



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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<b>CHAPTER MEETING</b> .....	<b>1</b>
TUES. SEPT 1, 2015 – FOUNDERS BLDG. GRAPEVINE TEXAS. ....	1
<b>SPECIAL FEATURES</b> .....	<b>1</b>
AUGUST ACTION ON THE FORT WORTH RAILS.....	1
LOGGING RAILROAD IN THE GREAT SMOKY MOUNTAINS .....	2
TEXAS TRUNK RAILROAD .....	3
<b>NRHS &amp; CHAPTER NEWS / VIEWS</b> .....	<b>3</b>
1ST ANNUAL FALL PLANO TRAIN SHOW – SEPT. 26 TO SEPT. 27, 2015.....	3
1ST ANNUAL SLIDE SHOW AUCTION & NRHS OPEN HOUSE – SEPT. 26, 2015	3
CHANGE TO WINTER 2015 DIRECTORS MEETING .....	3
NEWS TO NON-MEMBERS .....	3
CHAPTER BUSINESS MEETING MINUTES, AUGUST 4, 2015. ....	4
<b>CHAPTER DIRECTORY</b> .....	<b>4</b>
NORTH TEXAS CHAPTER OFFICERS, 2015.....	4
<b>NORTH TEXAS CHAPTER HISTORY</b> .....	<b>4</b>
<b>NORTH TEXAS CALENDAR</b> .....	<b>5</b>
NEW SOUTHERN PACIFIC BOOK – SPONSORED BY NORTH TEXAS CHAPTER!... 6	

## Chapter Meeting

**Tues. Sept 1, 2015 – Founders Bldg. Grapevine Texas.**

**When** 7 pm meet 'n' greet. 7:30 pm meeting.

**Where** Founders Building, 701 Main Street, Grapevine, Texas

**Program:** Skip Waters presents "Behind the Curtain with W. G. Crush" and MK&T's famous 1896 "Monster Train Wreck for Science". Come see and hear how the event came together and later became known as the "Crash at Crush!"

**Location and Map:** <http://go.dallasnews.com/places/founders-building/>



## Special Features

### August Action on the Fort Worth Rails

by Jerry Nunn (all photo credit)

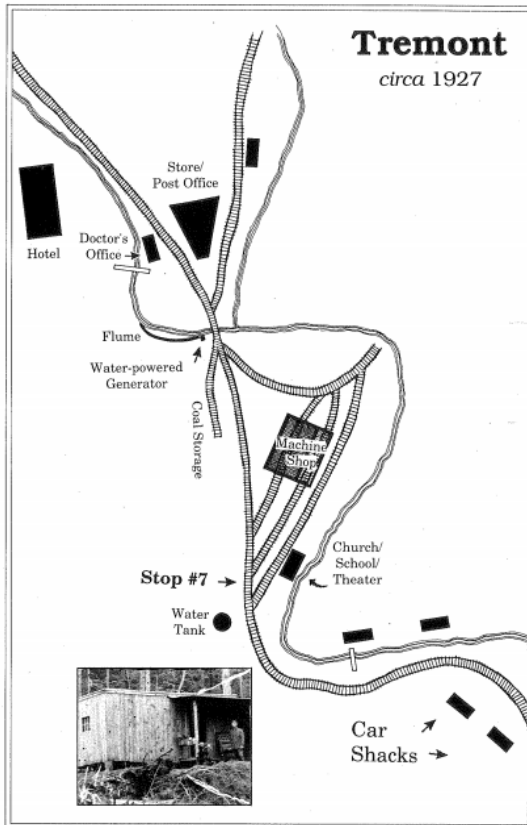


These were taken in and around Ft. Worth August 13-20. Most interesting is a BNSF Warbonnet No. 751 whose paint is in relatively good condition. Also, the photo of CN 2413, a C39-8i think, has an interesting decal on its side instead of the usual "CN" logo. There are also a couple of pretty intricate graffiti photos.



## Logging Railroad in the Great Smoky Mountains

by Jon Shea, VP Programs



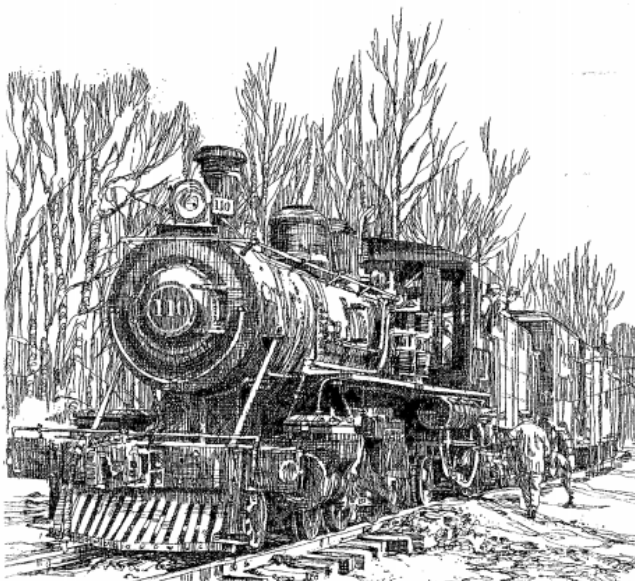
These pages are from a booklet of a self-guided driving tour of the former Tremont Logging Area in Great Smoky Mountains National Park. The Tremont Logging Operation went from 1926-1939 and had an extensive railroad network and operations. They also had steam powered cranes that ran on the rails to move logs on to flatcars and a mile long network of cables that moved logs from the mountains to the railroad. It was probably similar to railroads at logging operations in the piney woods of East Texas except that the terrain in the Smokies is much more rugged.

### 1 railroad logging

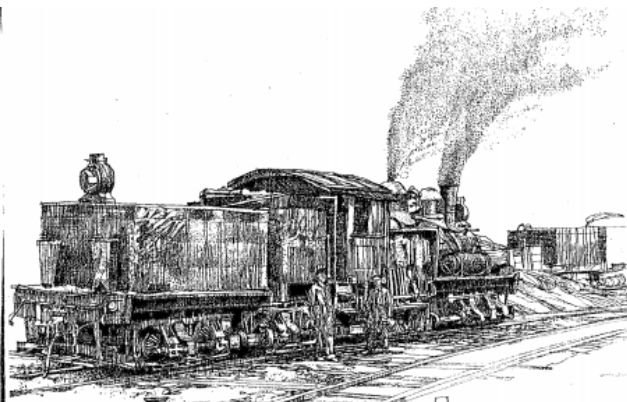
This road now follows the original railroad that pushed up the Middle Prong of the Little River. Steam-powered skidders snaked logs from the mountainsides and steam loaders piled railroad cars high for the trip to the sawmill at Townsend. In 1926, as logging operations were finishing up at Elkmont, men and

equipment were moved to the Middle Prong of Little River and Tremont became the "boom" town.

The name of the stream on your right is Stillhouse Branch, a name which suggests there were other ways besides logging to make a living in these mountains.



Rod-driven steam locomotive



Gear-driven locomotive

### 2 switching railcars

This area was known as "Wildcat." Loaded flatcars were brought down from the mountains by the gear-driven Shay steam locomotives. Only gear-driven engines could handle the steep grades above this point. (You can see a gear-driven engine at the Little River Railroad and Lumber Company Museum in Townsend.)

The cars were pulled onto sidings in the flat to your right, awaiting arrival of the conventional rod or piston driven engines from Townsend. The train from Townsend brought back empty cars to be picked up and returned to the mountains by the geared engines.

Engines did not actually pull the flatcars, but rather pushed the empty cars uphill and backed down with the

loaded cars. This arrangement helped prevent runaway railcars. At least two engines were needed to handle the heavily loaded 15-20 car trains.

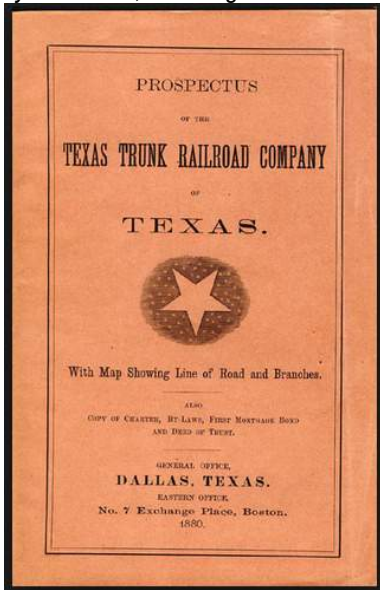
Special equipment on the engines applied a layer of sand to the rails to give added traction, and brakemen set and released the brakes individually on each car. Runaways still happened. There are any number of stories of runaway trains such as the one that killed Daddy Bryson on Jakes Creek above Elkmont and the two engine wreck on Marks Creek above Tremont.

Steam engines used large quantities of water which had to be replenished frequently. The small stream on your right filled the water tank which met that need.



## Texas Trunk Railroad

by Jon Shea, VP Programs



The **Texas Trunk Railroad** got its charter on November 6, 1879. It was to build from Dallas southeast to a point on the Gulf Coast near Beaumont, TX. A branch line was also proposed to run from Angelina or Tyler County to the border of Louisiana. The proposed length of the railroad was 350 miles, the main office was in Dallas and it was capitalized with \$5 million dollars in stock. The railroad hoped to reach the timber harvesting areas in the piney woods of East Texas and bring the lumber to Dallas for processing and sale and also expand the marketing and trade area served by Dallas. By August 1881, a 36 mile line from Dallas to Kaufman had been completed but carried only local traffic. By December 1881 the railroad was in receivership for the first of many times in its 20 year existence. Track laying began again on June 15, 1883 and by December 1, 16 more miles were built from Kaufman to Cedar which was later known as Gossett. The most successful period of operations was after the second reorganization from 1885 to 1889. Other reorganizations followed until the Texas Trunk Railroad was purchased by the Texas and New Orleans on November 25, 1899. The legislative act authorizing this required the T&NO to construct a line from Cedar to an existing rail line at Rockland within a 4 year period. By 1903, a 160 mile line going through Athens and Nacogdoches was finished. This finally completed a line from Dallas to Beaumont which was the original purpose of the railroad. Most of the track is now abandoned. This nearly forgotten railroad is remembered by Trunk Avenue in Dallas. The street is now split by Interstate 30 but the northern section goes through the eastern part of deep Ellum and the southern part is a few blocks west of Fair Park. I suppose the railroad ran on or near this street but I don't know for sure.

*Narrative source:* Handbook of Texas, <https://www.tshaonline.org/handbook/online/articles/eqt18>

*Image source:* <https://buckinghambooks.com/media/images/large/35983.jpg>

## NRHS & Chapter News / Views

### 1st Annual Fall Plano Train Show – Sept. 26 to Sept. 27, 2015

**Saturday, September 26, 2015: 10: a.m. – 5 p.m. Sunday, September 27, 2015: 10: a.m. – 4 p.m**

We are excited to announce the first annual Fall Plano Train Show is being held at the Plano Centre on September 26-27, 2015.

*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.

There will be two full days of clinics. Many home layouts will be on tour.

If you would like your layout added to the Dallas area tour contact Chris Atkins at [chris@railroadmodelers.com](mailto:chris@railroadmodelers.com)

*Source:* 8/24/15: [dfwtrainshows.com](http://dfwtrainshows.com)

### 1st Annual Slide Show Auction & NRHS Open House – Sept. 26, 2015

By Skip Waters, VP Trips/Events

**Saturday, September 26, 2015: 6:00pm until 10:00pm**

*Location:* Southfork Hotel - Chinaberry Room. 1600 North Central Expressway, Plano, TX 75074. <http://southforkhotel.com>

Watch and bid on slides that you can take home, or sell some slides you want to get rid of. Bids will start at .25 (quarter) and go up at a quarter per bid. If no one bids, the slide will be added to the next slide to purchase, max 3 slides. If no one buys, we start again. Slide must be paid upon sale. You bring the cash or slides to sell, we will have the quarters. 20% proceeds go to the North Texas Chapter, NRHS to help restore and preserve railroad artifacts through our chapter grants program.

### Change to Winter 2015 Directors Meeting

A change is on the boards for the planned Winter 2015 Directors Meeting. The NRHS is reconsidering the schedule of meetings for 2015 and 2016. More news to come as it is available.

### News to Non-Members

by Jim King, Treasurer

Note to Non-Members: If you are not a chapter member, you are likely receiving this newsletter because we know you are interested in railroad history, we know that you live in the North Texas area, and best of all, we know how to reach you! Please take a moment to consider joining our chapter and contributing to our rail history preservation efforts. Chapter memberships are only \$16 annually. Contact Chapter Treasurer Jim King ([jgking@swbell.net](mailto:jgking@swbell.net)) if you would like more information.



## **Chapter Business Meeting Minutes, August 4, 2015.**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: August 4, 2015. Founders Building, Grapevine, Texas.**

The meeting was held at the Grapevine Founder's Building. President Wayne Smith was unable to attend, so the meeting was called to order by VP-Programs Jon Shea at 7:35pm. There were 13 members in attendance.

Jon reported on member Claude Doane's progress. Claude was in the hospital for almost a month after complications from leg surgery. He is getting better and if healed enough, asked if we could reschedule our planned visit to the Garland Railroad Museum in October. Jon will keep in touch with Claude and will tentatively make plans for such if Claude is up to the task.

While on the subject of future meetings, Jon reported the September meeting would be held at the Grapevine facility, October tentatively at the Garland RR Museum, November back in Grapevine for the annual member auction and December's Christmas Dinner will be at Babe's restaurant in Carrollton.

Jon reported about several railroad artifacts he acquired at an antique mall in The Strand in Galveston and shared a brochure that member Edwin Pegelow brought on the restored interurban station in Burleson, TX. He also had a copy of the Katy Historical Society newsletter containing an article about long-time railroad historian Joe Collias' passing away recently.

VP- Trips & Events Skip Waters reported on our book sales. We need workers to man the chapter's table selling books at both Plano train shows. Sales have slacked off during summer but we need to promote for Christmas. Jeff Phelps will arrange for tablecloths to dress up the sales table. January's show will feature the 11th Annual Slide and Media Show and for the September show, Skip wants to hold a Slide Auction similar to the ones we do at Saginaw. It will be on Saturday, Sept. 26 from 6-10 pm. A motion to proceed and rent the presentation room at the Southfork Hotel was made by Jerry Nunn and seconded by Bob Kennedy and the motion carried.

Skip reported on the NRHS convention in Vermont. He took the train trip to Burlington, Vermont and remarked the hotel was decent. While there, he gave a presentation to the board. He reported that all members would receive an email from Amelia at headquarters asking for member signups. This is not a scam but a legitimate request from headquarters and all members should join. He reported the 2015 Winter board meeting scheduled for Dallas had been cancelled as there was no business to discuss. The By-Laws change did away with the mandatory 4 meetings annually. Convention attendance was 500+ and excursions ran at 80% or better filled. He felt the convention was a 'break even or made money' event. Next year's convention will be in Denver in July and Skip and Steve Siegerist are on the committee to check out the area ahead of time. A possible railfan trip would be a deadhead from Denver to Cheyenne on Sunday, July 20. The Colorado Rail Museum will be a focus point for many activities.

Skip reported he now has a real job driving a trackless train M-Th at Willow Bend Mall from 10:30am -3:30pm. He and member Jeff Phelps, who are both members of the 'Friends of the BNSF', were invited to participate in a focus group with 28 others at the BNSF Headquarters. BNSF provided a lunch cooked by BNSF chefs and after a Q & A period, they met with BNSF corporate officials and took a grand tour of all the paintings in Headquarters. They were the first of several focus groups to be called in the near future.

Jeff Phelps brought a copy of AAA magazine with a picture of Frisco #1635 on the front cover. The engine is currently at the Museum of American Railroads in Frisco and Jeff commented he had personally replaced the front running boards on the engine when it was overhauled, so now his work has been published.

Members took a short break before the evening program provided by member Jerry Nunn entitled 'Railroad Adventures: Alaska to Texas & South America to the end of the world in Tiera del Fuego at the Straits of Magellan'. Submitted by Dave Gramm, Secretary.

## **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](mailto:ntx.news@yahoo.com)
- **Secretary, Dave Gramm**, [dgramm@sbcglobal.net](mailto:dgramm@sbcglobal.net)
- **Treasurer, Jim King**, [igking@swbell.net](mailto:igking@swbell.net)

### **Chapter Business Address**

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

**Chapter Email:** [northtexaschapternrhs@gmail.com](mailto: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/>

Press time 8/24/2015. Filename: NTx Newsletter 2015-09 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.



**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY**  
**NORTH TEXAS ZEPHYR NEWSLETTER**  
**SEPTEMBER 2015, VOLUME 20, ISSUE 7**



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 FWRW 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](http://www.nrhs.com)

**North Texas Calendar**

<b>Tues. Sept. 1, 2015.</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: Founders Building, Grapevine, Texas. Program: The Crash at Crush by Skip Waters.
<b>Sat. Sept. 26, 2015 – Sun. Sept. 27, 2015</b>	<b>1st Annual Fall Plano Train Show – Sat. 10 a.m. – 5 p.m. Sun. 10 a.m. – 4 p.m.</b> Location: Plano Centre, 2000 East Spring Creek Parkway. Info: <a href="http://www.dfwtrainshow.com">www.dfwtrainshow.com</a> or contact Chris Atkins at <a href="mailto:chris@railroadmodelers.com">chris@railroadmodelers.com</a>
<b>Sat. Sept. 26, 2015</b>	<b>1st Annual Slide Show Auction &amp; NHRS Open House – 6:30 p.m. – 10:00 p.m.</b> Location: Southfork Hotel - Chinaberry Room, 1600 North Central Expressway, Plano, TX 75074. <a href="http://southforkhotel.com">http://southforkhotel.com</a>
<b>Tues. Oct. 6, 2015.</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: Garland, Texas. Program: to be confirmed. Garland Railroad Museum. Tentative plans. See Jon Shea for confirmation.
<b>Tues. Nov. 3, 2015.</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: Founders Building, Grapevine, Texas. Program: Annual Members Auction.
<b>Tues. Dec. 1, 2015</b>	<b>North Texas Chapter holiday dinner 7:30 p.m.</b> Location: Babe's Chicken Dinner House, 1006 West Main Street, Carrollton, Texas 75006. More information: <a href="http://www.babeschicken.com/our-kitchens/carrollton/">http://www.babeschicken.com/our-kitchens/carrollton/</a>
<b>Tues. Jan. 5, 2016.</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: to be confirmed. Program: Annual Chapter Election.



**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 SOUTHERN 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 narrative text. 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.

**Shipping Address**

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 Email \_\_\_\_\_  
 Checks payable to North TX Chapter NRHS,  
 PO Box 601304, Dallas TX 75340  
 Orders and info: northtexaschapternrhs@gmail.com

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 for additional quantities, multiply the Total amount

