



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**CHAPTER MEETING..... 1**  
 THURSDAY, MARCH 8, 2018 – TEXAS NORTHERN MODEL RAILROAD CLUB,  
 COLLIN CREEK MALL, PLANO..... 1

**SPECIAL FEATURES ..... 1**  
 IMPORTANT – MARCH MEETING IS THURSDAY, MARCH 8 (NOT A TUESDAY!)..... 1  
 PRR 1361 STEAM LOCOMOTIVE – PORT MATILDA, 1987 ..... 1  
 NRHS OPEN HOUSE & FUNDRAISER REPORT ..... 2  
 FEBRUARY TRIP REPORT – CHICAGO TO EL PASO, SOUTH / WEST BY RAIL ..... 3

**NORTH TEXAS CHAPTER VIEWS AND NEWS..... 6**  
 CHAPTER BUSINESS MEETING MINUTES, FEBRUARY 2018. .... 6  
 ONGOING REMINDER – NATIONAL AND CHAPTER DUES ..... 6

**CHAPTER DIRECTORY ..... 7**  
 NORTH TEXAS CHAPTER OFFICERS, 2018..... 7

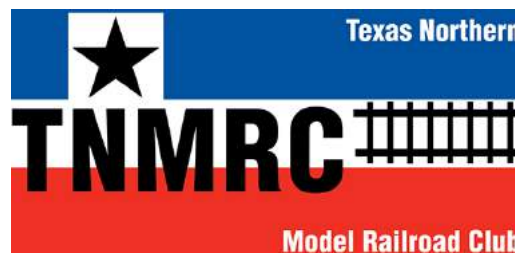
**NORTH TEXAS CHAPTER HISTORY ..... 7**

**NORTH TEXAS CALENDAR ..... 7**  
 NEW SOUTHERN PACIFIC BOOK – SPONSORED BY NORTH TEXAS  
 CHAPTER!..... 8

**Chapter Meeting**

**Thursday, March 8, 2018 – Texas Northern Model Railroad Club, Collin Creek Mall, Plano.**

**When:** 6:30 pm meeting.  
**Where** 811 North Central Expwy. #1105, Plano, TX  
 75075 inside Collin Creek Mall (by JC Penney lower level).  
**Program:** Texas Central program, then layout tour.  
**Parking:** Free.



**Special Features**

**Important – March Meeting is Thursday, March 8 (not a Tuesday!).**

The Chapter’s March meeting will be **Thursday**, March 8 at **6:30 p.m.** This is a change to our traditional day and time. This will be a unique meeting, fellowship, sharing of the railroad hobby, enjoy trackside seat of railroad action in all scales.  
**Location:** Texas Northern Model RR Club. Collin Creek Mall, Suite 1105, 811 North Central Expressway, Plano, Texas.  
 Enter into JC Penny's (Alma Street) go out into the Mall on the first floor we will be on the left side a little ways down.

**Agenda:**

1. Chapter Meeting - 6:30 to 7:00 p.m.
2. Texas Central Program - 7:00 p.m. to 8 p.m.
3. After the program the Model Club will run trains on the layout.

**PRR 1361 Steam Locomotive – Port Matilda, 1987**

by Frank Mallott, guest photographer



Probably the best PRR 1361 photo I took on the Bald Eagle Branch, likely around Port Matilda PA, 10/3/1987.  
 (Image credit: Frank Mallott)



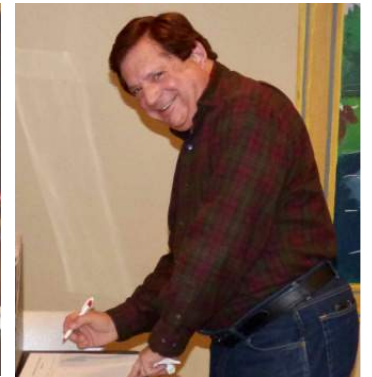


### ***NRHS Open House & Fundraiser Report***

by Wayne Smith, President, North Texas Chapter

#### **13th Annual Dallas Area Media-Slide Show, NRHS Open House 2018 & Silent Auction for Victims of Amtrak**

We had another successful event in January with our annual Open House. The slide show was billed as the 13th annual event. However, the slide show itself was actually founded by Jimmy Barlow approximately 20 years ago. Jimmy is one of our current members, but the North Texas Chapter officially took over the event 13 years ago and billed it as our Annual Open House to coincide with the Annual Dallas Area Train Show held in Plano. This event is used to promote the North Texas Chapter of the NRHS. The railroad community is invited to share slides that they may have shot through presentations that are many times set to music and/or have excellent narration. Jimmy is usually one of our presenters as well.







Skip Waters, VP of Trips and Special Events reported to the chapter that some of the victims injured in the Amtrak derailment last fall in Washington State are members of the NRHS national board. Skip asked the board about holding a silent holding during the slide show and open house to raise money and provided financial support. All of the items that were auctioned were donated by members of the North Texas Chapter. Even with such short notice, we were able to raise \$333.00. Please see accompanying photographs submitted by board member Jerry Nunn.

**February Trip Report – Chicago to El Paso, South / West by Rail**

by Dale Jacobson, guest writer

**Trip Report #2 – Presidents Day, Chicago, Southbound to San Antonio**

I now knew I was in room #6 on car #2130 on the Texas Eagle. I was upstairs. I was surprised to see this train's consist was about the same as on #29 despite having cars going to Los Angeles. The only difference was there were 4 coaches on the rear. This was the Presidents Day weekend, and lots of college kids were bound for St. Louis from Chicago and the other stops at college towns along the route. After we left St. Louis some coach passengers with whom I talked said there were very,



very few people in the remaining two coaches. Two coaches were taken off in St. Louis. Out of Chicago, Amtrak considers this consist to be three trains on those days there are through cars to Los Angeles:

- 21: Chicago - San Antonio (1 sleeper, diner, obsy/lounge, 1 coach)
- 321: Chicago - St. Louis (2 coaches on this day)
- 421: Chicago - Los Angeles (1 sleeper, 1 coach)

The baggage car is also assigned to train #21.

We no sooner left the station and reached 21st Street interlocking than we stopped. We sat there until an eastbound CN/IC freight passed. Then we started up again. Before reaching Joliet we'd pass two more CN/IC freights. No wonder CN/IC kept this part of the old Gulf, Mobile & Ohio RR (GM&O). The area is full of traffic generating oil refineries. One gets switched by Rail Switching Services. At this same facility three gray gensets still sit at the same place they were at last fall. They look like they may have been built by the Orange Port Terminal RR located in Orange, TX.

Illinois is not a totally flat state, but the old GM&O line now used by Amtrak and the UP is. Thus, it's a fairly boring ride to Alton. No wonder the state is paying to have the line upgraded to 110 mph running. That cuts down on the time to be bored, except if you're on the Texas Eagle. These trains have not had their speeds raised over any portion of the new track. Thanks to UP's Global 4 terminal south of Joliet, one sees more freights along the line, especially stack trains. At Bloomington I spotted UP's "CNW: heritage unit as one of two units on a local freight. All told we passed or met 7 trains - 3 Amtrak passenger trains and 4 freights - before reaching Alton, darkness, and dinner time. Sunset was quite gorgeous, almost as gorgeous as many of the young college women on the train.

For dinner this evening I had the salmon with a baked potato. I had chosen "wisely" the night before because this diner had no ACAT option. The salmon was done just about perfect, not the least bit dry with just the right amount of moisture. The baked potato was also good. I passed on the green beans. They had more taste than most found in the Midwest, but they are far from my favorite vegetable. I can enjoy these beans only if either raw or stir fried. The next day is when one must be careful as the diner serves all three meals before reaching San Marcos. Thus, one should eat wisely as there are only a few hours between each meal, and there's not much chance to exercise or else burn calories, especially if there are no long station stops. On this run there wouldn't be. For breakfast I had the scrambled eggs, for lunch the mussels, and for dinner the veggie burger off the lunch menu. Hopefully I didn't have too many unneeded calories.

I doubt Amtrak's #21 can ever adhere to its schedule in Illinois due to all the passengers it picks up at the stops along the way, but especially on a Friday afternoon, and especially on a holiday weekend Friday afternoon. So, I wasn't surprised we arrived in St. Louis about 45 minutes late. I was surprised we weren't later. There had been a water pipe leak that affected watering the train's cars so I stayed on the train. Apparently the problem didn't affect things too much as we left the station at 8:30 PM, only 30 minutes or so late. In another 30 minutes we were headed south along the Mississippi River for a ways before turning inland. At 10 PM I was in bed and asleep as I was dog tired.

I finally woke up for good after we had left Texarkana. Today's puzzle was how would our train be rerouted upon leaving Longview, TX? UP is doing track work on the line to Dallas so buses are being used to ferry passengers to and from the trains and the stops being missed - Mineola, Dallas, Ft. Worth, Cleburne, McGregor, and Temple.

I assumed we'd take the direct line from Longview to Taylor where we'd pick up the usual route of the Texas Eagle. But no !! After two buses took the riders headed to those destinations, we headed west along the usual route until we reached Big Sandy. There the crew had to hand throw a couple switches to get us onto the former Cotton Belt RR (St. Louis Southwestern, SSW, a subsidiary of the Southern Pacific, SP) Corsicana Subdivision. We took the old SSW to Hearne, TX, where we finally joined the former Missouri Pacific RR (MP or MOPAC) route that runs directly between Longview and Taylor. We initially waited for an eastbound freight to clear the interlocking and then we slowly crawled onto the MP line. We then stopped across from a RR tank car repair facility until we slowly moved to the next passing siding just west of Hearne. There we waited for two more eastbound freights to pass. We later met another eastbound stack train with KCS power. Despite these meets, we arrived in Taylor and departed from there on time. Would wonders never end? After all, this was the UP, and its dispatchers seemingly like to screw over the Texas Eagle.

We arrived a few minutes early into the Austin station. Were the buses with assengers from the skipped stops already there? About three minutes before our scheduled departure a bus pulled in. I thought we might be waiting for another one as well, but at 6:45 PM we departed. We stopped at the San Marcos station while I was having dinner. This time I opted for the veggie





burger off the lunch menu as I had been hearing bad reports about the veggie dishes on the menu, at least about how others had found them not to their liking.

I called Norm Schultze whom I was to visit and told him we were in San Marcos. He said that the train was now figured into San Antonio 1 hour and 15 minutes ahead of schedule. Yeah, sure. What did the UP dispatchers have up their sleeves to slow us down?

Turned out to be nothing, at least not until we reached Apache Jct., where we'd swing onto the former SP "Sunset Route" for the short jaunt to the station. We sat at the junction for 10 or so minutes while a westbound freight passed. Then we got the signal and moved towards the station. We stopped as is usual at the switch that must be thrown to enter the station track. We sat there for at least five more minutes before moving. Perhaps we'd slowed down some before reaching Apache Jct., but even so, we pulled into the station about 30 minutes early. That's the first time I can recall when this train has not been late let alone early.

As we waited for the light onto the SP and then into the station, I thought about not having seen the northbound Texas Eagle that day. I finally concluded that UP is using the old SSW and MP lines as directional RR's with westbounds running over the xSSW from Texarkana to Hearne while eastbound trains run from Hearne to Texarkana via Longview on the xMP. This is why the switches at Big Sandy had to be operated manually. So, while we were on the xSSW, #22 was somewhere on the xMP. Now I've got to hope that when I return to Chicago, the detour routes are still being used. That way I can get some more "new mileage".

Once off the train I quickly found Norm, loaded my carry-ons and then waited for my checked bag to be brought to the station. Sure enough, it was there. As soon as I got it, I tossed into Norm's car, and off we went. The adventure continues.

#### **Trip Report #3A - The Yuma Turn: Go West, Geezers, go West**

When I arrived in San Antonio, Norm Schultze told me that the weather forecast was for at least 8 to 10 days of clouds and drizzle. The only direction in which the sun was expected to shine for some days was west. So, on Tuesday, February 20th we hopped into my rental car and headed west along U.S. #90. This road more or less follows UP's former Southern Pacific (SP) "Sunset Route" all the way to Van Horn, TX, over 100 miles east of El Paso. The ultimate goal of this trip was to photo UP freights in or near the Dome Valley east of Yuma, AZ.

Train traffic west of San Antonio is fairly brisk as both UP and BNSF run trains between San Antonio and the border town of Eagle Pass, where the two RR's connect with Grupo Mexico's Ferromex RR across the Rio Grande River in Mexico. That line breaks off from the "Sunset Route" at the almost nowhere spot of Spofford, TX. Between Spofford and Sierra Blanca, TX, UP traffic is at best sporadic. At Sierra Blanca traffic picks up again as this is where UP's the former Missouri Pacific (MP) line between Ft. Worth and Sierra Blanca that was once the Texas & Pacific RR junctions with the "Sunset Route." When the MP had that line, there were two freights daily each way between Ft. Worth and El Paso with a third set of trains going out to Odessa, TX, and return to serve the oil industry. UP has since upgraded the line, which is now the way most of the trains between El Paso and points east go. I can only speculate about how many trains on average use the "Sunset Route" through this part of Texas. As far as I know, UP has made to effort to try persuading Amtrak to reroute its Sunset Ltd. on any other route. So, there appears to be no move afoot to change the status of this line.

We had clouds until we were well west of Del Rio, the first division point west of San Antonio. We had seen one eastbound freight west of Del Rio, but since the sun was then not out, we continued on. We'd catch up to a westbound stack train in Sanderson Canyon, west of the town of that name and chased it for a couple shots. Then we boogied along through Alpine and over Paisano Pass. We caught an eastbound manifest configured in a 3 and 1 arrangement outside Marfa. That was the last train we saw on that part of the "Sunset Route."

At Van Horn, east of Sierra Blanca, U.S. #90 junctions with I-10. Before too long we spotted a westbound UP stack train doing about 65 mph. The chase was on because the speed limit on I-10 at this point is 80 mph. We caught it two or three times and let it go after we got a nice shot of it coming uphill near McNary. ." Then, it was on to El Paso where we spent the night, ending day 1. Regards, Dale.



## North Texas Chapter Views and News

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### **Chapter Business Meeting Minutes, February 2018.**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: February 6, 2018.**

The meeting was held on Tuesday, February 6, 2018 at the Founder's Building in the Grapevine Vintage RR Complex in Grapevine, Texas.

President Wayne Smith called the meeting to order at 7:39 PM. There were nine in attendance. Member Sam Metzgar introduced his guest Nikki who also attended.

Member and former secretary Dave Gramm was able to attend the meeting. As many of you know, Dave had to have additional knee surgery, which took place in early January. The pain, fortunately, is decreasing with time. He had to have a rod inserted in his right leg, which is now permanently straight. We all wish him the best.

VP Programs Jon Shea announced that the March meeting will take place at 6:30 PM on the first Thursday, (not Tuesday) in March, which is March 8. The location will be at the Texas Northern Model RR Club, Suite 1105, Collin Creek Mall in Plano, Texas. The program will feature a presentation on the Texas Central High Speed Rail Consortium. Following the presentation, the Texas Northern will run trains. Refer to the North Texas Chapter February 2018 Zephyr Newsletter at the Chapter's website ([www.ntxnrhs.org](http://www.ntxnrhs.org)) for directions. [*Editor's note: also see page 1 of the March 2018 North Texas Zephyr newsletter.*]

As a note of caution, President Smith reminded us that as a member of a non-profit organization, one in the capacity of a Chapter representative cannot state an opinion about the Texas Central.

Jon has scheduled the May meeting for Grapevine. He is also trying to secure the DeGoyler Library for a future meeting.

Jon also passed around for review an issue of the "Katy Flyer" newsletter, featuring an article about combination baggage car and cabooses used on some Katy trains. He also received a post card announcing a Great Texas Train Show to be held in Lewisville later in the month. Several attendees also received post cards.

The evening's program was a video of the PBS show "American Experience" which discussed the Burlington Zephyr and other streamliners employed by the railroads shortly after WWII in an effort to modernize passenger service.

The meeting adjourned shortly after 9 PM.

*Jerry M. Nunn, Secretary, North Texas Chapter, NRHS*

### **Ongoing Reminder – National and Chapter Dues**

*by Jim King, Treasurer, North Texas Chapter, NRHS*

It is once again time to renew chapter dues for the North Texas Chapter NRHS. **The dues remain the same for 2018 -- \$16 for individuals, \$18 for families.** You are receiving this email because you are a member who paid dues for 2017 and/or 2016. Because of the roll-out of the national NRHS dues system, there was some confusion among members regarding dues payment in 2017 resulting in many non-renewals. More than 35% of our 2016 dues-paid members did not renew their chapter dues in 2017, a huge drop compared to all prior history. To add to the problem, some 2016 members who did not renew continued to receive chapter notices by email while others did not. Due to the dues system confusion, my intent was to retain all 2016 members in our master email list, but I failed to be consistent. If you are receiving this email after a long period of receiving nothing from the chapter, I apologize. The mistake was mine alone and unintentional.

So...regardless of whether you paid dues for 2017 or not, please consider this email an invitation to renew your chapter dues for 2018. Payment (or non-payment) of national NRHS dues does not affect your chapter dues. They are completely separate. Furthermore, the chapter can no longer accept and forward payment of NRHS national dues. Please do not send extra funds unless you are making a donation to the North Texas Chapter. My intent is to adjust the chapter membership email list based on renewals through the end of March, 2018. If you elect not to renew, we will not bother you with chapter email announcements after that.

There are two methods for paying 2018 dues:

- **Check** Mail a check payable to "North Texas Chapter NRHS" for \$16 (individual) or \$18 (family) and mail it to North Texas Chapter NRHS, PO Box 600304, Dallas TX, 75360. If your check does not clearly indicate who the member is, please add a note that effect.



- **On-line** Visit the chapter's on-line store at <https://northtexaschapternrhs.ecwid.com/> to pay by credit card or PayPal. A small service charge (50 cents for individuals, 75 cents for families) is added to your dues payment to cover processing fees.

Please give serious consideration to renewing your dues for 2018. It's a small amount, but it indicates your support of our mission to promote the preservation of North Texas railroad history.

For more information about the chapter, please visit our website at <http://ntxnrhs.org/> Jim King, Treasurer, North Texas Chapter NRHS

## Chapter Directory

### North Texas Chapter Officers, 2018.

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-948-2413.
- **Vice President/Trips and Events, Skip Waters**, [wgcrush@swbell.net](mailto: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**, [jkking@swbell.net](mailto:jkking@swbell.net)

**Webmaster: Kim Hinton**

### Chapter Business Address

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

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

**North Texas Chapter site:** <https://ntxnrhs.org/>

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

**North Texas Zephyr** (current issues): <https://ntxnrhs.org/>

**North Texas Zephyr, newsletter Archive**

<http://www.gogeocaching.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. Visitors and newcomers are welcome. Chapter membership includes our monthly chapter newsletter, the *North Texas Zephyr*.

Currently, chapter dues are \$16, plus \$2 per additional family member. Payment may be made by check or paid online. By check - Mail a check payable to "North Texas Chapter NRHS" for \$16 (individual) or \$18 (family) and mail it to North Texas Chapter NRHS, PO Box 600304, Dallas TX, 75360. If your check does not clearly indicate who the member is, please add a note with the member's name. Online - Visit the chapter's on-line store at <https://northtexaschapternrhs.ecwid.com/> to pay by credit card or PayPal. A small service charge (50 cents for individuals, 75 cents for families) is added to your dues payment to cover processing fees. 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)

## North Texas Calendar

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| <p><b>Thursday, March 8, 2018, 6:30 p.m.</b></p> | <p><b>North Texas Chapter meeting – 6:30 p.m.</b> <i>Location:</i> North Texas Model Railroad Club, Collin Creek Mall, Plano, Texas. <i>Program:</i> Texas Central High Speed Rail Transit System., tour and operations of club layout.</p>  |
| <p>Tuesday, April 3, 2018</p>                    | <p><b>North Texas Chapter meeting – 7:30 p.m.</b> <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.</p>   |
| <p>Tuesday, May 1, 2018</p>                      | <p><b>North Texas Chapter meeting – 7:30 p.m.</b> <i>Location:</i> Grapevine Heritage Railroad Museum, 705 South. Main Street, Grapevine, Texas 76051. 817.410.3185. <i>Directions -</i> Accessible from State Highway 114 or 121, exit on to Main Street and head north. The Depot will be on the right, at 705 S. Main, just north of Dallas Road. Parking is available next to the Cotton Belt Depot, along with additional lots located just a short walk from the Depot. <i>Program:</i> to be confirmed.</p> |
| <p>Tuesday, June 5, 2018</p>                     | <p><b>North Texas Chapter meeting – 7:30 p.m.</b> <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.</p>   |



- Tuesday, July 3, 2018 **North Texas Chapter meeting – 7:30 p.m.** *Location:* to be confirmed. *Program:* to be confirmed.
- Tuesday, August 7, 2018 **North Texas Chapter meeting – 7:30 p.m.** *Location:* Grapevine Heritage Railroad Museum, 705 South. Main Street, Grapevine, Texas 76051. 817.410.3185. *Directions -* Accessible from State Highway 114 or 121, exit on to Main Street and head north. The Depot will be on the right, at 705 S. Main, just north of Dallas Road. Parking is available next to the Cotton Belt Depot, along with additional lots located just a short walk from the Depot. *Program:* to be confirmed.
- Tuesday, September 4, 2018 **Texas Chapter meeting – 7:30 p.m.** *Location:* to be confirmed. *Program:* to be confirmed.
- Tuesday, October 2, 2018 **North Texas Chapter meeting – 7:30 p.m.** *Location:* to be confirmed. *Program:* to be confirmed.
- Tuesday, November 6, 2018 **North Texas Chapter meeting – 7:30 p.m.** *Location:* to be confirmed. *Program:* to be confirmed.
- Tuesday, December 4, 2018 **North Texas Chapter meeting – 7:30 p.m.** *Location:* to be confirmed. *Program:* to be confirmed.  
 \*\* 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!***

The North Texas Chapter is proud to sponsor David Bernstein’s new work on the Southern Pacific’s Eastern Lines. To order, contact the North Texas Chapter at [northtexaschapternrhs@gmail.com](mailto:northtexaschapternrhs@gmail.com) or see North Texas Chapter store (<http://ntxnrhs.org/store/> )

**NEW SOUTHERN LINES BOOK**

Announcing a new book published by the North Texas Chapter, NRHS written by David M. Bernstein!

**Southern Pacific's Eastern Lines 1946 - 1996**

**Southern Pacific's Eastern Lines 1946-1996**

Written by David M. Bernstein, former Southern Pacific train dispatcher and officer, this 400 page book is illustrated with color and black & white photographs and numerous maps. It is the definitive guide to the operation and history of S.P. Lines in Texas and Louisiana from the end of World War II until the Union Pacific merger.

Available Now! Get your copy at [ntxnrhs.org](http://ntxnrhs.org)