuropathy.

VP Programs Jon Shea announced that next month's meeting will take place at the DeGoyler Library on the SMU campus. The evening's program will cover the early railroads in Dallas. The program is appropriate for the time, as the date is the 145th anniversary of the arrival of the H&TC (Houston and Texas Central) Railroad in Dallas. As has been the case for previous meetings, there will be some duplicate railroadiana (photographs, etc.) for sale.

Jon also noted that (as is often the case in and around a college campus) there have been several construction projects since our last meeting there. This has affected the parking availability in the vicinity of the library. In fact, there is now a free parking lot next to the library. In the next North Texas Chapter NRHS newsletter, Jon will provide a list of the best places to park. President Wayne Smith commented that the day of the meeting would be an excellent opportunity to arrive early and tour the President George Bush Library.

Jon stated that a location for the November meeting has not yet been determined. He reminded all that the November meeting is the annual auction. The December meeting is the annual club Christmas Party, and will be held at the Babe's Fried Chicken in Frisco, TX (the Babe's in Carrollton, TX will not take reservations, so we could not plan a meeting there).

Jon passed around for audience review a recent copy of "Classic Trains" magazine, which featured a photo of a "W&N" (mis-lettered Norfolk and Western) coal hopper; brochure for the tourist line Royal Gorge Route; and a booklet on the now defunct Mt. Manitou Park and Incline Railway.

Dave Podransky discussed the upcoming train show. The fall edition of the Plano Train Show will take place in the Plano Convention and Visitors Bureau, 2000 E. Spring Creek Parkway, on Saturday, September 30 and Sunday, October 1. The North Texas Chapter NRHS has several volunteer service slots to fill. Member Dave Podransky will take all the North Texas Chapter NRHS Show Manager slots Friday and Saturday.

Dave had one cautionary note for those volunteering at the ticket sales desks: the Dallas Morning News will publish a coupon for \$1 off of a SINGLE ticket price. It does NOT apply to each member of a family (in other words, each member of a group, family or otherwise, must have their own individual coupon in order to receive a \$1 discount).

Here are other slots assigned to the North Texas Chapter NRHS and their status (filled or vacant):

Saturday, September 30

- Ticket Sales West Door 10 AM – 11 AM Jon Shea
- Ticket Sales East Door 11 AM – 12 Noon Jerry Nunn
- Ticket Sales East Door 12 Noon – 1 PM Edwin Pegelow
- Ticket Sales East Door 1 PM – 2 PM VACANT



- Information Table 2 PM – 3 PM Sam Metzgar
- Center Door Control 3PM – 4 PM Jeff Phelps
- Ticket Sales East Door 4 PM – 5 PM VACANT

The URL for the Plano Train Show website is: www.dfwtrainshow.com . If one will append the suffix “/schedules” to the above URL, a list of the clubs with a volunteer service commitment will appear. By clicking on our club, one can see the schedule of our volunteer service commitments.

North Texas Chapter NRHS will again host a slideshow following the Saturday Train Show. Skip Waters will coordinate this event. It will take place from 6 PM to 9 PM at the Taco Joint, 100 S. Central Expressway, Richardson, TX, 75080 (East side of Central Expressway, just south of the Belt Line Road exit - Phone 469-547-2651). Anyone interested in putting on a slide show should contact Skip. Participation is encouraged; as of the time of this meeting, only a few individuals have expressed an interest in providing a slide show.

Skip also reminded the attendees that the Chapter has to put up a \$200 deposit to the Taco Joint in order to secure the meeting room. If the slide show attendees purchase over \$200 of food and drinks, the deposit is waived. Those attending the slideshow need to inform the Taco Joint staff that they are part of the Chapter attendees, so please be sure to remind all that attend that they should make their affiliation known to the Taco Joint staff.

The program for the evening was entitled “Coal Smoke and Steam”, a 60 minute documentary of the operations of the Durango and Silverton Narrow Gauge Railroad.

The meeting adjourned at 8:53 PM. Jerry M. Nunn, Secretary, North Texas Chapter, NRHS.

Chapter Directory

North Texas Chapter Officers, 2017.

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-948-2413.
- **Vice President/Trips and Events, Skip Waters**, wgcrush@swbell.net.
- **Vice President/Communications, and NTZ editor**, Valli Hoski, ntx.news@yahoo.com
- **Secretary, Jerry Nunn**
- **Treasurer, Jim King**, jkking@swbell.net

Chapter Business Address

North Texas Chapter, NRHS, P.O. Box 600304
 Dallas, Texas 75360

Chapter Email: northtexaschapternrhs@gmail.com

Webmaster: Kim Hays

North Texas Chapter site: ntxnrhs.org

Facebook Page: <http://www.facebook.com/groups/409467244127/>

North Texas Zephyr (current issues): ntxnrhs.org

North Texas Zephyr, newsletter Archive

<http://www.gogeoaching.com/gorailfanning/Home/northtexaszephyr.html>

Publication date: 9/21/17. Filename: 2017_10 NTx Newsletter v2

North Texas Chapter History

Founded and chartered in 1996, the North Texas Chapter is a non-profit, 501(c)(3) educational organization incorporated under the laws of the state of Texas. Emphasis of the chapter is activity, history, and enjoyment of railroading past and present. Meetings are held 7:30-10:00 PM, first Tuesday of each month, usually (but not always) at the Grapevine “Founders Building” at Main St. and the FWR railroad tracks. Visitors and newcomers are welcome. Chapter membership includes our monthly chapter newsletter, the *North Texas Zephyr*. As of October 2014, chapter dues (\$16, plus \$2 per additional family member) should be sent to the Chapter. Chapter mailing address: North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360. Learn about the National Railway Historical Society at www.nrhs.com If you change your email address on file with the NRHS, please send the old and new email addresses to info@nrhs.com .

North Texas Calendar

Sat. Sept. 30, 2017 - Sun. Oct. 1, 2017.	Fall Plano Train Show. Saturday 10 a.m. – 5 p.m. Sunday 10 a.m. – 4 p.m. <i>Location:</i> Plano Centre, 2000 East Spring Creek Parkway. Go East from Central Expressway (Exit 31).
Sat. Sept. 30, 2017	Fall Plano Area Media-Slide Show and NRHS Open House. Saturday Night, September 30, 2017, 6:00 p.m. until 9:30 p.m. (or later). <i>NEW Location:</i> TACO JOINT, Back room. 100 S. Central Expressway, Richardson, TX 75080. http://thetacojoint.com To give a presentation, contact Skip Waters. 214-987-2888 office, email wgcrush@swbell.net by Sunday, Sept, 24, 2017.



Tues. Oct 3, 2017.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> DeGolyer Library, SMU. <i>Program:</i> Russell Martin speaks about the early Dallas Railroad history collection, and library update. Sale of duplicate brochures, books, magazines and other railroadiana, Current exhibit at the Library is Jackie Robinson, The Brooklyn Dodgers and Baseball's Golden Age, 1947-1957. <i>Parking:</i> lot is east of the library, free after 5 pm, bounded by University, Airline, McFarlin streets. <i>Information:</i> https://www.smu.edu/CUL/DeGolyer/Visit
Tues. Nov., 7 2017.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> Chapter auction.
December, 2017.	North Texas Chapter meeting – 7:00 p.m. <i>Date:</i> to be confirmed. <i>Location:</i> Babe's Restaurant, Frisco, Texas. <i>Program:</i> Chapter Holiday Dinner.
January, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Date, Location:</i> to be confirmed. <i>Program:</i> annual Chapter election
	** Meeting starts at 7:30 p.m. Location is confirmed in newsletter issue(s) prior to meeting month.

New Southern Pacific Book – Sponsored by North Texas Chapter!

The North Texas Chapter is proud to sponsor David Bernstein's new work on the Southern Pacific's Eastern Lines. To order, contact the North Texas Chapter at northtexaschapternrhs@gmail.com or see North Texas Chapter store (<http://ntxnrhs.org/store/>)

NEW SOUTHERN LINES PACIFIC BOOK

Announcing a new book published by the North Texas Chapter, NRHS written by David M. Bernstein!

Southern Pacific's Eastern Lines 1946 - 1996

Southern Pacific's Eastern Lines 1946-1996

Written by David M. Bernstein, former Southern Pacific train dispatcher and officer, this 400 page book is illustrated with color and black & white photographs and numerous maps. It is the definitive guide to the operation and history of S.P. Lines in Texas and Louisiana from the end of World War II until the Union Pacific merger.

Available Now! Get your copy at ntxnrhs.org