



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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CHAPTER MEETING

February 3, 2015 – KATY Railroad Equipment & Power

When 7 pm meet 'n' greet, 7:30 pm meeting.
Where Sokol Hall, 7448 Greenville Ave, Dallas TX 75231
Program KATY Railroad Passenger Equipment and Motive Power. 1950 through 1965

Directions: From intersection of Greenville Ave. and Walnut Hill Lane, go east on Walnut Hill for less than ¼ mi. Turn right (south) into driveway for Sokol Hall, and drive to back of complex. *Map at* <http://www.sokoldallas.org/contact/>



Reminder: National and Chapter Dues are due

Please renew both national and chapter dues for 2015. Pay National dues through the website (www.nrhs.com). Pay Chapter dues by mailing a check for \$16 [individual] or \$18 [family] dues to the chapter.

Features

Fort Worth Rail Action – BNSF’s NCAA Executive Train

by Jerry Nunn

My Fellow Ferroequinologists, These were taken in downtown Ft. Worth on Friday, Jan. 9. I was able to take photos of the BNSF’s NCAA Executive Train, here for high level BNSF officials and their guests for the NCAA Championship Game on Monday.



Above: BNSF Special Train at Fort Worth.



Left above: Lead engine with train crews.



Right below: BNSF NCAA Special backs into boarding area.



Left above: 8162 waits on Oklahoma lead.



Right above: Engines uncoupled from train,

Source: Jerry Nunn email, January 9, 2015. Photos located at: <https://www.flickr.com/photos/113556114@N07/sets/72157647915400304/>

Chicago and Montreal by Boat and Rail

by Dick Watkins

In order to get out of the horrid September heat we took a 14 day cruise from Chicago to Montreal. The temperature was much cooler on the cruise but was a little over kill. The highest temp we had was in the low 70's with half of the trip being in the 40's and 50's. I tore a muscle in my groin, which forced me to use a cane on the trip. It slowed me down a little but I chugged along with the best of them. Since this is a railroad related newsletter I will not dwell too much on the cruise. The cruise left from Navy Pier in Chicago. On the pier is a free stained glass museum featuring Tiffany glass. This was a great exhibit. The highlight of the cruise was the visit to the Henry Ford Museum in Dearborn. Quite a museum and I wish we had three days there instead of three hours. The museum deals mainly with Ford's collection of American inventions and to any technically minded person is well worth a visit.

We took the Amtrak Adirondack train Montreal to New York City. Since the cruise arrived at 9:20 and the train left at 9:30 we had to stay over one night in Montreal. We stayed at the Fairmont Reine Elizabeth (French for Queen Elizabeth) hotel, the former Canadian Pacific hotel. The hotel is next to the Central Station where the Adirondack left from. Since we had four suitcases plus two carry-ons between us, and considering my leg, I had the hotel porter handle the bags. The hotel elevator goes directly to the station upper level. He took our bags to the escalator to the track and located his friend who worked for Amtrak. She took our bags down to the train, placed them on the coach (no checked baggage) and let us board 30 minutes before general boarding. Needless to say I tipped both of them well. The secret is to sit on the left side to Albany then switch to the right side for the trip to New York. This puts you on the waterside of the train, although by the time we were 25 miles south of Albany it was dark.

Just outside of the Central Station you cross the St. Lawrence River on a large bridge. In the building of this bridge over 100 years ago several workmen were killed in a partial collapse. The train was on Canadian National tracks to the border at Rouses Point. The CN trackage needs a little TLC. Half of the track was bolted rail with the rest being welded rail. Both sections needed a little track work. At least we got to experience to old clickety-clack here. At Rouses Point a Canadian Pacific track from Montreal joins the Delaware and Hudson (now Canadian Pacific). I do not know why Amtrak does not use CP line from Montreal. Their entire track from Rouses Point to Schenectady is well maintained welded rail. We stopped at Rouses Point where the US Customs Gestapo took over an hour to clear the train. At Schenectady we changed to CSX (formerly NYC) for the remainder of the trip to New York City.

The D&H follows Lake Champlain most of the way to Schenectady, which is a beautiful, ride. Definitely want to be on the left side of the train for the view. The sad thing was that the only train we passed was the northbound Adirondack train. Not a single freight train. South of Albany we were on the east side of the Hudson River. What we saw before it got dark was beautiful. We followed the NYC route to where the NYC line turned left at Spuyten Duyvil where the Metro North train went around the curve in excess of 80 MPH and derailed earlier this year. We could not see anything there due to the darkness.. From this point we followed the bank of the Hudson, most of which was in a tunnel to Penn Station. I think this river line formerly connected to the high line that served several packing houses. Most of this elevated line has been converted into an elevated walking park. Even though Stuart Saunders, president of Penn Central, sold the air rights over the tracks to build the ugly Madison Square Gardens in place of the beautiful Penn Station the underground station is impressive. We stayed two nights in New York. While there we took a carriage ride through Central Park and had lunch at the reopened Tavern on the Green in Central Park. The following day we flew out of LaGuardia to Dallas. Cannot wait until the Wright amendment expires in October. The airport was a zoo due to people trying to change reservations due to the shutdown of Chicago. Fortunately it did not affect our flight. After paying \$190 to get our car out of the Parking Spot we finally made it back to Cedar Creek Lake at dusk. A great fun trip but being gone a total of three weeks was a little long.

A Look at the 2015 Dallas Area Train Show

by Dave Gramm, Secretary



Here is a quick look at the train show scene from the 2015 train show and Saturday's Slide / Media Show held in Plano.

Left: Hayley Enoch shares her rail experiences at the Slide / Media Show.

Right: A sampling of the wares and vendors at the show.



Amtrak, Alpacas and Potato Donuts

by Valli Hoski, VP Communications, and Harry Fasick

We enjoyed our role as Amtrak PR volunteers again this year at Pennsylvania's 2015 Farm Show, Harrisburg. The Amtrak booth was next to the National Weather Service, so we had 2 hobbies to talk about while on shift – PA railfanning and weather spotting. Our assigned shift was 9 a.m. to 3 p.m. on Jan. 17, 2015, the last Saturday of the Farm Show. Amtrak took care of booth setup, provided timetables, brochures, so on. By our shift, the junior engineer hats were gone, national timetables gone. Amtrak bags, vacation brochures and local route timetables were abundant.



Above right: Harry is ready for Amtrak questions.



Above left: Sign proclaims "adventure for everyone, [almost] anytime". Valli poses with a coach and driver {who seems to be looking in reverse}. Definitely not an Amtrak coach

Here in the mid-Atlantic, Farm Show visitors still have a place in their hearts for rail travel (or at least a few nostalgic memories) because the brochures and timetables flew off the display table. The most popular route inquiries were 1. Where can I/we go from Harrisburg, 2. Tell me about a train to California, 3. Does the train still go to/from Pittsburgh, 4. How can a family member take the train to Florida, and 5. How can we get more train service to everywhere? (1. Ride the Pennsylvanian or take Keystone Service east for Lancaster, west for Pittsburgh. 2. Take the train to Chicago (Keystone Service to Pittsburgh, connect to westbound Capitol Limited), take the California Zephyr to San Francisco or Southwest Chief to Los Angeles. Or, go to Philadelphia (or Washington DC); take the Crescent to New Orleans, then take the Sunset Limited to Los Angeles. 3. Yes and yes, but Pittsburgh / Chicago connections have odd hours for Keystone Service and the Capitol Limited. 4. Take Keystone Service to Philadelphia and transfer to the Silver Meteor or Silver Star south. 5. Write to your congressmen, join a rail passenger association, and lobby for more Amtrak service.) Time passed quickly, friendly folks visited the Amtrak booth, but no Punxsutawney Phil (only there on Tuesday). We ate way too many potato donuts. They are quite tasty, and only available at the Farm Show. No Big Tex or deep fried candy bars here, but lots of good chicken, beef or pork BBQ, and of course, potato donuts, and whoopie pies - this is the PA Farm Show after all..



North Texas Chapter News & Views

In Memory of Billy Frank King

Chapter members are saddened to note the passing of Billy Frank King, father of Chapter treasurer Jim King. He passed away at age 87 on January 14th, 2015. Mr. King was kind enough to allow the chapter to store its archives in his garage for a few years. North Texas Chapter officers and members offer their condolences to Jim, Terry and their family.

President's Roundhouse

by Wayne Smith, President

More Railroad Lore and Trivia

Before railroads established a system of lights, crossings were guarded by employees with flags. Typically, this was a restful post for those employees injured on the job or nearing retirement. In part, to keep those positions, the railroads were very slow in setting up crossing lights.

Torpedo – A torpedo is a device similar to dynamite, which is strapped to the top of a rail. When a train drives over a torpedo, it emits a very loud bang which can be heard over the noise of the engine, signaling the engineer to stop immediately. Torpedoes are generally placed by the flagman when protecting a train ahead.

Kick – This term means to uncouple a car or cars while in motion, allowing them to roll to a stop.

Seals – Metal strips, designed for one-time use, applied to the hasp of closed freight car doors. To remove, they must be broken. They are used to indicate whether or not the contents have been tampered with while in transit. They are stamped with a name and/or number for identification.

Jon's History Corner

by Jon Shea, VP Programs

This concrete structure once supported a water tank for steam engines in Marathon, Texas. It is on the old Southern Pacific Sunset Route (now Union Pacific) and stands just next to Highway 90. In the center is a rusted water pipe.

(Photo credit: Jon Shea, 12/19/2014)



Trolleys – More Fun than Fiction

submitted by Steve Siegerist and Claude Doane

Damage of \$1,500 in One Month Due to Electrolysis.

Mr. Geo. G Earl, general superintendent of the New Orleans Sewerage and Water Board, is authority for the following statement: During July 1911, 611 ft. of 12-in. pipe and 67 ft. of 8-in. and 36 ft. of 6-in. pipe on the river front, between Market and Robin, were relaid on account of its total destruction by electrolysis. Other damages at various points due to the same cause made an aggregate cost to the board from this cause for the month over \$1,500. If the New Orleans Railway Company is taking any steps to check this damage we are not informed of it, and the damage is certainly progressing and amounting to far more than the repairs to date indicate. We have made a quite careful survey to ascertain exact existing conditions, and hope soon to have a report showing fully the existing status, with such recommendation as appear possible under the conditions. *Source: ENGINEERING & CONTRACTING magazine, September 27, 1911 issue.*

Chapter Business Meeting Minutes, January 6, 2015.

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: January 6, 2015, Founders Building, Grapevine TX.

President Wayne Smith called the meeting to order at 7:40pm and welcomed the 9 members and 2 guests present.

Wayne brought along two magazine articles, one denoting an article about the new GE locomotive plant in Alliance and the other the current issue of Trains magazine containing a feature on Tower 55 with a fold out picture of the new diamonds recently installed there.



Wayne commented that the chapter's new book project release has been delayed 1 month. The final edit has been completed but the printer's window for printing will be mid-January to early February. Fifteen hundred (1500) copies have been ordered and sales have been moving along at a nice pace.

Chapter secretary Dave Gramm reported the chapter has no work hours to complete at the upcoming Plano Train Show as chapter council rep Dave Podhrasky will handle all the Show Manager hours assigned. We will need members to man our sales table to promote our book and possibly sell some of our chapter's excess magazine inventory.

VP – Programs Jon Shea reported that the December Christmas dinner appeared to go over well with members, with the Leonard's museum tour an added bonus. After discussion, the members decided if we want to go back to Babe's next Christmas, we will need to make earlier reservations. Members also indicated they preferred the Carrollton location over the Frisco one as being more scenic. The Frisco location is near the Museum of the American Railroad, however the December timeframe of the dinner means the sun has already set by the time everyone arrives and with no installed lighting at the museum yet, nothing can be seen to warrant going to the location. Carrollton's location looks out over both the Dart elevated Green line and ground level trackage that is better lighted.

Member Bob Kennedy reported that the chapter had been selected to receive the Cowcatcher Magazine's annual 'Best Special Rail Event' award for our '24 Hours @ Saginaw' event in May. He has posted the news on the chapter's Facebook page.

Member Jerry Nunn reported that starting in mid-February, Amtrak's Texas Eagle will travel between Ft. Worth and Dallas on the TRE (Trinity River Express) rails instead of the UP rails as done previously.

Jerry then donned his Nominations Chair cap and reported on the slate of officers for the coming year. All current officers were polled to determine if they wished to run again and all expressed a desire to do so. **The slate** was read as follows; **President – Wayne Smith, VP – Programs – Jon Shea, VP – Trips & Events – Skip Waters, VP – Communications – Valli Hoski, Treasurer – Jim King, Secretary – Dave Gramm.** Jerry reported receiving no other nominations beforehand, so he opened nominations from the floor. After no additional nominations were received, Bob Kennedy made a motion to close nominations, seconded by Jeff Phelps. Motion carried. Bob then made a second motion to elect the slate by acclamation, seconded by Edwin Pegelow. **Motion carried and the officers were re-elected without opposition.**

After a short break, **Wayne opened Show & Tell** with a display of railroad themed postage stamps from around the world, given to him by his neighbors while growing up. The stamps were dated from the mid 1980's and earlier, as some of the issuing countries are no longer in existence in today's world.

Jon showed a pamphlet he purchased at last year's Plano show. He related how he had visited the Kentucky Rail Museum in Louisville, Ky. as a child and that it was his first exposure to railroad equipment, steam engines, etc. He again visited the museum later in life after it had moved to New Haven, Ky. and remarked that none of the rolling stock seemed to be on display at the time. He reminisced that he wanted to remember the equipment he had seen as a child and a Railroadiana dealer at the Plano show had an original pamphlet from the original museum depicting all the owned equipment with pictures and descriptions. He purchased the booklet for \$1 and felt it was a fantastic bargain to be able to relive those days in the museum.

VP Trips & Events and National Director Skip Waters arrived to report the first round of proofs for our book had been reviewed and the printer is set to start printing in late Jan – early Feb. We need to sell the book at the Plano show. This year will be the 10th anniversary of '24 Hours @ Saginaw' and planning is underway. There will be a silent auction and the 'Let's Talk Trains' Web host may be in attendance as well. Skip asked all members to please renew with National this year. He feels the new management is working to rectify past problems and we should give them a chance to improve the situation. Around 3500 have renewed world-wide so far.

Skip reported that on Saturday evening during the Plano train show, the **chapter will host its annual Slide and Multi-media Show at the Southfork Inn** in Plano. There are 13 presenters lined up so far including Mr. William Brotherton, who will be talking about his new book on the BN.

Skip, ever the fan of the 'Daylight' and the 'Sunbeam', his favorite train, showed a picture of the typical consist of the 'Sunbeam' with its articulated cars. In later years, the articulated cars were replaced with standard coach cars from the 'Daylight' with 'Daylight' car #2429 becoming a 'Sunbeam' car in the #450' series. He then showed off the original 'Daylight' coach side sign from car #2429 he found at a railroad show in Chicago. He closed the Show & Tell portion of the meeting with a rendition of how he acquired a 'hot' neon 'Daylight' tail sign and the problems it caused before he had to return it.

Meeting adjourned at 9:30pm.



Chapter Directory

North Texas Chapter Officers, 2015.

- **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, Dave Gramm**, dgramm@sbcglobal.net
- **Treasurer, Jim King**, jgking@swbell.net

Chapter Business Address

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Chapter Email: northtexaschapternrhs@gmail.com

North Texas Zephyr, chapter newsletter Archive

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

North Texas Chapter @ Facebook

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

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North Texas Chapter History

Founded and chartered in 1996, the North Texas Chapter is one of the newest chapters of the National Railway Historical Society. The 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 Tourist & Visitor Information Center at Main St. and the FWWR 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. National organization 2015 dues are paid to the NRHS directly. Learn about the National Railway Historical Society at www.nrhs.com

North Texas Calendar

Tues. Feb. 3, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: Sokol Hall, 7448 Greenville Ave, Dallas, Texas 75231. Program: KATY RR depots.
Tues. March 3, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: Founders Building, 701 South. Main Street, Grapevine, Texas.. 76051. Map at http://go.dallasnews.com/places/founders-building/ Program: to be confirmed.
Tues. April 7, 2015.	North Texas Chapter meeting – 7:30 p.m. Location, Program: to be confirmed.
Tues. May 5, 2015.	North Texas Chapter meeting – 7:30 p.m. Location, Program: to be confirmed.



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. See order form below, or contact the Chapter for orders..

NEW



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 December, 2014.

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Checks payable to **North TX Chapter NRHS,**
PO Box 600304, Dallas TX 75360

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