



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**Chapter Meeting**

**Tues. April 4, 2017 – Interurban Railway Museum, Plano, Texas.**

*Program* Robert Haynes: Museum update, TER car tour.  
*When* 7 pm meet 'n' greet. 7:30 pm meeting.  
*Where* Location: Interurban Railway Museum, 901 E. 15<sup>th</sup> Street, Plano, Texas. 972-941-2117



More information: <http://www.interurbanrailwaymuseum.org/>

**Special Features**

**12th Annual “24 Hours @Saginaw” – Fri. May 26-Sat. May 27, 2017**

by Skip Waters

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

Come join the North Texas Chapter and Saginaw Chamber for the 12th Annual "24 Hours @ Saginaw" 2017!

**7:00 p.m. Friday, May 26th through 7:00 p.m. Saturday, May 27th, 2017.**

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 <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](mailto: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, 12th Annual "24 Hours @ Saginaw" 2017.

**Coming Home Again – TX Eagle and Capitol Limited**

by Dale Jacobson, guest feature writer

(Editor's note: Dale shares his March 2017 return trip from San Antonio TX back to Washington DC via Amtrak's *Texas Eagle and Capitol Limited*. See the North Texas Zephyr, March 2017 issue for Dale's outbound trip from Washington DC to San Antonio. Also, Dale offers his insights on the *Texas Eagle's* route history and future changes)



*You can hear that train a comin'; it's coming 'round the bend.  
I'm aboard that train. Will this torture ever end?  
I've been on the Texas Eagle for four hours there around.  
UP's delaying us is legal, and we're still Austin bound.*

(To the tune of Johnny Cash's "Folsom Prison Blues".)

**Greetings**, Saturday morning March 4 I boarded the northbound *Texas Eagle*. I chose to ride coach to Chicago in part to avoid the same national Amtrak dining car menu I've been subjected to on my previous train rides this past winter. Also, most of the northbound train's run is in daylight, and I figure I can deal with a coach seat for one night. As it turned out I slept fairly well, probably due to being more upright than in a sleeper. Being more upright reduced my coughing spells I often experience when I first lay down. So, I wasn't driving other passengers crazy with constant coughing.

As usual we backed out of the Amtrak station located in or near the former Southern Pacific (SP) passenger station in downtown San Antonio. This time it took about 15 minutes to reach the junction with the former MO-KS-TX RR (MKT or "Katy") mainline (now UP's "Main 2"). We then headed north also going slower than usual. Perhaps we were following a freight train or was there a slow order out due to a rainstorm a couple nights earlier? Nothing was mentioned, which for Amtrak was rather unusual. We used the normal routing which is "Main 2" to Conrads where you switch over to the former Missouri Pacific (MP) track (UP's "Main 1") for the run to the first station stop in San Marcos, about 50 miles north of San Antonio. We arrived there at 8:40 AM after leaving San Antonio at 7 AM. We were just about to leave when we were told we'd be sitting there awhile. A UP freight was in emergency ahead of us. It took about 35 minutes to get it going again. We left San Marcos about 9:15 AM slowly following this freight until it could get into a siding so we could pass.

That didn't happen until we reached the siding at Bergstrom, on the south side of Austin. Even after that, we slowly entered Austin, crossed the river bridge, and finally pulled into the station at around 11:45 AM. The trip to the next station stop at Taylor went fairly swiftly, and we arrived there at around 12:20 PM. However, we had no sooner left the station and pulled around the wye onto the former MKT mainline than we stopped. For 20 minutes we waited until a southbound freight was in the nearest passing siding before we could continue north towards Temple. As usual between Temple and Ft. Worth the BNSF did a fairly good job getting our train over the road despite meeting or overtaking at least 9 trains, including the southbound *Texas Eagle*, which left Ft. Worth on time at 2:10 PM. When we met our counterpart it was about 3 :30 PM, so it was close to 5 PM before we reached Ft. Worth.

Now we would use the Trinity Rail Express (TRE) line to Dallas. This usually means saving about 35 minutes as the schedule has yet to be changed to reflect the faster running time using this route compared to using the UP mainline between the two cities. Thus, when we pulled out of Ft. Worth station I thought our problems were finally behind us. Except.....we almost immediately stopped. Soon a TRE commuter train came west by us. I thought we'd start up after it passed. We stayed put. About 15 or so minutes later I heard three toots from the air horn. Were we going to back up? Yes. Back into the station we went with what we were told was a "mechanical problem" that would take about 10-15 minutes to correct. Turned out the "mechanical problem" was some missing paperwork the engineer needed if we were going to proceed. Apparently, its absence hadn't been noticed until after we departed from the station. No saving time on this leg. We were 3 hours or more behind schedule by the time we left Dallas.

During the night we started making up time. At Little Rock we were still almost three hours late, but by the time we reached St. Louis at 9 AM we were only two hours late. Being two hours late at this point is really good in terms of scenery seen. The most scenic part of this trip is usually passed through at night. That is the part between Popular Bluff and St. Louis. While you go through some somewhat hilly country south of Cleburne, TX, it's nothing compared to the hilly countryside you traverse in this once major iron ore producing area. To top off this part of the northbound trip you travel right next to the Mississippi River



Source: 3/11/17. Map at <http://www.texaseagle.com/>

for some miles south of St. Louis. In places the track is right next to the river albeit a few feet above the river bank on a fill. There is not enough room for a person to stand on dry land between the RR track, the river, and the rocky cliff. Trying to do so when a train is present will likely either get you killed or totally waterlogged, including any camera(s) you have with you. Once you leave the river the ride into St. Louis station is forgettable even for railfans until you reach the junction of UP lines from other parts of the city that pass next to the station. Sometimes there are trains that can be photographed from the Amtrak platform, but not this time.

The ride between St. Louis station and Alton is a potential gold mine for RR photography. Of course, shooting from a moving train can be tricky and part of what you will see depends upon which bridge the train uses to reach the Illinois side of the river. This time we used the bridge in downtown St. Louis, and then started north paralleling tracks of the UP, Norfolk Southern, and KCS (former Gulf, Mobile & Ohio [GM&O] line to Kansas City). You also pass by trackage of the Terminal Railway Association of St. Louis (TRRA), pass what I think is the headquarters of the Respondak RR Corp., and some other industrial RR's as well. After departing Alton the trip through Illinois becomes rather boring. The former GM&O Chicago - St. Louis passenger mainline [freights used a different route] traverses Illinois in almost a straight line in the flattest parts of the state. You pass under the BNSF's Galesburg, IL - Paducah, KY line, go through a couple RR junctions and do some street running in Springfield (as well as pass the Illinois state capital building) and whiz over a few more RR diamonds before reaching Joliet. "Whiz" is becoming the proper term as Illinois is upgrading this former GM&O route to allow 110 mph speeds. Every year I travel this way I see new sections of double track being laid. Even the *Texas Eagle* seemed to be moving faster over those sections of upgraded track. Perhaps it was due to being still a bit less than two hours late.

Once you reach the Joliet stop you are now on Canadian National (CN) trackage. This is one of the few sections of the old GM&O that CN has retained after it obtained the Illinois Central (IC). IC kept this section after the merger of the Illinois Central and GM&O into the Illinois Central Gulf (ICG) in the 1970's and the RR's later reversion back to being the IC before becoming another CN property. Anyhow, this is another potentially "target rich" environment for the railfan as you pass some refineries switched by the Rail Services firm (yellow SW's), pass by CN's Glenn Yard and cross major RR junctions on your way to Chicago Union Station. We arrived in Chicago about 90 minutes late. I had plenty of time to relax before boarding the eastbound *Capitol Limited*.

The coach ride reminded me of one simple fact of riding Amtrak. In the sleepers you are pretty much hermetically sealed from most of the trials and tribulations that can occur in the coaches. This time the tribulation was caused by a very disheveled fellow who was drinking more than he should have been and then fell and perhaps hurt himself in the lounge/cafe section of the obsy/lounge car. I was worried that a call for medical aid would be made, but the cafe attendant was able to handle the matter without help and got the fellow back to his coach seat next to his passed out wife who may have also been drinking heavily earlier in the trip. Fortunately, they got off the train some time during the night.

The ride on the *Capitol Limited* was completely free of anything eventful. Perhaps that was because I was once again in a sleeper. We were on time for the entire trip and pulled into D.C. a bit early. That was despite having one P42 pulling 8 cars.



Source: 3/11/17. Map at [https://en.wikipedia.org/wiki/Capitol\\_Limited\\_\(Amtrak\\_train\)#/media/File:Amtrak\\_Capitol\\_Limited.png](https://en.wikipedia.org/wiki/Capitol_Limited_(Amtrak_train)#/media/File:Amtrak_Capitol_Limited.png)

There were three sleepers, the diner, obsy/lounge, two coaches, and a deadheaded obsy/lounge car. There was no baggage car, probably to keep from having to add a second engine [I think Amtrak limits one engine to 8 cars]. Even so, this time I got my checked bag without any problem. It was even one of the first ones to be delivered. And, oh yes, I even got a decent





night's sleep and was awake before we reached Connellsville, PA. You don't want to sleep through any of the scenery seen in daylight on the eastbound trip.

Comparing the two trains is like comparing apples and oranges. The *Texas Eagle* has two main problems. First, Amtrak is trying to run a north-south train in and out of a station on an east-west RR in San Antonio. The two former north-south RR-s the MP and MKT had their own passenger stations (never saw MKT's as that RR exited the passenger train business in the 60's) on their own lines nowhere near the SP station area used by Amtrak, nor did either RR cross the SP near the SP station. The MKT line was the closer, crossing the SP at the point where Amtrak now backs the northbound run of the train to access this track [the connection itself is for westbound moves onto the SP which is why the *Texas Eagle* must be backed down to this connection]. As there is no way to easily turn the *Texas Eagle's* equipment, the train has to use the MP route to enter San Antonio because the connection to the SP is only for eastbound moves. Also, the xMP connecting track is quite slow, perhaps as fast as 20 mph. So, it's not surprising that Amtrak has to allow so much time to go the 50 miles between San Antonio and San Marcos. In less time the *Capitol Limited* can cover the 90 miles between Chicago and South Bend, IN, despite traversing a very busy RR corridor and passing the largest remaining steel producing area in the USA as it leaves Chicago.

The *Texas Eagle's* second major problem is that at the time of the train's inception in the 1980's no major RR over which Amtrak ran had a mainline between Ft. Worth and San Antonio. The Santa Fe never went to San Antonio, only to Houston and Galveston. The Burlington and Rock Island RR's shared a line between Ft. Worth and Houston. The MP could route traffic (and did) between Ft. Worth and San Antonio, but it was via Valley Junction, where its lines between San Antonio and Longview and Ft. Worth and Houston cross. Only the MKT had what might be called a Fort Worth - San Antonio mainline, and I suspect that was also an after-thought. Why? The MKT was yet another RR that ran trains primarily between Ft. Worth and Houston. At Smithville, a division point, it had a sharply curved wye track that could take trains directly to and from Ft. Worth or San Antonio. But was it ever sharp. The first time I went to Smithville was long after the UP had taken over the MKT, and by then, that track had been torn out.

This meant Amtrak had to cobble together a route out of parts of various RR mainlines. Back in 1973, Amtrak tried running a train to and from Laredo, TX and the Mexican border. It failed miserably in part due to not crossing into Mexico and in part due to there being no decent mainline between Ft. Worth or Dallas and San Antonio. The test run I and another railfan chased in Texas used the Santa Fe from Ft. Worth to Milano, TX, and then the MP's Longview - San Antonio from there to reach the MP line from San Antonio to Laredo. When Amtrak started up what is now the *Texas Eagle*, it negotiated with the MKT to use its mainline between Taylor and Temple. Even though the MKT trackage was then quite slow (perhaps a top speed of 40 mph) it was much faster than using the Santa Fe to Milano and the MP (then becoming part of the UP) from there. Perhaps Amtrak would be better off now negotiating with UP to use the former MKT mainline from Ft. Worth to Taylor as that would give it direct access to Waco, TX, the largest town between Ft. Worth and Austin. Of course, that would mean not using the fast BNSF line, but with proper marketing the Waco area could provide a lot more passengers than either Cleburne or McGregor (which is ostensibly the Waco stop).

Frankly, Amtrak would be better off running a bus connection between Ft. Worth and San Antonio using i-35. This, too, would allow for serving Waco. And the run could be made in roughly half the time the *Texas Eagle* now requires. This is how Amtrak finally resolved serving Houston with a north-south train. An Amtrak bus meets the *Texas Eagle* at Longview. At one time Amtrak ran a train between Dallas and Houston. This didn't work and was soon taken off. Fortunately for me, I had a chance to ride that train. It wasn't a bad ride, but it was only a two Superliner car train with few passengers the day I rode. Perhaps someone reading this can tell me the route that train used. I don't even remember what the train was named. But as long as I am a masochist and Norm lives in San Antonio I'll likely continue riding the *Texas Eagle* until Amtrak comes to its senses and mercifully kills it off.

And so ends this series of **Texas trip reports**. Regards, -Dale-

p.s. I could go between Washington, D.C. and San Antonio on the *Crescent* and *Sunset Limited*, but that routing has its own set of problems that I consider greater than using the *Capitol Limited* and *Texas Eagle* trains.

## North Texas Rail News

### Fort Worth Rails – Scenes of March

by Jerry Nunn, North Texas Chapter Secretary (all photo credit: Jerry Nunn)

My Fellow Ferroequinologists, while at the Ft. Worth Amtrak station this past Thursday (March 2, 2017) and Friday (March 3, 2017), I took some photos between trains. Here are a few of what I considered the most interesting.



Left: BNSF 743, a warbonnet still featuring surprisingly good paint quality.



Right: Garfield and Odie graffiti.



Left: BNSF 4289 leads a SB intermodal on Main 1 at MP 346.38.



Right: Two SB freights that seem to be racing each other.

### DART to St. Patrick's Day Celebrations

Dallas Area Rapid Transit (DART) is teaming up again with Uber, Lyft and Mothers Against Drunk Driving (MADD) to make your Saturday, Mar. 11, St. Patrick's Day celebrations for the largest parade in the Southwest and 22nd annual St. Paddy's Day Dash Down Greenville 5K easy and safe. DART will be adding service with Red and Orange Line trains from Plano operating between 6 a.m. to 11 p.m. to Mockingbird, Lovers Lane or Park Lane stations. From Carrollton, Farmers Branch and Dallas customers can ride the Green Line and transfer to either the Orange or Red Line in downtown Dallas. Passengers riding the TRE can transfer to the Orange or special event Red Line trains at Victory Station.



Anyone looking for a ride to a public transit facility can use car sharing services like Uber and Lyft. Additional details concerning service adjustments for March 11 can be found at [DART.org/StPatricksParade](http://DART.org/StPatricksParade) or by calling DART Customer Information at 214-979-1111. *Source: 3/3/2017. DART Press Release at <http://www.dart.org/news/news.asp?ID=1282>*

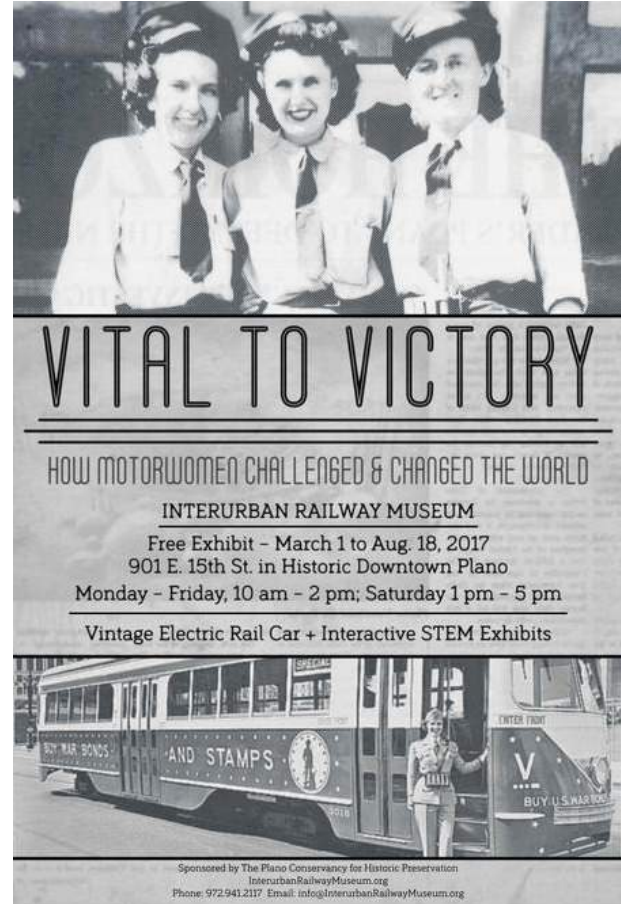


## Rail History Exhibits in Plano

March 1 – August 18, 2017, Interurban Railway Museum, Plano, Texas.

The **Vital to Victory** exhibit features the often-untold lives of women in the rail industry, from early electric streetcar drivers to modern locomotive engineers. Women were initially only granted entry to these jobs during World War I and World War II when male employees were drafted into service. The women were “vital to victory” in that many train companies would have had to shut down without finding suitable replacement employees, which would in turn severely decrease America’s production & efficiency in distributing provisions during a time of war.

Once hired, these women proved themselves to be just as competent employees as the motormen.

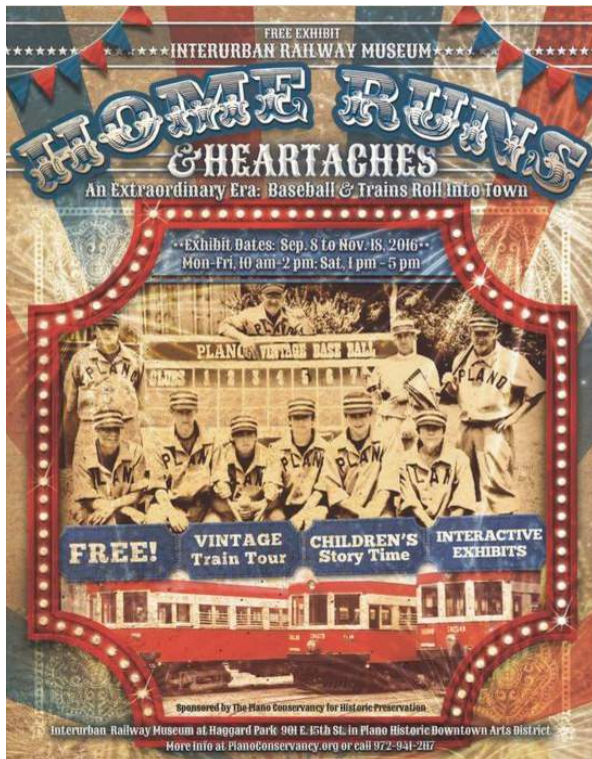


**VITAL TO VICTORY**  
HOW MOTORWOMEN CHALLENGED & CHANGED THE WORLD

INTERURBAN RAILWAY MUSEUM  
Free Exhibit - March 1 to Aug. 18, 2017  
901 E. 15th St. in Historic Downtown Plano  
Monday – Friday, 10 am – 2 pm; Saturday 1 pm – 5 pm

Vintage Electric Rail Car + Interactive STEM Exhibits

Sponsored by The Plano Conservancy for Historic Preservation  
interurbanRailwayMuseum.org  
Phone: 972.941.2117. Email: info@interurbanRailwayMuseum.org



FREE EXHIBIT  
\*\*\*\*\* INTERURBAN RAILWAY MUSEUM \*\*\*\*\*

**HOME RUNS & HEARTACHES**  
An Extraordinary Era: Baseball & Trains Roll Into Town

Exhibit Dates: Sep. 8 to Nov. 18, 2016  
Mon-Fri, 10 am - 2 pm; Sat, 1 pm - 5 pm

PLANO VINTAGE BASEBALL  
CLUBS

FREE! VINTAGE Train Tour CHILDREN'S Story Time INTERACTIVE EXHIBITS

Sponsored by The Plano Conservancy for Historic Preservation  
Interurban Railway Museum at Haggard Park, 901 E. 15th St. in Plano Historic Downtown Arts District  
More info at [PlanoConservancy.org](http://PlanoConservancy.org) or call 972-941-2117

Current museum mini-exhibit, Interurban Railway Museum, Plano, Texas.

The **Home Runs & Heartaches** exhibit illustrates the story of baseball as it crossed paths with the railway system. Train passengers and baseball fans became synonymous as the Texas Electric Railways system made travel to the games cheap and accessible. Such was the popularity of the correlation that some city-based teams built their baseball stadiums next to the train station.

This exhibit, designed by Plano Conservancy co-director Jeffrey Campbell, features informative panels, authentic baseball uniforms, and vintage baseballs.

Source: 3/12/17, Interurban Railway Museum Featured Exhibit web page at <http://www.interurbanrailwaymuseum.org/exhibits.html>



## NRHS News

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### 2017 NRHS Convention Hotel & Event Update

by John Goodman, National Convention Chair. (Reprinted from the *NRHS Telegraph*, March 2017 issue.)

Recently, some problems have occurred with the reservations office when attempting to make a hotel reservation for the 2017 NRHS Convention. If anyone has a problem, please email the information to John Goodman ([jhgoodman2001@yahoo.com](mailto:jhgoodman2001@yahoo.com)). John will forward it to the hotel staff for their handling.

Reservations for the 2017 NRHS Convention events are expected to open by March 1, 2017. For information on reservations and how to purchase tickets, please see the Convention page on the NRHS web site ([www.nrhs.com](http://www.nrhs.com)).

Below are the latest updates to the 2017 NRHS Convention events announced in the *NRHS Telegraph*, January 2017 issue.

*Wednesday, June 21, 2017*

- Buses leave the hotel at 8:00am. **Tennessee Valley Railroad Museum** trip will leave their depot/yard at noon (CDT) and arrive in Summerville, GA at 3:30pm. We will stay to watch the locomotives turn on the wye and perhaps have a photo run by. Buses will leave at 4:00pm CDT and reach the hotel by about 7:30pm CDT.
- The train will include 22 premium class observation car seats. Tickets for those seats will be \$299 each. The price includes lunch in the dining car. There will also be 138 coach seats on the train. The \$199 ticket price will include lunch in the dining car.

*Thursday, June 22, 2017*

Trip option #1:

- **My Old Kentucky Dinner Train** trip. Buses will leave the hotel at 8:00am CDT and be in Bardstown, KY in time for a noon (CDT) departure. Trip will be two hours in length and return by 2:00pm. After time to visit the very nice depot/gift shop, buses will leave no later than 3:00pm and be back at Nashville at the hotel by 6:30pm CDT.
- Current price for trip option #1 is \$149.00.

Trip option #2:

- **Historic Railpark & Museum** (Bowling Green) and **Kentucky Railroad Museum** (New Haven, KY). Buses will leave hotel at 8:15am CDT and reach Bowling Green by 10:00am CDT. Buses will leave at 11:15am CDT for New Haven, KY and be in New Haven by 12:45pm CDT for a 1:00pm CDT departure time for our special train to Boston, KY. We can detrain at Boston, KY for a photo runby and still be back at New Haven, KY by 3:00pm CDT. A bag lunch will be served enroute on the train.
- Current price for trip option #2 is \$99.00, includes both *Historic Railpark & Museum* (Bowling Green) and *Kentucky Railroad Museum* (New Haven, KY) events.

*Friday, June 23, 2017*

- During the day, three seminars will be offered at the hotel.
- For the **Heritage Tour**, the bus will leave the hotel by 8:45am; first stop is at the President Andrew Jackson Hermitage site. We will leave the Hermitage site by 11:00am CDT. Next, we reach the General Jackson Showboat by 11:20am CDT and load for a 12:00pm (noon) departure. Immediately after departure, we will have a lunch buffet and show until 1:00pm CDT. Next, we adjourn to the outer deck area where the show continues. The boat docks at 2:45pm CDT. Lastly, we board the bus and arrive back at the hotel by 3:15pm CDT.
- Current price of the Heritage Tour is \$164.00 (slight decrease from previously published price.)

*Saturday, June 24, 2017*

- For the **Tennessee Central Railroad Museum** trip, shuttle buses load at the front of the hotel for the very short ride (10-12 minutes) over to the TCRM depot/yards for an 8:30 am CDT departure with expected arrival in Cookeville, TN at 12:15pm CDT. We have a departure time coming back from Cookeville of 2:00pm, and expect to arrive back in Nashville about 6:00pm.
- Current prices are \$229.00 for premium dome class (only 20 seats available), and \$149.00 for coach class.



- **Night Photo Shoot** at the Tennessee Central Railroad Museum. Depart the hotel at 8:15pm and return at 10:30pm. A small group (limited to 40) of photographers will be bused back to the Museum for a special night photography session. This is the last event of the convention.
- Current price is \$39.00.

### **Call for Chapter Hosts - Fall, Spring Conferences**

by Bob Bitzer, *Conferences (NRHS National)*. (Reprinted from the *NRHS Telegraph*, March 2017 issue.)

The National Railway Historical Society is in urgent need of sponsors to host NRHS Fall and Spring Conferences for 2018 and beyond. One of the most important business actions that takes place three times a year are the Spring, Summer and Fall conferences which are held for meetings of the NRHS Board of Directors, Advisory Council and the NRHS Fund Board of Trustees. The spring and fall conferences are generally separate events hosted by a local chapter or chapters and in some cases other rail hobby or business groups in partnership. The summer conference is part of the NRHS convention. These meetings are extremely important because they allow us to conduct the business of the NRHS.

Currently we have meetings scheduled only through this year. The Spring 2017 meeting will be in Claymont, Delaware (outside of Wilmington, Delaware) and the Fall 2017 meeting which will be in Kansas City, Missouri. We like to have these events scheduled a minimum of 2 years out. We should have 2018 already planned for and approved. Unfortunately that has not yet happened.

How can the chapters help? Give serious thought to hosting a Spring or Fall conference. It's really not that hard. It will result in the satisfaction of helping the Society and giving our members the opportunity to experience your rail scene culture and history. Look into your area and you will often be amazed on how much there is available to offer visitors. You may have a museum, operated by the chapter or another historical group, have local or regional railroads that can operate excursions, be part of an annual festival event for your area, have an important historical rail or related event which could be tied to a conference, or have knowledgeable historians or railroad officials who can be guest speakers, etc.

Remember that conferences are normally only three days in length. It is not an extensive time commitment. Our normal schedule is Thursday for check-in and evening visual program, Friday is a rail related event, and Saturday is for business meetings and an evening banquet with speaker.

If you are ready to sign up to run a conference, or have questions and wish to discuss operating one, we want to hear from you. The Society will provide full instructions and support. We have a conference handbook that will be provided and a knowledgeable team which can walk you through the entire process of running a conference.

Please contact me for more information, or any questions that you may have related to running a NRHS conference. Email is [treasurer@nrhs.com](mailto:treasurer@nrhs.com); phone is 301-206-5321. Looking forward to hearing from you. Thanks much and safe tracks ahead!

### **NRHS Notices & Announcements**

Wondering where to find the latest NRHS Notices or meeting information? NRHS Meeting notices, announcements including Bylaws, Policies, Meetings, and Approved Financial Documents are in the public directory at <https://admin.nrhs.com/>.

### **North Texas Chapter News**

#### **Chapter Business Meeting Minutes, March 7, 2017.**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: March 7, 2017.**

The meeting was held on Tuesday, March 7, 2017 at the Garland Railroad Museum in Garland, TX.

In the absence of President Wayne Smith, **VP Programs Jon Shea** called the meeting to order at 7:37 PM. There were 11 in attendance.

**Dave Gramm** reported on the latest meeting of the North Texas Council. The 2017 show season has events scheduled on 9/30-10/01/2017, and 01/20-01/21/2018. Both events are slated to take place at the Plano Convention Center. The City of Plano, which owns the Convention Center, plans to charge more for rental, beginning with the 2018 show.

The Council's financial summary stated that there was \$33,244,96 cash on hand, and all obligations are paid in full. The recent Plano winter show attendance was 4972 (compared to 4807 last year); the show produced a gross profit of \$29910, of which





\$1340 went to the North Texas Chapter, NRHS. Additionally, Skip Waters reported that his trackless train experienced record sales at the winter show.

**Secretary Jerry Nunn** passed around material from the memorial service for Amtrak locomotive engineer and Operation Lifesaver presenter Ed Hobbs, who passed away from cancer late February. Ed had made at least two Operation Lifesaver presentations at the NRHS' annual "24 Hours at Saginaw" event.

**Member Bill Long** inquired regarding the status of a possible tour of the Ft. Worth GE Locomotive Plant. There is no new progress to report.

There was discussion regarding a railroad museum in Cleburne, TX, and if anyone had any information on the museum.

**VP Jon Shea** passed around for attendee review a handout from the Cincinnati RR Club, a 1907 Katy RR passenger ticket, and waybill from the Galveston, Harrisburg, and Henderson RR.

For **upcoming meetings**, Jon plans to schedule the **April 2017** meeting at the **Plano Interurban Museum**, the **May 2017** meeting in **Grapevine**, and the June 2017 meeting at Sokol Hall. There are some issues with Sokol Hall, however, as there is a relatively full slate of activities scheduled around the time of the June meeting.

**Skip Waters** reported that he has not yet secured dates for the "24 Hours at Saginaw" event. The booking process with the Saginaw RR Museum is more or less a formality, so no issues are expected.

Skip reported the national NRHS has experienced difficulties with the on-line membership application "Amalia". The national officers will be addressing the problem.

This year's national convention will be held in Nashville, TN. Ticket sales are open. Some tours are already sold out, and others are nearly so. Anyone interested in attending is encouraged to secure reservations ASAP.

Over the weekend prior to the convention, the NRHS group from Knoxville, TN, has scheduled a photo charter.

Also, during the period June 20-24, 2017, the Casey Jones Museum in Jackson, TN, will offer a discount admission.

The next meeting of the national board is scheduled in Delaware on March 30, 2017.

**The evening's program** was a DVD from the "Great American Scenic Railroads" series. The DVD covered Union Pacific operations over the Blue Mountains in northern Oregon. The meeting adjourned about 9:30 PM.

*Jerry M. Nunn, Secretary, North Texas Chapter, National Railway Historical Society*

## Chapter Directory

### North Texas Chapter Officers, 2017.

- **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, Jerry Nunn**
- **Treasurer, Jim King**, [jgking@swbell.net](mailto:jgking@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)

**Webmaster:** *Kim Hays*

**North Texas Chapter site:** [ntxnrhs.org](http://ntxnrhs.org)

**Facebook Page:** <http://www.facebook.com/groups/409467244127/>

**North Texas Zephyr** (current issues): [ntxnrhs.org](http://ntxnrhs.org)

**North Texas Zephyr, newsletter Archive**

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

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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. Learn about the National Railway Historical Society at [www.nrhs.com](http://www.nrhs.com) If you change your email address on file with the NRHS, please send the old and new email addresses to [info@nrhs.com](mailto:info@nrhs.com).



## North Texas Calendar

Tues. April 4, 2016.	<b>North Texas Chapter meeting</b> – 7:30 p.m. Location: Interurban Railway Museum, Plano, Texas. Program: Museum tour, update.
Tues. May 2, 2017.	<b>North Texas Chapter meeting</b> – 7:30 p.m. Location: Founders Building, Grapevine, Texas. Program: to be confirmed.
Fri. May 26 – Sat. May 27, 2017	<b>12th Annual “24 Hours @ Saginaw” 2017</b> – Annual rail watching fun fest, sponsored by North Texas Chapter and Saginaw Chamber of Commerce. Depot on Main Street in Saginaw, Texas. 7:00 p.m. Friday, May 26, 2017 through 7:00 p.m. Saturday, May 27, 2017.
Tues. June 6, 2017.	<b>North Texas Chapter meeting</b> – 7:30 p.m. Location, Program: <i>to be confirmed</i> .
Tues. July 11, 2017.	<b>North Texas Chapter meeting</b> – 7:30 p.m. Location, Program: <i>to be confirmed</i> .

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

## New Southern Pacific Book – Sponsored by North Texas Chapter!

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