



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

Tues. April 5, 2016 – Interurban Railway Museum.

When 7 pm meet 'n' greet. 7:30 pm meeting.
Where Plano Interurban Museum
Program: Nikola Tesla.
Location: Interurban Railway Museum, 901 E 15th St, Plano, TX 75074. (972) 941-2117.

<http://www.planoconservancy.org/interurban-railway-museum.html>

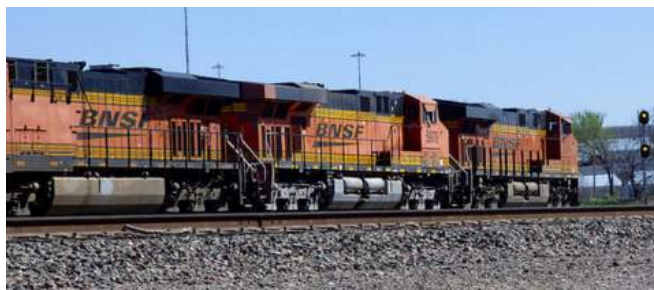


Special Features & News

Forth Worth Railroad Scene – March 3-4, 2016

by Jerry Nunn (all photo credit: Jerry Nunn)

My Fellow Ferroequinologists, Photos taken at the Ft. Worth Amtrak station last Thursday (March 3) and Friday (March 4). They can be found at <https://flic.kr/s/aHskw5cUPS>. Jerry





Fort Worth rail car art. (All photo credit: Jerry Nunn)

11th Annual "24 Hours @ Saginaw" – Fri. May 27-Sat. May 28, 2016

by Skip Waters

IT'S TIME TO WATCH SOME TRAINS!!! It will be here before you know it!!!

Dates are confirmed with the Saginaw Chamber for the 11th Annual "24 Hours @ Saginaw" 2016!

7:00 p.m. Friday, May 27th through 7:00 p.m. Saturday, May 28th,

Depot on Main Street in Saginaw, Texas.

- New items are being planned and a return of the silent auction for your favorite rail items, a good old fashioned Slide Auction (watch slides, enjoy a show and go home with your favorite subjects), plus much more. Also the usual great programs and fun activities to keep you busy for 24 Hours... and oh yeah.. TRAIN WATCHING!!!!
- Mark your calendars and get your lawn chairs ready (sleeping bags too) -- TIME TO WATCH SOME TRAINS... IT'S "SAGINAW TIME!!"
- Join the "24 Hours @ Saginaw" Facebook page for the latest updates at <https://www.facebook.com/24hoursatSaginaw>
- PRESENTERS: We are now accepting presenters who would like to put on a program for this year's event. Please email me off list to: wgcrush@swbell.net to be on the schedule. It can be slides, video, digital, live presentation, clinic, exhibits... it just has to be about railroads.

Skip Waters, 11th Annual "24 Hours @ Saginaw" 2016. V.P Events, North Texas Chapter, NRHS

Trip Report #3: Texas Railroading Tidbits

Dale Jacobson, guest writer (Dale is a mid-Atlantic rail traveler and enthusiast)

Railfanning in Texas, especially west Texas, can be quite hectic. For me West Texas starts about 40 miles west of San Antonio in the town of Hondo. Why there? That's where the speed limit on major highways outside of towns is at least 70 mph and often 75 mph. East of San Antonio a 75 mph speed limit is found on I-10. That made getting from San Antonio to Houston and back a piece of cake. Even faster are the speed limits on some Texas toll roads. Norm says the toll road that runs east of San Antonio to Austin has a speed limit of 85 mph.

Then again, west of San Antonio properly equipped UP freight trains are allowed to go 70 mph so the faster road speed limits make a chase possible, at least at times. Still, you hope that a train you're chasing gets slowed for some reason such as a meet with a train going the other way. On the Sunset Route passing sidings are generally spaced about 10 miles apart with some exceptions where two sidings are closer together. Starting at the siding at Dunlay, east of Hondo a few miles, the chase road west is U.S. #90.

Much of the freight traffic on the Sunset Route west of San Antonio is going to and from the Ferromex Railway connection at the international bridge in Eagle Pass. The line to Eagle Pass breaks off from the Sunset Route at Spofford, a community that



until recently seemed ready to be blown away and put out of its misery. Now there is a UP yard facility there, along with a fire department, so the town will likely survive. While it's possible to catch Ferromex power almost anywhere in the USA, the best chance for catching some is on the UP between San Antonio and Eagle Pass. Yes, Ferromex power comes across the international RR bridge at Eagle Pass, but I've yet to catch any on the bridge. I have seen sets of its power sitting in the UP yard at Eagle Pass, but have yet to find a good way into where it usually sits towards the west end of that yard.

West of Spofford traffic on the Sunset Route can be quite spotty. It depends upon how much auto and stack traffic has come from LA and is destined to spots that makes using the Sunset Route the logical choice. Most of this traffic runs between LA and Houston or points east to New Orleans. As a result, Norm and I stay east of Spofford or go to Eagle Pass. Alas, the line to Eagle Pass from Spofford is out in ranch lands with no public roads accessing it. There is a Texas Farm Road out of Seco Mills (north of Eagle Pass) that takes you to the north end of the yard in Eagle Pass and a mile or so beyond, but that is it. Needless to say the "oil bust" has hit Texas hard. The amount of hydraulic fracturing, and thus RR action associated with it, is way down. We drove through the Eagle Ford area a couple times, including going by the Texas, Gonzales & Northern's (TXGN) Eagle Ford Distribution Center. This is the fancy name for the huge yard built on the TXGN to handle all the various carloads that come in for use in fracking. Both times the place was quiet. Despite this the RR has built a new HQ and engine shop since last year. While the interchange point with UP's Sunset Route is still supposedly Harwood. It appears all interchange is handled at the Distribution Center. A train's worth of coal cars were being stored on the interchange tracks at Harwood. We also found nothing much happening at the Gardendale RR, along UP's Laredo Sub. Indeed, getting to the RR's HQ wasn't easy either thanks to road construction at the Gardendale Exchange.

One fairly unique aspect of Texas railroading is the inspection activities of the U.S. Border Patrol. I've known about this for years, but this was the first time we decided to do something about it. On the Laredo Sub we got lucky. We were on a highway overpass waiting to photograph a northbound UP stack train when up pulled a Border Patrol car. Out hopped two officers who then inspected the train as it passed. Afterwards one said they were going to stop the train farther north and let a dog sniff it over.

On the Sunset Route there are two stands for the Border Patrol officers to climb up to inspect eastbound trains from a vantage point slightly higher than anything but two stacks on a well car or autoracks. Even then it appears that the officer can peer over the top of such cars. These stands are found at Knippa and then 11 or so miles farther west at Uvalde. We didn't know which one would be used the day we went out that way to catch a train being inspected. A Border Patrol agent told us that virtually all inspections are now done at Uvalde due to using the stand at Knippa blocking the entrance to a school. Occasionally a train will be inspected at Knippa if it has previously been found to be a harbinger of people riding the freight cars. Why? It's easier to nab them at Knippa. Once we got our shots of an inspection at Uvalde, we headed back towards San Antonio.

KCS has eastbound trains inspected at Hebronville, about 50 miles east of Laredo. We didn't go over there this year. We were headed towards Laredo one day, but Norm was leery of going into that town due to what he knew would be his desire to chase any KCS train heading east. Turned out we didn't make it to Laredo. As we were about to order lunch at a spot near the Port of Laredo the crossing gates went down. Heading north was a KCS of Mexico business train pulled by 2 GE retro-Belles. By the time we finished chasing it, once again at mostly legal high speeds, we were too far away from Laredo to consider going back that way. We never did find out anything about that train - where it was headed, its purpose, etc.

Those are the relatively unique things that have made Texas railfanning interesting this year. What follows is some other information about some of the RR operations we checked out during my visit.

1. **San Antonio Central RR.** Last year I think I called this WATCO operation the Port of San Antonio RR. Since then the two SW1500's have both been painted in the WATCO colors (black & yellow) and given an emblem on the sides of the long hood with the RR's name included. Given where the engines can most often be found, this is a place to visit in the afternoon. Take US #90 west from downtown San Antonio and follow the signs. The former Southern Pacific RR mainline is just outside the port with the former Missouri Pacific's SoSan Yard on the east side of the "port" area. The Port of San Antonio is really a part of the former Kelly Air Force Base.

2. **Temple & Central Texas RR.** A few years ago when Norm and I first caught it, the RR had a couple GP38's. Now it is another Patriot Rail Corp. RR and has two GP15-1's in Patriot Rail's red and blue paint scheme. This RR normally is working during the morning. We caught both GP15-1's working together switching steel cars and then grain cars. The RR works in an industrial park on what I think is the north side of town. If you use the Industrial Blvd. exit off I-35, you'll have to follow the



detour. The Loop 363 exit works better. Take it across I-35. Looks like road work in the area, including on I-35, will be continuing for quite some time.

3. **Luminant Railway's Kosse Mine RR.** This runs from a lignite mine located a few miles east of Kosse, TX, on Texas Hwy #6. Highway #6 goes right over the tracks at the very south end of the mine yard and engine terminal complex. If the weather is nice one can park just off the road next to the bridge and wait for a train to either come out of the mine or go into the mine terminal yard. Two trains are usually running with each train making what appears to be about a 3 hour cycle. As there are no passing tracks along the 10 mile r-o-w, A train at either end must wait until a train arrives from the other end. This line operates all day and maybe all night as well. Trains are around 50 standard coal hoppers in a push-pull mode with a control car at the north end of each train. The power is on the south end which makes for better photography as the run between the mine and the power plant is on a north-south axis for much of the way for at least the first few miles. Power consists of two SD70ACe's in EMD's paint scheme and 4 black SD40T2's from Larry's Truck & Electric (LTEX). We caught an SD70ACe on one train and two of the SD40T2's on the other.

There is a dirt road that heads south off TX #6 just west of where TX #6 goes over the track. There are some grade crossings accessible off this dirt road. The first two are reached once the road comes to a "T". Turning to the left will take you to the first grade crossing, where the track is almost on an east-west orientation until it curves south just east of that grade crossing. As the track also curves to the left on the west side of this grade crossing you get little warning of an approaching train. Turning right will bring you to the second grade crossing where the track is on a more north-south orientation. One can see for a couple miles to the south along the track. As the control car has a headlight the train can be seen from some distance away. There is about 1/3 of a mile of tangent track north of the grade crossing to see impending loaded trains from the mine. These were the only two grade crossing we caught trains at, but continuing south along the dirt road from this second crossing will eventually get you to at least one more grade crossing. I don't know what it has to offer for photography. According to Norm by the time the track crosses the road at that crossing it is going more east-west again as the track nears the power plant.

4. **The Port Railroad Terminal Authority (PRTA) of Houston.** This RR serves a similar function as do the Terminal Railway Association of St. Louis; the Indiana Harbor Belt, and Belt Railway of Chicago; and Conrail Shared Assets in various city in its former service area. PRTA has some unique power, namely Morison Knudson (MK) units with a short hood along with some unknown number of CEFX (CIT) GP20D's. The PRTA paint scheme had been a dull blue and white/silver scheme. Now, it's painting its units into a red and yellow scheme similar to the short lived scheme once used by the Wheeling & Lake Erie RR on two of its former Southern Railway GP35's. According to the RR cops to whom we talked about half the MK fleet is now in that new scheme. In addition, another MK unit is painted in a 3-color scheme commemorating the period its units were first painted black, then blue, and now red/yellow (the red is on this particular unit). How did we get to talk with the RR cops? Well, we saw a set of PRTA power - an MK unit and CIT GP20D switching a cut of cars at the south end of its North Yard (there are lots of PRTA yards around Houston, but we think this is the largest). We found a spot to park the rental car I had for use. Then I walked up to what was a better vantage point to shoot this power. It was only when I got up there that I saw that this ramshackle building that looked abandoned was actually the PRTA police dept. HQ. Soon, two PRTA cops came out and wondered what I was doing. I told them, and they said that was okay, but that we were on private property. We told them we had not seen any signs so indicating, and indeed, when they looked, they realized their signs had been vandalized and were no longer visible. We all had a chuckle about that, but in the meantime we took some photos while one of the cops checked the office for a 2016 calendar the RR had been giving away. Alas, none were found. We said our good-byes and drove over to a road on the west side of the yard where I photographed two of the MK units in the new paint. I had to climb up a hillside next to Harbor Road to get above the fence line. This year I could do such things. It would have been impossible for me to do so last year due to my left leg problem. While not yet 100% back to normal, I can now do lots of things that even as recently as a couple months ago would have been quite hard if not impossible for me to do.

If you are ever in Houston and want to peruse this yard and Part's unique power, take the Wayside Dr. exit off I-10 east of downtown Houston. There is a grade crossing on the north side of the yard near where engines (UP and PRTA) are often parked. Harbor Road borders at least part of the west side of the yard and another road, the one we were on, goes along the south end of the yard which at that point curves to the east. I think that wraps up this report. The next few days before I head back home are expected to be partly to mostly cloudy. Any sunshine we get will be used to hunt for UP freights rolling by wild flowers. It is spring out here, but the blue bonnets are not yet out, except in Norm's yard. Other wild flowers are so the hunt is on. Regards, Dale. (**Source:** 2/28/2016. Personal email from Dale Jacobson, Feb. 28, 2016.)

Railroad Museum of PA Celebrates 335th Charter Anniversary

The Railroad Museum of Pennsylvania celebrated the 335th birthday of the Commonwealth of Pennsylvania during Charter Day on Sunday, March 13, 2016 from 12:00 pm to 5:00 pm. Visitors to the Museum were welcomed free of charge on Charter Day. The original charter for the Commonwealth of Pennsylvania was signed by King Charles II in March 1681, in recognition of the loyalty of William Penn's deceased father to the English monarchy, and conveying the tract of land that is now Pennsylvania to William Penn.



Charter Day Highlights:

- An amazing collection of more than 100 historic locomotives and railroad cars, a number of which have been restored in-house, and a number of which are open to experience first-hand
- Steinman Station passenger depot and telegraph office, with the Museum's orientation video
- 1915 street scene featuring the general store, tavern/hotel, photography studio, union office and railroader's home
- Norfolk Southern freight locomotive cab simulator
- Second floor gallery exhibits
- Hands-on activities in Stewart Junction railway education center
- Whistle Stop Shop museum store



Visitors could climb aboard an engine, coach or caboose and join the celebration! Admission was also free of charge on Charter Day at various other historic sites and museums administered by the Pennsylvania Historical & Museum Commission. (Source: 3/6/2016. Friends of the Railroad Museum of Pennsylvania email.)

Trip Report #4: Texas at 14 mph and Other Stories

by Dale Jacobson, guest writer (Dale is an east coast rail traveler and enthusiast)

Greetings, I didn't sleep well the night before boarding Amtrak's **train #21, the Texas Eagle, at San Antonio on March 2nd**. That was probably for the best as I was riding behind the diner and observation/lounge car in a coach seat. Being that most of the trip to Chicago is during daylight I saw no reason to spend the \$\$\$ to get a roomette. Nor did I need to eat all those meals that come with buying sleeper space. Besides, as I mentioned, the menus on both the Texas Chief and Capital Ltd. are the



same. Using the cafe in the lounge section of the observation/lounge car would be a change. Nor would I be likely to eat as much. I did bring some snack bars and a 6-pack of caffeine free diet cola with me as Amtrak offers no such cola. The extensive track work that had been going on along main #2 (former MKT main) north of San Antonio apparently was over as our train backed down the former SP main from the station to where the MKT used to cross the SP main. We headed north on the #2 main all the way to Conrads, where we switched over to main #1, former Missouri Pacific (MP) main. We pulled into the San Marcos station stop (former MP) just a few minutes later than the advertised. That would be the closest we'd be to being on-time for this trip. For it wasn't that long after we left San Marcos that we got an announcement that due to "freight congestion" ahead we'd have to sit awhile until it cleared up. We sat and then we crawled forward a bit, sat some more, crawled forward a bit, and finally reached the Austin station 70 minutes later than advertised. This was now the closest we'd be to being "on-time" for the rest of this trip.

It was only a few minutes after we had departed from the Austin station that we came to a stop along one of the area's many multi-lane highways (I think it's one of Texas's many toll roads). We sat there awhile before Amtrak announced that a freight train ahead of us had caught on fire. It was never explained just what happened, but the crew had to set out the car that was "on fire" before we could get underway again. Also, there were three other freight trains ahead of us. RR traffic may be down, but don't tell that to anyone along the UP between San Antonio and Taylor, TX, as they will likely laugh at you. Rock and cement traffic still seem to be going strong in this area.

We waited where we were at for roughly 2 1/2 hours before we started to move again. This time we moved to the north end of a siding (a UP hopper train was in that siding) and then stopped again for awhile longer. Then we moved some more and passed a rock train in the next siding. We followed an autorack train into Taylor (a division point) where that freight went into the yard after which we stopped at the station. It was now 2:30 PM. We were 4 hours late. From there the trip north on the former MKT mainline to Temple was fair quick as this line has been upgraded over time. As we reached the junction with the BNSF line to Houston we had to wait a few minutes until a coal train cleared. Then it was into the station stop where the folks addicted to nicotine finally got a chance to soothe their habit after a wait of about 5 hours since Austin. At this point I calculated we had been traveling at a speed of 14 mph.

Usually the trip up the xATSF to Ft. Worth is fast with the possibility of gaining back a bit of any time lost. Not that day. When an Amtrak train is late it's out of its slot for dispatching purposes. As a result, we had to sometimes wait on trains to get into a siding before we could pick up speed again. Just north of Temple at the Pendleton siding we had to wait on the southbound Texas Eagle. It was only slightly late. I wondered what UP would do to that train later in the day to make sure it arrived late into San Antonio. I had been talking with the attendant in the lounge car who told me that on the trip south the previous day his train had been running early and it looked like they would get into San Antonio around 9 PM, about an hour early. Then UP made the train wait over an hour until a northbound freight passed. It got in at 10:30 PM. That makes a short turn around time for the Chicago based crew which was working the train I was on.

By the time we reached Fort Worth it was dark. We were now over 5 hours late. Then we started making up some lost time as we used the new route via the Trinity Rail Express (TRE) commuter line (think it's former BN). By the time we pulled out of Dallas we were around 4 hours late. We expected to make up more time as we headed east through Marshall where the schedule seems to have the most padding in it. I didn't pay any attention at this point as it was late enough, and I was tired enough to sleep in the coach chair. Fortunately for me, the train wasn't that well patronized in the coaches so I had a full seat to myself. The coach never did get crowded likely due to so many potential passengers canceling their reservations once they found out how late the train was. In St. Louis some potential coach passengers may have taken one of the faster trains running between there and Chicago that is allowed up to 110 mph on those new sections of upgraded track. Eventually, most, if not all, the route in Illinois is expected to be good for 110 mph running. As far as I know, there is no plan to let the Texas Eagle run at that speed. I think "Superliner" cars are not designed for that speed.

We pulled into the Popular Bluff, MO, station at about 6:30 AM, still roughly 4 hours behind time. One of the nice things about being so late was that I got to see a section of the route normally traversed in both directions at night. The line between Popular Bluff and the south side of St. Louis, where the RR runs along the Mississippi River for a few miles, is the most scenic of the trip. We also made up more time and pulled into St. Louis roughly 3 hours late. There is almost a 40 minute station stop there to service the train, but usually that time can be cut. Not this time. We took 50 minutes to complete the work before we started up again. Then something interesting happened. Rather than going over what I think is the Eads bridge, we headed north under the Arch and eventually climbed the access track to what I think is the MacArthur bridge located just north of the



Terminal Railway Association of St. Louis (TRRA) yard in the Venice/Granite City, IL area [on the east side of the river]. We had to wait on the approach to the bridge for a Norfolk Southern (NSC) freight to clear, so we lost another 10 minutes. We passed another Amtrak train on the bridge so I figure this routing wasn't just due to our being late. As we came off the bridge I spotted the new Respondak RR operation [I don't recall the name of this new RR] with an SD40 painted in the old Illinois Terminal RR (ITRR) colors. The ITRR scheme is Respondak's corporate scheme or at least the one it has painted some number of its locomotives (all second hand). Too bad the weather was cloudy and rainy. I could have gotten better photos had the sun been out.

Since the opening of Global 4 south of Joliet this former Gulf, Mobile & Ohio (GM&O) mainline has gotten busier. We passed one more Amtrak train and two UP freights (one was a stack train) before we reached Springfield. Just south of Springfield we also passed NSC's eastbound RoadRailer train that runs between Detroit and Kansas City. It was waiting until we passed before continuing. The former GM&O and NSC's former Wabash lines cross at a relatively new junction on the south side of Springfield rather than closer in town as before.

The schedule doesn't allow for making up much lost time between St. Louis and Pontiac, IL, the station stop south of Joliet. For much of the trip the schedule has the train averaging at most 40 mph, and often much less. In Illinois, however, the schedule assumes roughly 60 mph running the entire way. Only north of Pontiac does #22's schedule allow any possibility of making up some time, but even the padding between Joliet and Chicago is not that much. We had been told that the expected arrival time into Chicago Union Station would be 5:30 PM. That would be plenty of time for me to make my connection to the Capital Ltd. However, we continued to lose time, due to meeting trains including the southbound Texas Eagle which had left Chicago on time. We lost even more time after we left Joliet, likely due to already being so late. We waited 10 minutes or so until an EJ&E SD38 could shove a tank car out of our way, lost more time due to meeting commuter trains (it was rush hour), and had to wait at the diamond just north of BNSF's xATSF Corwith Yard until a stack train cleared. Would I make my connection? Yes, but by the hair on my chinny, chin, chin. We pulled into Chicago Union Station shortly before 6:30 PM. I walked from my train to #30, the Capital Ltd. located one platform over, and hoped my checked bag would follow me in time. And so ended another "eventful" trip on Amtrak. As time allows a trip report will follow covering my ride on the Capital Ltd. Regards, Dale. (Source: 3/7/2016. Personal email from Dale Jacobson, March 7, 2016.)

MTU Sponsors Rail Education Adventure Way UP North

Michigan Technological University (MTU) provides an opportunity to get up close UP and personal with railroading in the state's scenic Upper Peninsula (or U.P. to the locals.) For the last 6 years, Michigan Tech has offered a summer program for rail enthusiasts, which has received rave reviews by most of the attendees.

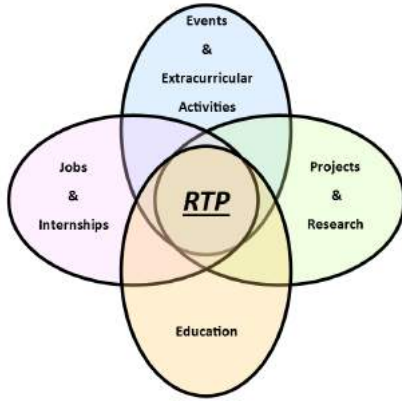
2016 Rail Transportation Program – July 17-23, 2016.

This year's program will provide a 50% scholarship to 24 students, but this is a competitive scholarship, so get your application in as soon as possible! The application is at http://www.syp.mtu.edu/docs/Rail_App_2016.pdf Application deadline is May 2, 2016.

This year's program is July 17 through 23, 2016, and is a great summer program for any youth who have an interest in railroads! The week will start on Monday with class room activities to connect student with the instructors and staff, and then jump right into a field trip to rail facilities in Marquette, MI. Tuesday opens with more interactive class room activities and culminates with travel to Superior WI for two overnights and days exploring rail, trucking, and marine facilities in the Duluth MN/Superior WI region. A visit to the Lake Superior Railroad Museum, and a ride on the North Shore Scenic Railroad is a great way to wrap up the trip! Friday sees more class room activities, and wraps the week with a visit to the Keweenaw Peninsula and a local historical rail site! **Rail Transportation Program (RTP) Overview**

The RTP was formed to provide the foundation for all the activities in the field with an objective of making rail transportation a permanent part of the university curriculum. In the fall of 2007, Michigan Tech officially established the Rail Transportation program within the Michigan Tech Transportation Program (MTTI) as a central entity for rail activities. The RTP provides the foundation for all the activities in the field and has become a permanent part of the university curriculum and research.

- VISION - Develop Leaders and Technologies for 21st Century Rail Transportation.
- MISSION - Participate in the development of rail transportation and related engineering skills for the 21st century through an interdisciplinary and collaborative program that aligns Michigan Tech Faculty and Students with the demands of the industry.



Rail Transportation at Michigan Tech is an integrated approach to programming. The design creates an interwoven spectrum of rail opportunities, offering a practical and strong grounding in rail education and outreach to our students, the community, and the rail industry. There are four integrated parts of the Rail Transportation Program: Events, Projects and Research, Education, Jobs and Internships/Co-op.

Source: 3/14/2016. Personal email from David Nelson, PE, Michigan Tech Transportation Institute, as well as RTP site at <http://www.rail.mtu.edu/event/rail-and-intermodal-transportation-summer-youth-program-2016> .

NRHS News

NRHS 2016 Convention Registration Now Open

Plan to attend "Rails to the Rockies" the 2016 NRHS Convention in Denver, Colorado. We have plenty of events to "peak" your interest. Highlights of the 2016 NRHS convention include:

- **Tuesday July 19:**
A lunch train excursion on the Royal Gorge RR in a dome-lounge car.
- **Wednesday July 20:**
A tour of the new RTD light rail lines and the newly opened RTD commuter rail lines in Denver. A visit to the Colorado History museum and Denver Art Museum. Visit the Forney Transportation Museum, ride the Platte Valley Trolley. Enjoy a stop at the famous Caboose Hobbies store.
- **Thursday July 21:**
Travel to Georgetown, CO to ride the famous Georgetown Loop Railroad, then head over to the Colorado Railroad Museum and ride behind a working narrow gauge steam locomotive.
- **Friday July 22:**
Attend the annual NRHS Membership Meeting along with several seminars on Friday. Complete the day with the convention banquet. Mr. Ed Dickens of the Union Pacific steam program will be our guest speaker.
- **Saturday July 23:**
Take a ride on a Leadville Colorado & Southern special train which will include rare mileage to Climax, Colorado.
- **Sunday July 24:**
Ride the chase bus to follow the deadhead Union Pacific passenger train headed to Cheyenne Wyoming. We turn back after the service stop at Greeley, Colorado.

The convention hotel is the Holiday Inn-Stapleton, 3333 Quebec Street, Denver, CO 80207. The hotel telephone number to use for our event is: 1-855-914-1373. See the convention registration booklet for our special discounted room rate and hotel features. The convention information booklet and convention registration are at <http://nrhs.com/content/2016-convention> or the NRHS website www.nrhs.com. (Source: 2/26/2016. NRHS email, March 7, 2016.)

NRHS President's Corner – March 2016

by Al Weber, NRHS President

Thank you, chapter members, for all your work. Chapters remain the heart and core of the National Railway Historical Society. National has resources that your chapter may find useful. The NRHS Facebook page is available to share your chapter's news or events with our numerous followers. Send Charles Williams (nrhsnews@charter.net) a short event notice and it will be posted on the NRHS Facebook page. The NRHS News is published every month and goes to over 10,000 readers. Is your chapter having a special occasion, celebration or outing? Send an article and photographs, and NRHS can help broaden the reach of your chapter's news and events.



Might a letter from National help your chapter's project, or influence a possible donor? Each month I write three to four support letters for chapters' projects. One recent letter was sent to a local government group in support of a train station restoration project. Have a project or request in mind? Just ask (aweber@nrhs.com). I'm glad to provide a support letter for the project. Speaking of rail history and heritage projects, NRHS grants are available but you must apply. Questions? Please contact the NRHS at grants@nrhs.com. The deadline is coming soon, so please get those applications in.

It's Rail Camp time again, and we need campers. They are our future leaders and promoters of rail history and preservation. Please consider sending a camper. I thank all members and chapters for your ongoing support of Rail Camp.

The 2016 national conferences and convention are coming up soon. Please plan on attending if you are able. A phone line is available for calls to the member and board meetings. If you would like to participate, please contact Bob Ernst (extra.editor@sbcglobal.net) for phone number and code. Al

(*Source: 2/26/2016. NRHS Telegraph, March 2016 issue, p. 1.*)

Chapter News & Views

Texas Passenger Trains – Allen Public Library, Sat. June 11, 2016

Submitted by Skip Waters

At 3 p.m. Saturday June 11, 2016, Steve Allen Goen will deliver a Texas railroads event at the Allen Public Library. The program will cover Texas Passenger Trains in the pre-Amtrak era that served the Metroplex and North Central Texas. The North Texas Chapter, NRHS is co-sponsoring the. More details and activities will be announced soon.

Jon's History Corner – TER Station, Richardson TX

Submitted by Jon Shea

I found this great picture of the Texas Electric Railroad Station Richardson, Texas. It was at the corner of Belt Line Road and Interurban Street both of which were dirt roads at the time.



Interurban Depot, southwest corner of Main Street at the railroad crossing.

The main line ran down Interurban Street in front of the station. Notice the spur track going by the freight door of the station. I don't know what railroad crossing they mean. The H&TC - T&NO (now the DART Red Line) ran parallel a few yards to the east.

Across the street on the northeast corner stood some large metal grain elevators which were taken down when I was a small child. I also vaguely remember a small brick building which was probably this station which was there until the early 1960s.

The website which contains many interesting North Texas interurban pictures is:

https://images.search.yahoo.com/yhs/search?p=Greenville+To+Dallas+Interurban+Railway+Map&hspart=att&hsimp=yhs-att_001

Source: 3/11/2016, Jon Shea email.

NTC and TWRA Partnership

Submitted by Kim Hinton

The North Texas Chapter (NTC) has been providing oversight to help the Texas Western Model Railroad Club (twmrc.org) accurately develop their new layout. After the 4/7/2015 business meeting at the TWMRC clubhouse, the Chapter agreed to provide oversight on their project. Chapter members took a look at TWMRC's new layout and saw where they could assist the Club in ensuring their modeling was historically accurate. The Club's mission statement states: *To construct and operate a prototypical miniature railroad preserving the historical significance of the American railroads in Texas, especially in the Southwest surrounding Fort Worth. This railroad will be used to educate the public and preserve the technology, operations, life styles, and impact of railroads as a transportation system and builder of the Southwest.*"

A railroad memorabilia estate sale hosted by the Texas Western Railroad Association (TWRA), a 501(c)(3) nonprofit organization (operating as the Texas Western Model Railroad Club), will be held Friday-Sunday, April 8-10, 2016, at the Forest Hills Civic Center in Forest Hills, Tex. The sale features items from the estate of noted collector Richard "Dick" Kuelbs to benefit Kuelbs family and TWRA. Items will include prototype railroad marker lamps, oil cans, sales literature, system maps, time



tables, photographs, prints, O and HO model railroad items and much more. The fundraising effort will partially benefit the layout construction.

NTC member Darrell Cowles (also Texas Western's CEO) gave a presentation on the TWMRC's intent to model this historical railway location in the Fort Worth area that features the notable Fort Worth Tower 55. Club members are assisting in upgrading the layout in honor of this event.

Two of our members, Ken Fitzgerald and Steve Goen, have assisted them with their research needs on the layout. Ken Fitzgerald, is a BNSF and UP Railroad Photographer who has been instrumental in helping providing detailed photos and information to aid Ken Marcoux in accurately scratch building Tower 55. In addition, Railroad Author, Photographer, and historian Steve Goen recently provided club member Dick Mucker valuable assistance and information about the Rock Island in Texas. The Texas Western Club stated they feel very fortunate to have these two individuals on board to help guide them with the information they need to achieve their goal of modeling true prototype operations in and around Tower 55 and North Texas.

Jon's History Corner – KATY Predecessor Railroads

Submitted by Jon Shea

A Few Notes on Two local KATY Predecessor Railroads in the Dallas Area

The **Dallas and Waco Railway** was formed on December 22, 1886 to build the Missouri, Kansas, and Texas south from Dallas toward Waco. Fifty-three miles of track had been constructed by the year 1889 from Dallas to Milford (site of our group lunch on Skip Waters' Texas Electric Railroad south trip a few years ago). In 1890 fourteen more miles of track were built which took the railroad to Hillsboro. Here it joined the tracks of the KATY line south from Fort Worth to Hillsboro which was completed in 1882. The MKT formally bought the Dallas and Waco Railway on November 12, 1891 and consolidated it on November 18, 1891. South of Waxahachie on this now mostly abandoned line there is a long elevated concrete bridge still standing which extends for many miles just east of Old Highway 77.

The **Dallas and Greenville Railway** received its charter on February 15, 1886. The purpose was to build a railroad and telegraph line from Greenville to Dallas. It was capitalized at \$800,000 with the headquarters in Dallas. On the first Board of Directors were H.M. Hoxie, D.S.H. Smith, and George C. Smith from St. Louis, MO; A.W. Hunter, Joseph Herrin, and G.J. Gooch from Palestine, TX; and James A. Baker of Houston, TX. The road began when the KATY railroad, then owned by Jay Gould determined to resume its "push to the Gulf" in Texas. Dallas and Greenville already had Katy lines but not a line between them. The black land prairie between the two cities was a very productive agricultural area for cotton, corn and other crops (even if difficult to grow grass in your yard as I can attest to). On December 2, 1886 the fifty-two mile line was completed through Royse City, Rockwall and the soon to develop city of Garland. On that day the railroad was formally sold to the MKT and deeded to its Texas subsidiary, The Missouri, Kansas and Texas Railway Company of Texas November 18, 1891. About 25 years later an interurban railroad was planned for almost the same route from Greenville to Dallas. It would have provided this last link in the Dallas area interurban network. Some grading was done and apparently some bridgework was begun but I don't believe any rails were ever put down. **Source:** 3/11/2016, Jon Shea email. University of Texas at Austin & Texas State Historical Association. (1997). *The handbook of Texas online*. Austin: Texas State Historical Association.

Chapter Business Meeting Minutes, March 1, 2016

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: March 1, 2016. Founders Building, 701 Main Street, Grapevine Texas.

The monthly meeting was held at the Grapevine Founder's Building in Grapevine, TX and called to order by President Wayne Smith at 7:40pm. with 10 members present. Wayne commented on the latest news with the cutback of Triple Crown trailer service to the Fort Worth area from Kansas City, Mo and also remarked on several other local lines that were in the news. Secretary Dave Gramm gave a report on the results of the two Plano train shows we recently participated in. Attendance was within 8 persons of last year's attendance and the chapter earned \$1340 for its efforts at the two shows. The chapter hosted two slide/multimedia shows as well as sponsoring a table for book sales and members also passed out BNSF calendars to attendees. The chapter is signed up to participate again in the coming 2016-17 show season with train shows scheduled for October 1-2, 2016 and January 21-22, 2017.

VP-Programs Jon Shea passed around several newspaper articles claiming the railroad hobby is dying off including several rebuttals. He also showed several magazine articles on local rail lines that he came across. Jon announced that next month's meeting on Tuesday, April 5, will be held at the Plano Interurban Museum where members will view an exhibit on Nichola Tesla



and his electric inventions that helped pave the way for modern railroad locomotives. May's meeting location and program TBA, June's meeting to be at SOKOL Hall with a slide/video program by Pat Coughlin.

VP-Trips & Events Skip Waters reported on the upcoming National Convention in Denver, Colorado. Some additional contract negotiations needed to be accomplished before releasing tickets for sale but that has been cleared up and tickets should be available imminently. The 1st of 2 NRHS Newsletters to be printed is going out for mailing this week. The next scheduled Board meeting is coming up soon and Skip commented that our chapter does not have a representative on the Advisory Committee. He sits in to listen at their meetings but is a director on the main board and cannot serve in both slots. Anyone in the chapter who would like to volunteer for this position should see Skip for an appointment to this position. National will also have elections this year for all positions and Skip announced he would re-run for his director's seat. President Al Weber has announced he will also re-run for the president's position.

Chapter member Tom Henning brought an article from the Fort Worth Star Telegram newspaper outlining the proposed TexRail project and a map of its master plan. It will tie the TRE together with downtown and TexRail to Grapevine along existing tracks. Chapter member Bob Kennedy remarked about the Georgetown Loop RR is building up a steam locomotive in light of their own engine getting close to its mandatory FRA inspection. He also commented that the Western Maryland Scenic Railroad's track has been cut by a landslide before Cumberland. If the slide is determined to be the result of mine subsidence, the mine company will pay for the repairs, but if not, the WMS will have to foot the bill and they have indicated they are willing to forego rides to Cumberland rather than fix the line.

Meeting adjourned at 8:30 and entertainment for the evening was a DVD titled 'The Track of Ike', which outlined the damages to the Galveston Railroad Museum by Hurricane 'Ike' on September 13, 2008. Water was up to 8 feet deep in some areas of the museum property and several of the museum's locomotives were so badly damaged that they were scrapped. The museum's entire HO scale layout was destroyed and several of their recently renovated Pullman cars had over 6 feet of water inside the cars causing massive damage. The museum now has an action plan to have all their rolling stock equipment moved out of the museum in the event of a future hurricane. Dave Gramm, Secretary

Chapter Directory

North Texas Chapter Officers, 2016.

- **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

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Webmaster: Kim Hays

North Texas Chapter site: ntxnrhs.org

Facebook Page:

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

North Texas Zephyr, chapter newsletter Archive

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

Press time 3/20/2016. Filename: NTx Newsletter 2016-04 v7

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. April 5, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Plano Interurban Museum, Plano, Texas. <i>Program:</i> New exhibit on Nikola Tesla and how his adventures and discoveries affected electric railroads and update on other new projects at the museum.
Tues. May 3, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Garland Santa Fe Depot, Garland, Texas. <i>Program:</i> Jerry Nunn, recent photographic works.
Tues. June 7, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> SOKOL Hall, Dallas, Texas. <i>Program:</i> Pat Coughlin slide/video presentation.
Tues. July 5, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Founders Building, Grapevine, Texas. <i>Program:</i> to be confirmed.

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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