



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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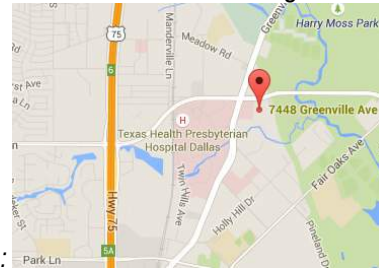
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Chapter Meeting

Tues. June 2, 2015 – SOKOL Hall, Dallas, Texas.

When 7 pm meet 'n' greet, 7:30 pm meeting.
Where 7448 Greenville Ave, Dallas, TX 75231
Program: The Restoration of Engine Sierra #3.



Location:
See details at <http://www.sokoldallas.org/contact/>

Special Features

Interurban Railway Memories

(photo credit: Jon Shea)

May's meeting was held at the Interurban Railway Museum, one of the Chapter's favorite places. Enjoy these interesting views:



Texas Electric Railway Station

Built in 1908 by the Texas Traction Company (Texas Electric Railway after a merger in 1917.) This station served passengers and freight customers of the company's North Texas routes. The wood frame passenger depot and the attached brick freight / electric transformer section remained in use until 1948, when the rail system declined in favor of automobile travel. It is one of the few reminders of Plano's early 20th-century transportation history. *Recorded Texas Historic Landmark – 1990. (Text from sign above left.)*

Guide to 10th Annual "24 Hours @ Saginaw" 2015

What Time is it? It's time to come watch Trains in Saginaw!

- Friday, May 22nd and Saturday, May 23rd, 2015 – 7:00 pm - 7:00 pm (24 Hours)
- Saginaw Heritage Center (the depot), 301 S. Saginaw Blvd., Saginaw, Texas 76179 (www.saginawtxchamber.org)
- Sponsored by: North Texas Chapter, NRHS; Saginaw Chamber of Commerce' and Choo Choo Express Trackless Trains

See the 2015 scheduled events, with some 'early bird' photos of this year's Trains in Saginaw ..



Come one, come all... we want to see you at the depot in Saginaw! This and more.

- Get your 10th Anniversary Button!
- Visit with the Official Train Counter - Mr. Richard Whitenight.
- We have special give-aways as always!
- Don't worry about rain, we have excellent programs scheduled inside!

2015 Schedule of Events (with early photos of 2015 trains)

Activities

- Train watching begins, Sign in and log your time, make a donation, get a button
- Railroad videos, Safety rules displayed, Door Prizes
- Model Railroad outside
- Pass the hat for Pizza
- Official Train counting begins
- Silent Auction



Above: 5/23/2015 New boxcar at Saginaw, Texas. (Photo credit: Jon Shea)

Friday, May 22nd

- 7:00 pm - Event Begins/Silent Auction Begins
- 7:05 pm - Operation Lifesaver Presentation by Ed Hobbs - Amtrak Engineer
- 8:00 pm - Ken Fitzgerald - "Working for the Railroads since January 1st."
- 9:00 pm - Forrest Becht - "Amarillo"
- 10:00 pm - Darrell Cowles - Texas Western Model Railroad Club / Silent Auction Ends
- 10:30 pm - DVD Premier - Steve Allen Goen - "Santa Fe's La Junta, Raton And Denver Subs"
- 12:00 am - The Midnight Special - Mr. Samuel Rockwell - "The Great Railroads"



Above: 5/23/2015 Santa Fe Caboose at Saginaw, Texas .
(Photo credit: Jon Shea)



Saturday, May 23rd

Train watching continues, More Railroad videos, two Motor Cars on display later in the day

1:00 am - "Great Locomotive Race" Trivia Game - Skip Waters

2:00 am - DVD - "Trains in Hollywood"

3:00 am - Skip Waters - "Crash At Crush" Revisited

4:30 am - Video - Six One One - about N&W J 611

5:00 - 9:00 am - Mike Moore with the North Texas T-Trak Model Railroad Club display

6:00 am - DVD - Walt Disney's Railroad Story

7:30 am - DVD - Cartoon Craze: Toonerville Trolley

9:00 am - Ken Fitzgerald - Horn Demonstrations

10:00 am - DVD Premier - Steve Allen Goen - N&W 1218 "West on the Wabash"

11:00 am - Dave Steckler - "Crewe Heritage Centre" and "London Transport Museum"

12:00 pm - "Lets Talk Trains" Radio Show - Live broadcast with host Skip Waters

12:05 pm - Jerry Nunn - "An Assemblage of Rail Photos from South America and Texas"

1:00 pm - Darrell Cowles - Texas Western Model Railroad Club

2:00 pm - Brian Flint - "Rail Treasures"

3:00 pm - "Great Locomotive Race" Trivia Game

4:00 pm - Forrest Becht - "Kingman"

5:00 pm - To be announced

6:00 pm - Bradley Linda - "It's Time to Watch some Trains 2006-2015" / Silent Auction Ends

7:00 pm - Event Ends - Post Slide Show Auction Begins

Programs subject to change without notice. More programs may be announced at the event. We welcome anyone who would like to show off their stuff. Just bring it!



Above: 5/23/2015. End logo from Denver and Rio Grande Western boxcar at Saginaw, Texas.
(Photo credit: Jon Shea)

Post Saginaw event: "Slide Show Auction"

Stay afterward again to watch and bid on slides that you can take home. 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, we will have the quarters. Twenty percent (20%) proceeds go to the North Texas Chapter, NRHS to help restore and preserve railroad artifacts through our grant program.

Internet Radio Show to catch this year...



"Lets Talk Trains" Show will broadcast LIVE at the depot on Saturday 12:00 noon - 2:00pm central with host Skip Waters and special guest. Plus Live reports from 24 Hours @ Saginaw. Check it out, call in or just listen at Lets Talk Trains Online Radio by Lets Talk Trains (<http://www.blogtalkradio.com/letstalktrains>)



Guest Trip Report: #7 - The Train Rides Home

by Dale Jacobson

Sunday morning May 3 Paul drove me to the Amtrak station (former ATSF station) in downtown Oklahoma City (OKC). We were a bit early as Paul had to get home as he had things he needed to do. I noted that the P42 on the south end of the Heartland Flyer was not a heritage unit. Even if it had been there was no way to photograph it from the station platform. The station is two stories, and the elevator to trackside cuts off the engine from access. To photograph the train's motive power, one would have to hope for an unobstructed view from downstairs or else go south of the station somewhere to catch the train as it heads south. For a rider that's not possible. I took a couple shots of the F40PH power/baggage car that was on the north end of the train. Photographing this end of the train was easy

We left the station on time, but moved along slowly. The reason soon became apparent. There were freight trains almost everywhere. We followed one to the siding north of the Norman station stop as we had met a northbound freight sitting on the siding at Moore. We had also passed a couple freights in the BNSF yard on the south side of OKC. We continued to pass or meet freights in almost every siding all the way to Fort Worth. The number of sidings that were empty was 5 or less.

I took advantage of the lower priced food service and had a couple bagels for breakfast. Not only was I given the regular cream cheese that comes with a bagel on any Amtrak train I've ridden, but also a strawberry flavored cream cheese. The two mixed well together and was quite tasty. I once again had my own caffeine free diet Cokes as Amtrak doesn't offer any soda pop with those options.

The scenic highlight of this trip was once again the Big Canyon area south of Dougherty, OK. Seeing it in good daylight reminded me of the many times that I and either Carl Graves or Paul had visited the area in the early 70's. Paul has been back many times since then and wrote an article about the area that appeared in Railroads Illustrated [don't recall which issue]. Not too long after passing through Big Canyon is the Ardmore station stop and smoke break. The classic xATSF Spanish motif station is still in use.

After crossing the Red River into Texas the scenery becomes ho-hum (flat land country). Even so, I found it interesting perhaps because I saw two new track constructions going on as we neared Saginaw. Both new lines veered off to the west. I have no idea where they are going or how far or why they are being built. I suspect one may be a new connection between the xBN Forth Worth & Denver Rwy. mainline and the x ATSF mainline. When we passed Saginaw I took some shots out of the coach car window of the green and white locomotives of whatever company now is switching the large grain elevators there. It was once Rescar that did this switching and for all I know may still have the contract, just with a different paint scheme. We arrived in the Fort Worth station (transportation center) at least 30 minutes late due entirely to so much freight traffic.

I checked my suitcase at the Amtrak counter before I found out that #22, the northbound Texas Eagle was late. An Amtrak volunteer told me the train would be in around 4:40 PM, rather than its 1:58 PM scheduled time. I was thinking about temporarily storing my camera bag (keeping a couple cameras for photography) when the station agent told me the train would actually arrive around 3:00 PM. It was late due to waiting for a late eastbound Sunset Ltd. in San Antonio as a coach and sleeper would be transferred to the Texas Eagle. As it was 2:00 PM when I learned this, I kept my camera bag with me as #21, the southbound Texas Eagle, didn't have any heritage unit on it, so I had no need to move around much before that train left at 2:10 PM.

I got another surprise. Trinity Rail Express (TRE) was running commuter trains on its Saturday schedule due to three major events occurring in Fort Worth this Sunday. Knowing that TRE normally doesn't run on Sundays, I was startled when a westbound TRE commuter train came through the tunnel in the building just north of the station. I found a TRE Saturday scheduled taped to a station platform roof pillar so knew when to expect other TRE trains to pass through that building. As it was sunny, and as my leg was still hurting, I sat down at the spot where I could both read and shoot TRE trains as they went into or came out of that tunnel.

Number 22, the northbound Texas Eagle arrived about 3:15 PM, once again sans any heritage unit. My roomette was in the lower level of the sleeper that had been added on at San Antonio, so I was at the rear of the train, except for the two blue and white "Patrick Henry" Excursion cars behind this sleeper. I was told they were going to Chicago, which is what they did. So, I never had the chance to get a good view out the rear of the train. As the last private car was an open end observation, whenever I had time I took photos of that end of the train rather than try reaching the front end before the "all aboard" was given. We backed out of the station around 4:00 PM. South of the station area sitting with its nose buried into a Superliner coach was another Amtrak heritage P42, but I didn't catch its number. After backing through Tower 55's plant we headed



around the wye onto the UP mainline to Dallas. I'm hoping that the story about switching this train to the TRE line is true, but if it is, when will it happen?

Dallas was frustrating for me. Shortly after departed the station we passed two Dallas, Garland & Northern freights. I couldn't get a photo of the first freight's two "SD45's" as there were so many people still in the vestibule area. The other freight was on the other main track right next to us so I couldn't have gotten a good photo even had I wanted to without opening the vestibule window. Even if I had had the time to do so, I really wasn't interested in opening the vestibule window and taking a chance of being tossed off the train at Mineola. We started making up lost time thanks to the padding in the schedule between Mineola and Texarkana.

As expected we arrived in St. Louis the next morning ahead of schedule. It was lightly raining. There was nothing of interest to me sitting next to our train so after a couple more shots of the private cars I went back to my roomette to await our departure. I had breakfast before we reached St. Louis so I'd be in position to shoot anything of interest to me between St. Louis and Alton. Turned out there wasn't anything I hadn't shot before, and no Norfolk Southern nor Terminal RR of St. Louis trains were passed by the time we reached Mitchell, IL. When we passed Redondak the facility at or near Wood River, it was once again blocked by a BNSF freight train.

As we headed north north east from Alton across a flat section of Illinois, we had to meet two southbound Amtrak trains #301 and #303. The meet with #301 went smoothly. However, when we later stopped for #303 we sat and sat. Eventually the train passed us, but now we were way behind schedule, so far behind that we never regained the time lost. In Bloomington I finally got a shot of the former Guilford Transportation geep now being used by Ag Rail. Then it was time for what was either a late breakfast or early lunch as the diner was serving meals from a limited menu. At breakfast I had ordered the RR French toast, but had thought about ordering the scrambled eggs. Now I had those eggs. You might say I had my way with the menu. At Joliet we went by a Metra train in its station just east of the diamond. The rest of the trip into Chicago Union Station was uneventful. We arrived at 2:35 PM, about 40 minutes late.

I helped a woman get her luggage from the Texas Eagle into Chicago Union station (CUS), but later my leg was hurting so much that I needed to ride a Red Cap vehicle out to the Capital Ltd. as the sleepers were, as usual, located ahead of the diner and behind the engines. I was in the first car behind the engines, but this time my roomette was on the upper level. Due to having had two meals prior to arriving at CUS, I didn't go to the Food Court this time. Rather I had some popcorn that comes with beers at the Metro Bar & Grill next to the Great Hall.

The First Class Lounge was only sparsely occupied as none of the intercity trains from the west had yet to arrive, and all were expected to be late. Both the Empire Builder and Southwest Chief were expected around 5:40 PM. The California Zephyr was expected to arrive about 2:00 AM the next morning. One of the Red Caps who also runs the temporary storage area in the First Class Lounge told me he would have to work until after that train arrived.

People had started arriving in the Lounge from the two trains that came in after 5:30 PM as the first boarding call for the Capital Ltd. was made. I had my luggage up near where the Red Caps would pick up passengers for that train. The coach passengers for #30 were being assembled in the Great Hall, which is still being used by Amtrak for boarding coach passengers on many of its trains. I was one of four people carted out by the first Red Cap. It was light enough to see that #30 had no heritage unit on it.

We left on time. It was quite different to see things as we departed the Chicago area as it was still daylight at 6:40 PM. It wouldn't get dark until after we had left the station stop at South Bend, IN. Then it was time for dinner in the diner. I was worried that I'd be confronted with the same meals I had had while on the Texas Eagle. Fortunately, the fish selection this night was Salmon rather than the Talapia that had been the fish course both on the way from Chicago to Fort Worth and back. After dinner due to being tired I retired around 10:00 PM. The train was making good time all that night, and we arrived at Toledo, OH, on time. I was asleep until we reached Cleveland and then fell asleep again for awhile. The next time I awoke we were standing still somewhere in eastern Ohio. I think we had not yet reached Alliance, but I had no real way of knowing. I got back to sleep and awoke again as we passes Leetsburg northwest of Pittsburgh, PA. We arrived in Pittsburgh roughly 90 minutes late due to freight traffic congestion between Cleveland and Alliance. It was now getting light.

Being late into and out of Pittsburgh is something I usually enjoy as it gives you a better view of the scenery that often is passed in the dark between Pittsburgh and at least Connellsville. So it was easy to notice that we were going slow due to a significant amount of track work being done on what I assume was #1 track. We weren't going to make up any lost time as slow as we were going. Indeed, we would only lose more time. By the time we reached Cumberland we were about 2 hours late. Due to our being late the diner served lunch from a limited menu. However, the fact the diner was open wasn't broadcast



throughout the train as it was meant only for First Class customers. Having been in the obsy all morning, I only found out about it when I needed to go back to my roomette and found lunch was being served. Fortunately, the limited menu included the veggie burger. There was nothing else being offered that I could eat. Also fortunately, this time I wasn't accidentally served an Angus Beef Burger by mistake. So, I didn't have to worry about breaking out in hives that evening.

We arrived in DC Union Station after 3 PM, over 2 hours late. Since my car was close to the escalator up into the station, I didn't need a Red Cap to assist me. My leg was still sore, but not so much so that I couldn't deal with my luggage. After picking up my suitcase I made my way to Metrorail and soon was back in Greenbelt as Metrorail was now on its rush hour schedule (and pricing). My ride awaited me, and soon I was home, and this time my three cats were glad to see me. Regards, Dale.

NRHS & Chapter News / Views

Two timely reminders ...

New NRHS National Address

by Al Weber, NRHS President

In preparation of ending the agreement with Fernley and Fernley on April 15th 2015 we have established a new mailing address. Please direct all correspondence and written inquires to our new address. From there they will be forwarded to the appropriate volunteer.

National Railway Historical Society
c/o John K. Fiorilla, Esq
Capehart & Scatchard PA
P.O. Box 5016
Mt. Laurel, NJ 08054

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) if you would like more information.

Chapter Business Meeting Minutes, May 5, 2015.

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: April 7, 2015. Interurban Railway Museum, 901 E 15th Street, Plano, Texas. 75074. About 18 people were in attendance. Officers Present: Wayne Smith, Jon Shea, Skip Waters. 13 Members Present. 2 Visitors Present including museum curator and program presenter, Robert Haynes.

1. President Wayne Smith brought the meeting to order at 7:35 PM:

A. Wayne recognized Robert Haynes, curator of the Plano Interurban Museum, and thanked him for the use of the facilities and for his upcoming presentation.

B. Wayne announced he was now an official "Friend of the Texas Western", showed the club his certificate of membership, and encouraged other members to join and support other Railway Preservation causes. Chapter member, Ken Fitzgerald, also joined.

2. Show and Tell:

A. Wayne presented a pennant from the original 1940s Freedom Train. He has over 400 pennants in his pennant collection which he started collecting in the third grade. When pennants became hard to find, he started collecting patches instead. He also has about 150 patches, with 50% of them are railroad patches.

B. Wayne also shared a 1940s artifact from Union Station in Los Angeles.

C. Hutch Hinton shared some manuals he had brought—one for the GP38 Operator's Manual and a Burlington Northern Air Brake/Train Handling Rules Manual.

3. Skip Waters, Vice President/Trips and Events, gave his report:

A. Next year is the 20th anniversary of the Chapter. Be thinking about ways to celebrate this milestone.



B. 10th Anniversary of 24 Hours at Saginaw will be Memorial Day weekend, starting Friday, 5/22 at 7 PM and ending Saturday, 5/23/ at 7 PM.

1. Standard Format
2. Everything just about ready. Skip will be purchasing the insurance this week. There is currently a backhoe on the property. Skip will find out the plans for it.
3. There is a new LED Billboard that might affect night time pictures taken when shooting pics facing southbound. Effects unknown at this time.
4. Scheduled presenters include Chapter member, Hutch Hinton who will be displaying his layout; Baton Rouge presenter, Mr. Forrest who is a railroad historian and will be doing several presentations; the Texas Western will be giving two presentations: one Friday night and one on Saturday; Operation Lifesaver will be presented by a Railroad Engineer or an Amtrak Conductor. Presenters are still signing up. Everyone show up and have a good time.
5. Donations for silent auction still being accepted. Funds generated from auction are given out as grants, like the two that have been given to the Plano Interurban Museum.

C. Southern Pacific's Eastern Lines 1946 – 1996 book is now out. Pre-ordered books have been sent out. There is a new ad in the Cowcatcher promoting it. There will also be an ad in the Trains magazine, July issue, some wholesalers are carrying the books, (Discount Model /trains, Karen's Books, Ron's Books) and some books have been shipped overseas. People are already asking for Volume II.

D. National News: National convention is in June. Premium seats sold out but coach seats still available. Denver has been approved for the 2016 convention. It will be July 17th – 24th, 2016. It will include Pike's Peak, the Pueblo museum, Georgetown Loop etc. There will also be a light rail trip in Denver, and a tour of Denver Union station and many other things to do. The surprise trip will be the dead-head run of the Cheyenne Frontier days UP run. The trip will be to Cheyenne, Wyoming with a bus ride back to Denver.

E. Membership cards will hopefully go out this month. NRHS has purchased Amelia as the database provider. They are still sanitizing the data. Hopefully they will be done by midmonth and corrections can be inputted to it. Then three mailings will be sent out. The membership card, an informational letter about what is going on at national, and the third will be a donation request letter.

F. RailCamp is moving forward and there will be a Heritage Grants this year, although limited. Focus has been on cleaning house which has been pretty much completed. Future direction is still being worked on, and hopefully will get ironed out more at the national convention in June.

4. Jon Shea, Vice President for Programs passed around the latest issue of The Katy Flyer with articles on The Katy Building in downtown Dallas, the Highland Park and Garland passenger stations and other good articles about the Katy Railroad in the DFW area. The June meeting will be at Sokol Hall and will feature a video on "The restoration of Engine Sierra No. 3". The July meeting will be at the Garland Santa Fe depot with a new historical exhibit. The August meeting will be at Grapevine, program TBD. The September meeting will also be at Grapevine and Skip Waters will give a talk on The Crash at Crush.

5. Announcements:

Skip Waters stated NRHS website will be updated as soon as Greg transfers control of the domain to Kim Hinton. She plans to have it live for 24 Hours at Saginaw. It will be hosted by Hostgator and will be the first update in ten years. She has also put a link on Facebook to the online store for book sales. At the Katy convention, Skip made a presentation with the focus on George Crush's presentation. It was a two hour presentation. He will be giving it again at 24 Hours at Saginaw. There is a 1st annual 12 Hour Railfan event in Temple, Texas on May 9th. A group picture was then taken. This was followed by a presentation by the Plano Interurban Museum curator, Robert Haynes titled "The Culture Created by the Interurbans and the Era That Grew From It." The Meeting Was Adjourned. Submitted by Kim Hinton (for 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**,
wqcrush@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

North Texas Chapter, NRHS,
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 Dallas, Texas 75360

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/>

Press time 5/25/2015. Filename: NTx Newsletter 2015-06 v3

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 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

Friday May 22 & Sat. May 23, 2015.	24 Hours @ Saginaw, 2015 – Location, Saginaw, Texas . . Come watch trains for 24 Hours with us on Friday, through Saturday, 7:00pm to 7:00pm over Memorial Day Weekend at the Saginaw Heritage Center (the depot) 301 S. Saginaw Blvd. in Saginaw, Texas. Interested in presenting a media program, please contact Skip Waters, wqcrush@swbell.net
Tues. June 2, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: Sokol Hall . 7448 Greenville Ave, Dallas, TX 75231 Program: The Restoration of Engine Sierra #3 . Map: http://www.sokoldallas.org/contact/
June 14-20, 2015.	2015 NRHS Convention – Location: Rutland, VT . "The convention will feature seven days of rare train rides, one-of-a-kind photo opportunities and historic tours, followed by a public rail excursion on June 21." <ul style="list-style-type: none"> • Convention information http://www.nrhs.com/2015_Convention • Registration package available at http://www.nrhs.com/sites/default/files/2015_Convention_Registration_Package.pdf • Ticket information at https://www.regonline.com/Register/Checkin.aspx?EventID=161971
Tues. July 7, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: Garland Santa Fe depot. Program: New historical exhibit
Tues. Aug. 4, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: Founders Building, Grapevine, Texas. Program: Jerry Nunn and his latest photographic works.
Tues. Sept. 1, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: Founders Building, Grapevine, Texas. Program: The Crash at Crush by Skip Waters.



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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