



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

Tues. Dec. 1, 2015 – Babe’s Chicken, Frisco, Texas.

When: 7 pm meet ‘n’ greet. 7:30 pm holiday dinner.
Where: **Babe’s Chicken, 6475 Page Street, Frisco, Texas 75034. (214) 387-9500. ** Frisco (not Carrollton)**
Program: **Holiday dinner**
Location and Map: <http://www.babeschicken.com/our-kitchens/frisco/>
 2015 officers: President – Wayne Smith; VP Programs – Jon Shea; VP Trips & Events – Skip Waters; VP Communications – Valli Hoski; Treasurer – Jim King; Secretary – Dave Gramm.
 See next issue for 2016 slate of candidates.

Special Features

2015 National and Chapter Dues

by Jim King, Chapter Treasurer

North Texas Chapter NRHS 2016 Dues Notice

For your convenience, the North Texas Chapter of the National Railway Historical Society will be accepting payment of both chapter and national NRHS dues. We will forward your national dues directly to the NRHS office and verify that your membership information is updated in the national membership database. We provide two means for payment: (1) by mailing a check to our chapter address listed below, or (2) by using the chapter’s on-line store at <https://northtexaschapternrhs.ecwid.com> with either a credit card or a PayPal account. There is a 3% convenience fee incorporated into the on-line price. [Note: If you pay national dues in another chapter, you may elect to pay “Chapter Only” dues.] Thank you for your support! *Jim King, Treasurer, North Texas Chapter, northtexaschapternrhs@gmail.com*

<u>Membership</u>	<u>By Check</u>	<u>On-Line Store</u>
National and Chapter, Individual	\$66.00	\$68.00
National and Chapter, Family (of 2)	\$75.00	\$77.25
Chapter Only, Individual	\$16.00	\$16.50
Chapter Only, Family (of 2)	\$18.00	\$18.75

If paying by check, make check payable to: North Texas Chapter NRHS, P O Box 600304, Dallas TX 75360

Sunday Afternoon at the ‘ Train Park’

by Valli Hoski

Harry and I journeyed over to Harrisburg (PA) to pick up Amtrak tickets for an upcoming trip, and played tourist around the Harrisburg Transit Center on an autumn Sunday afternoon. A fun, unexpected find was the abundance of railroad books, postcards, magazines, and souvenirs available in the station’s news stand. Beware of buying a train whistle for the kids. Ear plugs not included. Shop is better stocked than some of the remaining hobby shops in east and west shore towns. Below are a few glimpses of the station interior and a new trackside attraction.



(Left) Thinking of a train trip to 'get away from it all' or prefer to 'be in touch'? Check that your train does (or does not) have onboard wireless service (AmtrakConnect™).



(Right) Hall to passenger gates is above the tracks. Windows are too high for ideal views of track action.

The historical plaque (text below) placed at the Harrisburg Station provides the following history of the PRR and station.

Pennsylvania Railroad Station

Original Construction 1885-1887

"The Pennsylvania Railroad was chartered in 1846 by the Commonwealth which authorized the company to build a line between Harrisburg and Pittsburgh to parallel the state owned canal and inclined plane system. When the line opened in 1855, the last railroad line between Pittsburgh and Philadelphia was complete. Expanding 10,000 miles to serve the northeast and midwest, the Railroad operated under its original charter until 1962, when it merged with the New York Central to form the Penn-Central.

The Harrisburg Station, located on the main line of the Pennsylvania Railroad and completed in 1887, was the first built by the company in the City. It is composed of two distinct parts, the passenger building and sheds. [The Station] was built under the direction of William Henry Brown, the Pennsylvania Railroad's Civil Engineer, whose duties included all aspects of engineering undertaken by the Railroad.



(Left above) Majestic, marble fireplaces grace both far ends of the rail station's great hall, and pay tribute to station's importance long ago



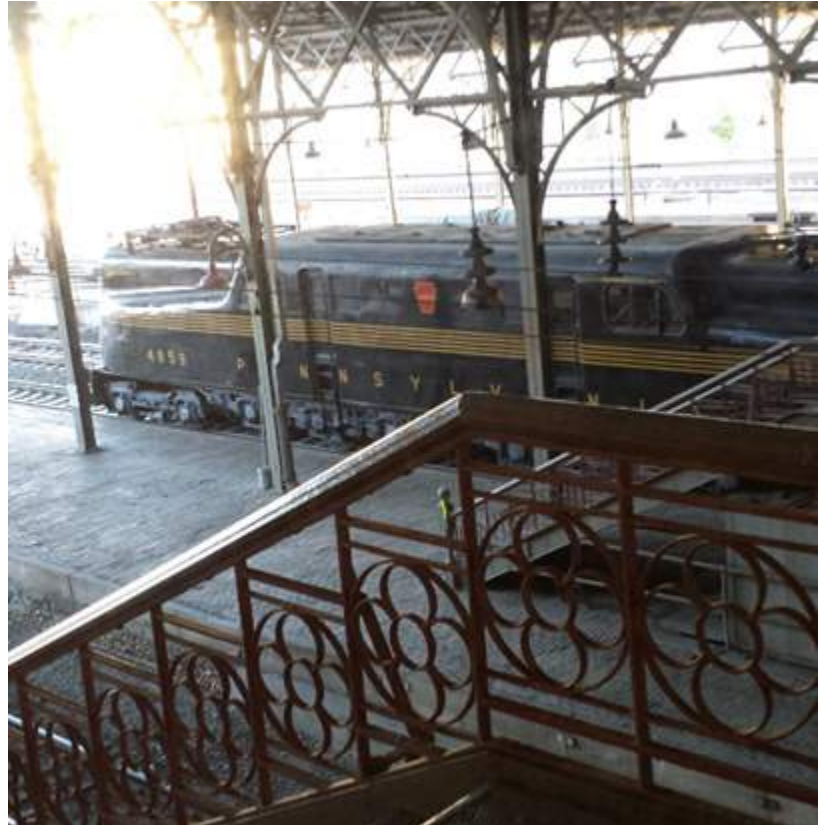
(Right above) Closer look at PRR embedded on the fireplace's firebox doors. Notice intricate floor mosaic design.

"The Station has particular engineering significance because of its two train sheds, which are preserved unaltered and largely intact. The roof truss prototype was patented by Albert Fink in 1854. Its use here [in the train sheds] is in a unique 'hybrid' form, combining iron and wood components in the same structure."

(Right) Train shed view looking north from passenger hall above the tracks. Amtrak locomotive and coaches await next run.



(Below left and right) Ornate stairways lead to trackside. The PRR GG1 was recently moved under the station's train shed roof.



NKP 765 on the Lehigh Line

by Frank Mellott (all content and photo credit)

After being delayed 2 weeks, the Nickel Plate 2-8-4 765 ran the NS/RBMN ex Lehigh Valley/Central RR of NJ Lehigh Line from Bethlehem, PA to Pittston PA and return. The high point of this line is it traverses the scenic Lehigh Gorge, which for a large portion is accessible only by rail, water or rail trail.



Joel and I started in Weissport, PA east of Jim Thorpe. There is a nice park and trailhead there.

(Left) Train is crawling along, most likely due to a RBMN train in the gorge.

Jim Thorpe is a renowned rafters and bikers draw. The RBMN/Lehigh Gorge Railway runs a train that will take you and your bike to White Haven and drop you off and you can bike back to Jim Thorpe. This appears to be very popular and the bike train we found appeared to have unloaded at least a hundred, and I think that is on the low side.

Next is a RBMN SD50. There was another on the opposite end. If we had stopped in Jim Thorpe on the way up I think we could have got a photo, but we kept rolling. We heard the Bike train was to meet the 765 in the gorge so I thought we'd see the Bike train leave; then, 765 would come up.

There is a short horseshoe curve in downtown White Haven but didn't like the angles so went a couple blocks north to the Library, which is a part of a circa 1864 engine house.

The 765 came through and we rolled, landing in Penobscot.

Right below: White Haven Library built using the 1864 engine house.



(Left above) Office styled after Reading structures, features Reading style signs.

Several RBMN employees were on hand to shoot the 765.

There are 2 RBMN ex Union Pacific SD40-2s idling under the bridge and a third in the yard. Not a great photo but an example of the problems chasing this event.



(Right above) The 765 passing under a signal bridge.



(Above) The train went to Coxtton yard, now Pittston yard to turn and pickup boxed lunches. Photo shows the U-Haul™ truck with food, a ex Santa Fe GP30 rebuild, 2 RBMN boxcars and a caboose

The train went back to Penobsot and stopped about 15 minutes to fix a Head End Power problem. No electric in the company owned cars. The 765 was unassisted and started 14 cars from a standing stop on the grade. Very impressive!!!!

It went east and went down the old CRRNJ to Jim Thorpe where it unloaded and gave the passengers 2 hours to look over the town. We could not find a place to park (worse than Harpers Ferry, WV in the old days) and had to skip it. We headed to just west of Walnutport to a Lehigh Canal park (see Right).



For those who have not been there you seem to be able to go to Jim Thorpe and pay an outfitter for inner tubes, etc. and float down the river. Then they will bring you back. Or you can bring your own and float down. A lot of people seem to get out here and dry off and either has previously stashed a car here or someone comes and gets them. We ate (finally!!!!) and the 765 rolled though (Below).



We strolled east to Siegfried, an ex CRRNJ station near Northampton. It is owned by the historical society and not only was open after hours but had signs up encouraging people to stop and see the train. A very organized group!



There were several hundred on hand. A lot of kids and most people with cell phones or tablets trying to take photos. They kept wandering onto the track. The best was a young guy, early 20s maybe with a toddler on his shoulders in the middle of the gauge 1 minute before the train appeared. The train, moving at least 35 and whistle blowing, spurred near pandemonium as the cell phone crowd rushed towards the track as the folks on the track left it.



(Above left) 765 parts the crowd.



(Above right) Station where we arrived.

For those who care it takes the Walnutport fire department 3 tankers and a pumper about 20 minutes to water the 765 and auxiliary tank. From Harrisburg, the Lehigh Gorge makes a good day trip. But to be assured parking in Jim Thorpe, start early or park elsewhere and bike into town. If you just want to see the town, museums etc., wait until tubing season and fall foliage is over.

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**, wgcush@swbell.net.
- **Vice President/Communications, and NTZ editor, Valli Hoski**, ntx.news@yahoo.com
- **Secretary, Dave Gramm**, dgramm@sbcglobal.net
- **Treasurer, Jim King**, igking@swbell.net

Chapter Business Address

North Texas Chapter, NRHS,
 P.O. Box 600304
 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/>

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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

Tues. Dec. 1, 2015 *North Texas Chapter holiday dinner 7:30 p.m.* Location: Babe's Chicken Dinner House, 6475 Page Street, Frisco, Texas 75034. tel. (214) 387-9500.

<http://www.babeschicken.com/our-kitchens/frisco/>

Tues. Jan. 5, 2016. *North Texas Chapter meeting – 7:30 p.m.* Location: Garland Railroad Museum, 200 Museum Dr. Garland, Texas. (972) 205-2749. **Program:** Annual Chapter Election. Member Show and Tell.

2016 Chapter Meeting Dates

Tues. Jan. 5, 2016	Tues. April 5, 2016	Tues. July 5, 2016	Tues. Oct. 4, 2016
Tues. Feb. 2, 2016	Tues. May 4, 2016	Tues. Aug. 2, 2016	Tues. Nov. 1, 2016
Tues. March 1, 2016	Tues. June 7, 2016	Tues. Sept. 6, 2016	Tues. Dec. 6, 2016

** Meeting starts at 7:30 p.m. Location is confirmed in newsletter issue(s) prior to meeting month.

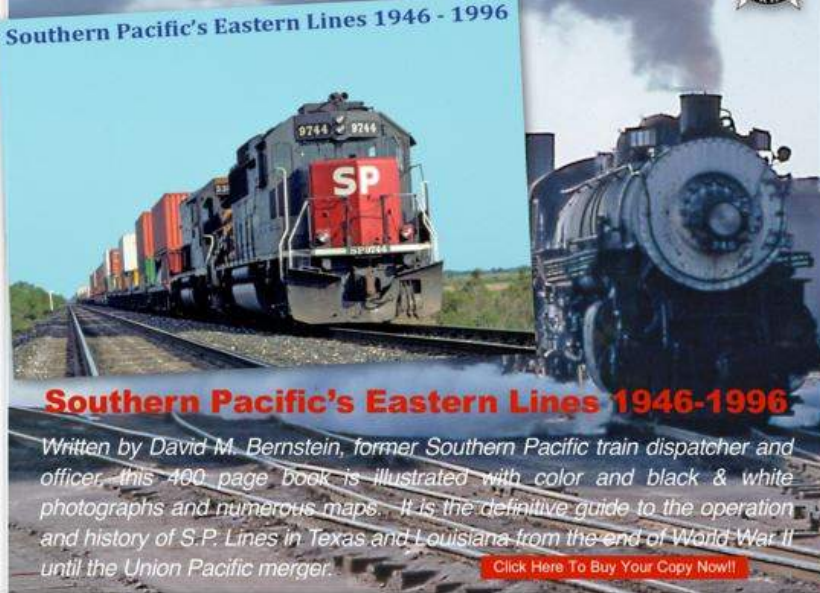
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