



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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CHAPTER MEETINGS ADVISORY 1

SPECIAL NEWS & FEATURES..... 1

UPDATE – 24 HOURS @ SAGINAW, AND FUTURE CHAPTER MEETINGS 1

DART ANNUAL STUDENT ART CONTEST 1

JON’S HISTORY CORNER 2

FINE DINING ON THE RAILS 3

TEXAS – GOING LOCAL WITH THE GEEZERS GUYS 4

NORTH TEXAS AND NATIONAL RAIL NEWS..... 6

NORTH TEXAS TRANSIT AGENCIES #SOUNDTHEHORN 6

RAILROADERS RECEIVE PUBLIC SUPPORT DURING PANDEMIC 6

AMTRAK & PARTNERS HONOR ESSENTIAL WORKERS #SOUNDTHEHORN 7

NRHS VIEWS AND NEWS 9

LATEST NEWS FOR 2020 CONVENTION..... 9

NORTH TEXAS CHAPTER VIEWS AND NEWS 9

ZEPHYR NEWS BOARD 9

CHAPTER DIRECTORY 9

NORTH TEXAS CHAPTER OFFICERS, 2020..... 9

NORTH TEXAS CHAPTER HISTORY..... 10

CHAPTER CALENDAR..... 10

Chapter Meetings Advisory

Chapter meetings are on hold for the near- to mid-term future, based on health advisories from federal and state agencies. The Chapter will announce when regular meetings will resume.



Above: Quiet trackside view, Saginaw, TX. (Photo credit: Jerry Nunn)

Special News & Features

Update – 24 Hours @ Saginaw, and Future Chapter Meetings

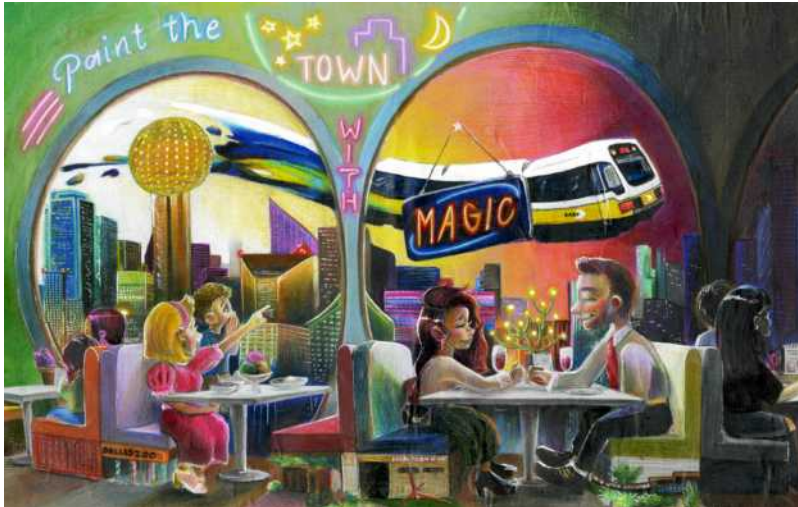
24 Hours @ Saginaw.

As of this printing, a decision to hold or cancel "24 Hours @ Saginaw" has not been made. Under current conditions, it may be canceled or postponed unless there is a dramatic change in gathering rules. A decision will be made after May 1st upon consultation with the City of Saginaw and the group that manages the depot property. We will send out a separate announcement at that time.

North Texas Chapter meetings are cancelled until further notice.

Due to the ongoing Coronavirus (COVID-19) emergency, all large public gathering places in Texas are closed. Many states have a 'stay at home order'. Chapter Officers will closely monitor the situation, and inform you when in-person chapter meetings may resume. We encourage all to continue safe practices. Stay safe and healthy. Wayne Smith, President. North Texas Chapter, NRHS.

DART Annual Student Art Contest



Amber Li, a student at the Hockaday School in Dallas, is this year's best in show winner in Dallas Area Rapid Transit's (DART) annual student art contest. Amber's work, based on the theme "PAINT THE TOWN -. RIDE DART" was selected from 1,174 entries from students in kindergarten through 12th grade. The 9th grader received a \$1,000 cash prize by Dallas Contemporary. The DART student art contest is a 22-year tradition that helps promote the use of public transportation and is supported by community partners DMA, Dallas Contemporary, Half Price Books, Perot Museum of Nature and Science, Dallas Zoo and media partners NBC 5, Telemundo 39, The Dallas Morning News, Al Día, Suburban Parent, Familia DFW and Local Profile. (Source: 4/16/2020, DART Press Release at <https://www.dart.org/news/news.asp?ID=1489>)

Jon's History Corner

by Jon Shea

Sunny Day at Canyon (TX) Train Station



Spring 2020, Santa Fe railroad station in Canyon, Texas. (Photo credit: Brian Kudlicki)

History of Canyon

"When the railroad arrived, Canyon became a major shipping point for cattle and cotton and the city was incorporated in 1906. Strong growth continued even through World War I and the Great Depression. After World War II, the economy continued to depend on production of wheat, sorghum, dairy products, and livestock, as well as on West Texas A&M University."

(Source: Visit Canyon website, by Canyon Chamber of Commerce at <http://www.visitcanyontx.com/History-of-Canyon>. Last accessed on April 19, 2020.)

A KATY Spur Track near Dallas

The following snippet is from *Dallas, Yesterday* (1977) by Sam Acheson, a long time columnist for the Dallas Morning News. The article is entitled 'Road Recalls Pioneer Landowners'.

Chiesa Road is off of I-30 near Lake Ray Hubbard. The Chiasas (pronounced Kee-ay-sah) were Italian speaking Swiss settlers who came to Dallas in the early 1870s.

"Chiesa's large tract included land between Rowlett and Muddy creeks, both tributaries of Elm Fork [this is probably an error. The East Fork of the Trinity River is most likely correct] at a point to be inundated by Lake Ray Hubbard. This was originally heavily timbered and acquired a special significance after the KATY Railroad was built in the late 1880s from Greenville to Dallas. The railroad in those early days used wood-burning locomotives, and the railroad, then owned by Jay Gould, contracted with Chiesa to cut and haul off large amounts of firewood for use in its engines, thereby clearing substantial segments of his property. A spur track was built by the railroad into his property for this purpose, according to his granddaughter, Mrs. Jennie Shular of Dallas. Later as the rich cotton-growing farm lands of the area were placed in cultivation, Chiesa built a cotton gin to serve his own needs and those of his neighbors. It was served by the same railroad spur."

(Source: Acheson, S. H. (1977). *Dallas Yesterday*. Dallas: SMU Press.)



Fine Dining on the Rails

Imagine the finest dining experience you ever had. Now transfer that experience into an early 1900s railroad car. Dining in a railroad car was a one-of-a-kind experience. Its class and sophistication were competing forces between rail lines for the best service provided and the dishes were contending with five-star restaurants from coast to coast.

Everything in a dining car had to be precise—right down to the measurement of the fork placement. The waiters and workers of the Southern Pacific Company had a book that described all of their job responsibilities: from working together and talking to patrons, to setting the table, and properly dressing a salad.

In the General Instruction Covering Service written by waiters in Dining, Café, and coffee shop cars (December 15, 1946), these rules and instructions are all listed. For example, just the setting of a table had to be perfect. Page 1 of this book stated:

“The basic requirements for a successful meal are good food tasting prepared, and attractively served on tables provided with proper settings. Tables that impress must have clean linen or clean service tops; with brightly polished silverware and glassware, and shining dishes that are neither cracked nor chipped that will create an atmosphere of dining-room distinction.

In placing napkins and small silverware the following will govern:

1. Napkins to be arranged, folded, in center of space allowed for service plate.
2. Knives to be placed at right, with cutting edges inward, spoons to right of knives in order of their use.
3. Forks to be placed in service order (salad-meat-dessert), at left with tines upward, in order of use.
4. Oyster fork, when called for, to be placed to right of spoons.
5. Extra spoons are streamlined (slanted) position at aisle ends of tables.

Stewards will observe that table set-up as outlined above is maintained at all times.” (Page 1)

Generally, the first thing eaten before a dinner meal—even before an appetizer—was a salad. There was a page of specific rules in the book about how to prepare and serve a salad.

“The salad bowl consists of

- Lettuce- 3 small heads or 2 large ones- Broken up
- Tomatoes, peeled and quarters- 6 only
- Radishes, thinly sliced- 1 bunch
- Cucumbers, peeled, scored, and sliced- 2 only
- Bell Peppers, shredded fine- 2 only
- Pinch of salt
- French Dressing

Chilled tea plate for service. Large salad fork and spoon for self-service.

1. Salad bowl should not be filled under or over three-quarters full, and should, for appearance, be replenished after each serving.
2. If more than one person partakes of servings from one salad bowl, be ready to follow up with a second one, but do not remove the first one from the table unless you have asked politely if you may do so.
3. Do not serve salad bowl from one table to another, but bring fresh for each service from the pantry.
4. Always offer a second helping, but from a replenished bowl only.” (Page 12)

Workers also had to follow specific recipes when preparing food. A couple different styles of recipes are listed below.

Great Northern Railway/Chef’s Recipes/Oriental Limited

Planked Lake Superior Whitefish Page 9 by Jack Hall

First take a round plank that will fit inside a dinner plate, maple or oak preferred. Use a two pound fish, remove bones, split down base, skin one side, and place on top, end for end, place plank skin down, brush with butter and salt, bake in quick oven about 20 minutes. Serve on lace doily with lemon and butter roll and Saratoga chips, sprig of parsley. Shad or halibut served this way are equally good.

Great Northern Corn Bread Page 15 by Chas. Young

- 1 lb Flour
- 1 lb yellow corn-meal
- 2 teaspoonfuls baking powder
- 4 eggs
- 2 oz butter
- 1 teaspoonful salt
- 2 pints milk
- 1 cupful water

Pour water over corn-meal and allow to become cold, beat yolks of eggs and add to corn-meal, add the milk, flour, baking powder, salt, and butter. Bake in shallow pan well-greased. Have your oven hot. This should bake in about 20 minutes.

In some cookbooks, like the first example, they were written in paragraphs: word for word explanations of how to properly prepare and plate the dish. The second recipe looks more like a recipe from a book today. The measurement vocabulary is slightly different, but common across multiple cookbooks for that style.

These specific rules and recipes were enforced to make each dining experience not only the best possible, but also consistent from train to train and person to person. The waiters had specific rules they had to follow in order to give the best service possible.



Waiters were expected to be clean, well groomed, professional, and have a great memory. They were told guests loved to be remembered and recalling someone by name would further their experience.

When working with multiple staff, the waiters could not group together or talk in the dining room, but were still expected to work together. If a steward was occupied and guests entered, a waiter was to seat them. Waiters had many rules of politeness to guests as to not offend them and bring them what was desired.

Workers also had many other rules to follow:

- Clean shaven, hair combed, clean teeth, clean nails, trousers clean, shoes shined, collar and tie immaculate.
- No sitting down during specific periods for guests
- Make little noise as possible with dishes
- How to properly plate a slice of butter or pour water
- Walk fast – Never run.

These are just a few of the rules. There were many other rules such as how to serve each drink or food choice, how to talk to staff, and how to properly take a check. Without the vigorous staff training, the fine dining experience would have never been what it was on a railroad dining car. (Source: Courtesy of the National Railroad Museum [Originally printed at <https://nationalrrmuseum.org/blog/fine-dining-on-the-rails/>] by Alyssa Behnke, Education Assistant. National Railroad Museum, Green Bay, WI. Last accessed April 18, 2020.)

Texas – Going Local with the Geezers Guys

by Dale Jacobson

Go With Geezers, part 2

The Texas Eagle is not a train Amtrak seems to care for that much. Amtrak seems to leave the train's operation to the wiles of UP dispatchers. This often means that reaching San Antonio or Chicago anywhere near on time is quite problematic. The amazing thing about my trips on this train this time is that both ways the train arrived at its final destination within 15 minutes of the scheduled arrival time. I've never been on this train before when that has happened. Needless to say I was delightfully surprised, even though I don't care if we are an hour so so late arriving in Chicago.

There are lots of reasons why this train can be late, the first being the number of automated interlocking plants the train has to traverse just to get south of Joliet or back into Chicago Union Station (CUS). I had once assumed that the "brains" controlling the automatic interlocking plants had pre-programmed the expected times passenger trains would be going through those places. However, I now think, and likely know, that isn't so. First come, first served seems to be the way they work, and that often leads to the Texas Eagle being delayed while running that gauntlet of interlockings. In addition, CN runs a number of local freights on its trackage between Chicago and South Joliet. These, too, can delay the train. On these two trips neither cause impeded our progress.

The biggest reason for delays on this train is the UP. Generally speaking UP does a pretty good job of getting this train between South Joliet, IL, and Dallas, TX in good order. Well, sometimes trackwork west of Texarkana, AR/TX, does slow things down. This year there was no trackwork which interfered with the train on that segment. Between Dallas and Fort Worth, the train uses the Trinity Rail Express (TRE), and that usually results in the train traversing that trackage in less time than the schedule calls for. Between Fort Worth and Temple BNSF handles the train. Usually it gets the train over this segment of the run in good order, but occasionally heavy freight traffic will slow things down. Once again, that didn't happen on these runs. The usual problems occur on the UP between Temple and San Antonio when the train is once again on UP trackage. The number of abominations UP dispatchers have pulled on the train in this segment are almost legendary. I've been on this train when it left from Temple ahead of schedule with the projected ETA into San Antonio being up to two hours earlier than the 9:55 PM scheduled arrival only to finally reach there an hour or more late. In either direction between Temple and San Antonio UP treats this train as if it were Rodney Dangerfield. It gets no respect.

Indeed, it's the padding in this train's schedule that allows UP to mess with it, and still get the train over the line on schedule, should UP choose to do so. I thought we were in for another typical UP messing with this train on the northbound run. As I've reported before, south of San Marcos, the station stop about 50 miles north of San Antonio, UP can route the train any number of ways thanks to its two track mainline concocted from the tracks of the former MKT and MOPAC. The usual southbound route has the train staying on the xMOPAC trackage all the way into San Antonio. However, the xSP station is on the former SP mainline. The connection to these two north/south main tracks is west of the station at Apache Junction. If seen from the air the route looks almost like a big fishhook as the xSP tracks go east from the junction and then turn north to the station. This is the route the southbound train I was on used. Going north the usual routing is to back down to where the xMKT line junctions with the xSP [MKT used to cross the SP here to get into its small yard] by backing out of the station. Then it heads north on the old Katy often as far as a place called Conrads, north of New Braunfels, where it returns to the xMOPAC line. That's because the station at San Marcos is on the old MOPAC line. This time the train was backed down to Apache Junction where it crossed the old MOPAC line before taking the west leg of the wye to head north on the xMOPAC. We stayed on this usual southbound routing until north of the tiny village of Brackens (just north of San Antonio) where we switched back onto the xMKT. Once back onto the Katy we resumed the usual northbound routing to San Marcos. We were late leaving San Marcos, but again thanks to the padding in the schedule and lack of other typical UP atrocities we were back on schedule shortly after leaving St. Louis.



We had lost time north of Little Rock, AR, due to a severe thunderstorm that I slept through. Other passengers later told me about it. I can't and don't blame UP for what Mother Nature does.

I've often wrote that this train is a great train for railfans. Of course, the departure from San Antonio can prove interesting, but there are areas along the route one can view or maybe even photograph trains on other RR's. If one uses the xMOPAC route on the northbound run before reaching Conrads, it's possible to see or maybe even photo, locomotives of the CEMEX cement plant RR [called the Western RR] as you pass through the heart of the plant. This plant is north of the small UP yard at Corbin and south of New Braunfels. There is also a small RR museum at the former MOPAC station in New Braunfels.

Fort Worth is a service stop so one usually has time to catch some TRE commuter trains, the new Texas RR DMU trains, as well as both UP and BNSF freight trains. One can also see and photo Amtrak's Heartland Flyer. On the southbound run I found the Flyer with an Amtrak heritage P42 on each end. Number 156 was facing north (the power unit) and #130 was facing south (usually held down by a former F40PH control car). Coming back north the Flyer still had #156 as its power unit, but the usual F40PH control car was on the south end of the train. Meanwhile, the #130 was sitting by itself farther south of the station area. While Dallas isn't a service stop, it is a smoking stop so there is usually time to catch a DART electric MU train or perhaps another TRE train or two. The freight tracks are on the opposite of where the Texas Eagle is parked so it's harder to do anything with the UP, BNSF, or Dallas, Garland & Northern RR (commonly called the "Dingo") freights that may pass. Alas, even taking a photo of the Eagle has become harder as the head end of the train has now been blocked off with cones. Of course, one could simply walk pass the cones, but my guess is that could lead to trouble or at least require telling someone why you were where you were. It's even worse now at Longview, TX, where the station platform area near the head end of the westbound train has been fenced off. Getting to its front end now requires walking on a sidewalk to get around all the fencing. However, while Longview is a longer station stop due to being where bus connections are made with Houston and Shreveport, once everyone is off and on, the train leaves. You take your chances when you get too far away from an open car door. Usually the Amtrak crew will close car doors a few minutes before the actual departure. On my northbound train, we were late enough getting into Longview that it was already dark so I didn't bother getting off the train.

Between Dallas and Fort Worth one can view and maybe photo trains on the Dingo as its main yard is a bit west of Dallas on the south side of the TRE tracks. Alas, this means you are fighting the sun on a sunny day. The TRE storage yard and diesel shop are on the north side of the TRE tracks about halfway along the run. You may also see BNSF freights. The TRE and DART lines parallel for a short distance west of the Dallas station although the easier way to take photos is of DART electric mu's is from the station platform in Dallas. Same with TRE trains. There are some viewing/photo possibilities east of the station at Dallas, but these are fleeting and you are unlikely to see anything. Especially interesting, and frustrating to me, is the large DART bridge that goes over the train a few blocks east of the station. The eastern most spot that is of some interest, at least to me, is the UP TOFC/COFC terminal near or at Mesquite.

Between St. Louis and Alton is another interesting area for a railfan. St. Louis is a service stop as well as where a couple coaches are either added to (northbound) or removed from (southbound) the Eagle. A large Terminal RR of St. Louis (TRRA) yard [I think it's a TRRA yard] is on the tracks south of the Amtrak station. In the station area one can often find a train with a Siemens SC-44 "Charger" on it. Chargers are now often the power used on the Amtrak trains serving the St. Louis - Chicago market as well as those on the St. Louis - Kansas City run. The trip over the Mississippi River is usually interesting. Most of the time the train crosses the RR bridge that connects St. Louis with East St. Louis [I can never remember its name and often confuse its name with another RR bridge], but occasionally will be routed via the trackage that goes under the St. Louis arch and crosses the river north of the downtown area [yes, this is the other bridge that I often get the name confused]. Either routing gives one views of various RR's and some RR yards before reaching the other end of this stretch. In the winter months the southbound run is mostly or all after dark, especially when the train is late (fairly typical). The northbound run is in daylight as departure from St. Louis is scheduled to be about 8 AM.

The final segment where one can often see or photo other RR's and industrial RR operations is between UP's Global 4 TOFC/COFC yard south of Joliet and CUS. I've mentioned why this area can cause numerous delays. These same potential delay producers are also places where one may find a train. In addition, just north of the Joliet station stop the RR goes under the former EJ&E, now another CN property. Also of note is that on the east side of the tracks in the Lockport area are some oil refineries. One such refinery (maybe it's more than one, but it's one yard) is switched by Rail Switching Service which has some EMD switcher (including at least one SW1500) and some geeps (rebuilt GP7/9's) in a yellow paint scheme as well some gensets (built at the Port Orange RR in Orange, TX, I think) in gray. Finally, just south of CUS is the Metra storage yard and engine terminal as well as Amtrak's facilities. Amtrak has a couple gensets working there, but they have always hidden from me, at least so far. I've yet to see one working.

There is also a new national menu in the diner. The salmon entree has been replaced by a baked cod dish. There is also now a baked manicotti (sic) dish. I'm not sure what it replaced or if it was added to increase diner options. The big disappointing change to me was the removal of the mussels from the lunch menu. This left only the veggie burger as a lunch item I can safely eat outside of the salad entree. Breakfast has seen the replacement of pancakes with what's called RR French toast [alas, not thick like traditional RR French toast, but not bad tasting]. A traditional sit down dinner eating with other likely strangers is still my preference. On the northbound trip I met a farmer from Michigan who also travels on Amtrak trains fairly frequently with whom I had some meals before we reached Chicago. They say being social is quite important for us old folks who live alone. That's one reason I find a traditional diner so much more appealing.



Finally, if the northbound run is late enough, one gets a nice view of the Mississippi River on the right side of the train as you near St. Louis. During the months with longer periods of daylight this is not an issue; it's always visible. Likewise, during the summer months the river may be easily seen off the left side of the train on the southbound run. Alas, much of the best scenery in either direction is usually passed at night. The ride through Illinois is over virtually flat terrain. The scenic highlight is viewing the Illinois state capitol in Springfield. In northeast Texas one goes through forest and swamp land. This time the one word that best described this area was "waterlogged." There had been enough rain to make flooding a real problem. However, whatever slow orders we encountered didn't affect the train's staying on or near on time. One traverses mostly flatland between Mineola and Cleburne, TX. South of Cleburne the land becomes hilly and stays so until north of the McGregor [Waco] stop. Then flat land once again takes over between there and Austin. Between Austin and San Antonio there are some hills that add a bit of interest to the scenery, but only a bit. Now you know when to plan doing other things.

North Texas and National Rail News

North Texas Transit Agencies #SoundTheHorn

North Texas public transportation agencies are joining their colleagues across the country in a coordinated day of action to salute frontline transit heroes.

At 2 p.m. Thursday, April 16, bus and rail operators, train conductors, streetcar operators and paratransit drivers from Dallas Area Rapid Transit (DART), Trinity Metro, Denton County Transportation Authority (DCTA) and Trinity Railway Express (TRE) will sound their horns twice to honor our heroic transportation workers.



The act of solidarity is a symbolic way to pay tribute to those who continue providing service so that first responders and other essential workers can get to work during the COVID-19 pandemic. Every day, frontline transportation workers provide essential services, making it possible for people to access health care, pharmacies, grocery stores and other critical needs. DART and TRE operators, conductors, dispatchers, mechanics, servicers, DART Police and Fare Enforcement Officers, and staff work 24/7 to make sure North Texas's essential workers can get to their jobs.

Trinity Metro plans to participate with buses, ACCESS paratransit, and Trinity Metro TEXRail. TRE, which is jointly owned and operated by Trinity Metro and DART, will also participate. DART will sound horns across all of their light rail, bus, Dallas streetcar and paratransit services. DCTA will be joining in the salute by sounding horns on its A-train commuter rail and on all buses in operation. To help support the effort, all three agencies are encouraging the use of #SoundTheHorn social media to honor those who serve others.

(Source: DART Press Release at <https://www.dart.org/news/news.asp?ID=1488>. Last accessed April 18, 2020.)

Railroaders Receive Public Support During Pandemic



Members of the public have taken to social media to thank and praise doctors, nurses, grocery store workers, truckers – and of course, railroaders for showing up to work every day to help the public get through the crisis. Some have even publicly displayed signs to thank railroaders for delivering medical supplies and essential goods in a time of urgent need. Here's (see left) a favorite example, found alongside the BNSF network near Mammoth Springs, Arkansas.

Appreciate railroaders? We hope you'll let them know you know they're out there keeping the supply chain moving. Please post a message to your Facebook, Twitter, Linked In or Instagram account and thank them with hashtag #ThankaRailroader2020.

(Source: Friends of the BNSF email, April 9, 2020 at <https://www.dart.org/news/news.asp?ID=1488>. Last accessed April 18, 2020.)



Amtrak & Partners Honor Essential Workers #SoundTheHorn

Amtrak is collaborating with transportation partners nationwide to honor all of the heroic transportation and other essential workers across the country with the #SoundTheHorn campaign – a coordinated effort to simultaneously sound vehicle horns at 3:00 p.m. ET on Thursday, April 16, 2020.

As a tribute to the essential workers on the front lines of this public health crisis, including transportation workers, every Amtrak train in service across the country, and several thousand trains and buses running in service nationwide, will give two one-second horn blasts in solidarity with partner agencies. Heroic transportation workers continue to provide critical service for heroic healthcare workers, first responders, childcare workers, grocery store employees and other heroes who are performing critically essential work during the COVID-19 pandemic.



Partners supporting the cause throughout the country include the Metropolitan Transportation Authority, NJ TRANSIT, the Port Authority of New York and New Jersey in the Northeast, SEPTA, Virginia Department of Rail and Public Transportation and the Maryland Transit Administration in the Mid-Atlantic region, MBTA in New England, Memphis Area Transit Authority in the South, Metra, PaceBus, St. Louis Metro Transit, Detroit Department of Transportation and NICTD in the Midwest, Tri-Met Portland in the Pacific Northwest, Denver Regional Transportation District in the West, and Metrolink and AC Transit on the West Coast.

“Every hero deserves to be recognized and thanked for their courage, selflessness and the help they are providing to this country during this time,” said Amtrak Senior Executive Vice President and Chief Operating and Commercial Officer Stephen Gardner. “We are proud to participate with our partners and ‘sound our horns’ by honoring and thanking all of the heroes across the nation who continue their essential and heroic service.”

Northeast

“Our employees are heroes,” said MTA Chairman and CEO Patrick J. Foye. “They are courageously coming to work each day to perform their essential duties, which are critically important to this region during the pandemic. We hope this action will draw attention to their efforts and help further our employees’ spirit of solidarity with all New Yorkers.”

“Our region’s frontline transit employees deserve all the thanks and recognition we can give them right now,” said NJ TRANSIT President & CEO Kevin Corbett. “This effort is a small yet powerful way for us to show our appreciation for the brave, selfless transit workers who continue to show up every day, under some of the most challenging conditions any of us have ever seen. They are moving essential personnel like hospital workers, first responders, and others who are literally working to save lives. By extension, these frontline transit employees are also helping to save lives and are performing a vital public service.”

“The essential workers who operate and maintain our transportation systems are committed to keeping the region’s first responders, healthcare workers, grocery and delivery workers, and all other essential workers moving to where they need to go safely, reliably, and efficiently,” said Port Authority Executive Director Rick Cotton. “The Port Authority is proud to join our transportation partners in honoring the heroes moving heroes.”

“The Staten Island Ferry is honored to help transport these Heroes between Manhattan and Staten Island and to #SoundTheHorn on Thursday along with our regional partners,” said New York City Department of Transportation Commissioner Polly Trottenberg. “While ridership is down nearly 90 percent and Ferry personnel ranks have been reduced by COVID-19 our employees remain dedicated to providing this critical transportation service for our essential workers as we all confront these challenges. I thank all the region’s transportation workers for their incredible commitment and service.”

“I’m tremendously grateful for our NYC Ferry employees and all other transit staff showing up for work every day to get essential workers where they need to be,” said NYCEDC President and CEO James Patchett. “Today, as we sound our horns around the harbor, I hope everyone can take a moment to recognize the heroes providing critical transportation service for so many.”

“NY Waterway honors all those who put themselves at risk, medical personnel, first responders, workers in all fields, and the transportation employees, including our ferry crews, who create the links that bind us in these challenging times. We urge everyone to pray for their safety,” said NY Waterway Founder & President Arthur E. Imperatore.

Connecticut Transportation Commissioner Joseph Giuletti said: “Connecticut is pleased to participate in this action. It is a fitting way to acknowledge the selfless, heroic efforts our employees are making every day throughout this pandemic that ensures we can continue to provide our essential bus and rail service.”



Mid-Atlantic

“Our frontline employees are performing heroic feats every single day that they report to work,” said SEPTA General Manager Leslie S. Richards. “Transportation workers make it possible for people in our city and region to continue to have access to life-sustaining services during this unprecedented public health crisis. We urge our riders and everyone throughout the SEPTA service region to take a moment to honor them when our buses, trolleys and trains ‘sound the horn’ to recognize their tremendous efforts.”

“In these challenging times, showing appreciation for the frontline workers who operate and maintain our transportation systems is paramount,” said Virginia Department of Rail and Public Transportation Director Jennifer Mitchell. “We are proud to partner with public transit and mobility agencies, freight railroads, and Amtrak – in Virginia and across the country – to honor our transportation heroes. These men and women continue to put their lives on the line to ensure critical employees are able to get to work, and our communities continue to have access to food, supplies and medication.”

New England

“As this crisis continues, transit employees continue to play an essential role in combating the spread of COVID-19 and this is an opportunity to thank all transit personnel, especially the MBTA’s workforce for providing critical transportation services to employees in hospitals, pharmacies, grocery stores, and other essential industries,” said MBTA General Manager Steve Poflak. “To our MBTA employees and other transit workers throughout the country, this is an expression of our deepest gratitude to you for your service. You are essential people moving essential people, deserving of our recognition, support, and thanks. We proudly support the #SoundTheHorn campaign.”

Midwest

“We are proud of and grateful to all Metra employees who have been working in the public eye and behind the scenes to make sure that other essential workers have reliable transportation during this public health crisis,” said Metra CEO/Executive Director Jim Derwinski. “The healthcare workers, first responders, grocery store employees, childcare workers and all others who are showing up each and every day to do their jobs during the COVID-19 pandemic are heroes. Their commitment is extraordinary, and they all deserve our recognition. We hope that this effort draws even more attention to the importance of the work they do.”

“Thank you does not begin to express our gratitude for the essential employees who are working selflessly every day to provide the crucial services our communities rely on,” said Pace Executive Director Rocky Donahue. “I’m humbled by our operators, mechanics, call-takers, and everyone else who shows up every day to keep us going through this crisis.”

“We are extremely proud of our team and crews. Without hesitation, our SSL team has stepped up to the challenge to continue to provide transportation for essential employees that need to get to their jobs. In many cases, this has been healthcare workers trying to get to Chicago hospitals to help fight this COVID-19 crisis,” said Michael Noland, President of South Shore Line. “The selflessness I have witnessed both in our team and with others has been humbling. We truly are all in this together, and we hope that the Sound The Horn initiative will help boost the morale of transportation workers, other essential workers and our local citizens as well. It is nice to know that even when you are isolated, you aren’t alone.”

“DDOT is grateful to serve our essential passengers and frontline employees. The daily work we do is more significant during this unprecedented time,” said Interim Director of the Detroit Department of Transportation, Angelica Jones. “We sound our horns today in observance for their exceptional hard work and dedication. Thank you to all frontline workers.”

“Our transit operators and team members have been courageous throughout the COVID-19 crisis, and continue to provide critical transportation for health care workers, first responders, childcare, nursing home and grocery store employees, and other heroes performing essential work during this pandemic,” said Jessica Mefford-Miller, Executive Director of Metro Transit. “They are our heroes. They are here hard at work and serving the bi-State St. Louis community when the people of our region need them the most.”

Pacific Northwest

“I’m grateful for this opportunity to recognize and thank essential employees working throughout Oregon’s transportation system,” said ODOT Director Kris Strickler. “These individuals are on the front-line, providing critical services to help us get through the COVID-19 challenges. By joining with others across the country in this campaign, we’re making our message loud and clear: ‘We couldn’t do it without you.’”

“Here in Portland, we say TriMet is ‘How Life Moves’,” said TriMet General Manager Doug Kelsey. “Our operators, supervisors, and other front line staff are our heroes, out there day in and day out serving other heroes during this world-altering time in our history. They have kept our community moving during the biggest crisis of modern day, getting doctors and nurses to hospitals, and other essential workers to their jobs. I’m proud of their dedication and thank them and their counterparts around the country for their courage and commitment.”

West Coast

“The San Joaquin Joint Powers Authority (SJJPA) and Amtrak San Joaquins staff are committed to continuing to provide essential transportation for Californians and to #SoundTheHorn on Thursday along with our regional partners,” said SJJPA Executive Director



Stacey Mortensen. "While we continue to navigate this challenging environment, we understand that services like the San Joaquins continue to provide connectivity to many Californians including essential workers and others in need of alternative transportation options. We thank all the region's transportation workers for their incredible commitment and service."

"We are grateful for the onboard crew and all other transit staff who come to work each day to perform essential duties," said Al Murray, chairman of the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency, which oversees the Amtrak Pacific Surfliner service. "These people work to move essential personnel including our region's hospital workers and first responders, and we commend their tireless efforts to provide this vital public service."

"We are incredibly grateful to all of the frontline staff who continue to serve those passengers who rely on our service every day," said Managing Director of the Capitol Corridor Joint Powers Authority, Rob Padgett. "Without the vital work they do on board our trains, at stations, and in the maintenance yards, we would not be able to provide the core level of service needed for essential workers to travel within Northern California."

"AC Transit's hero's neither wears a cape nor costume," said General Manager, Michael Hursh. "Instead, our hero's suit up in personal protective equipment, each day, to ensure that the most vulnerable in our communities continue to have access to life essentials: doctors, groceries, and paychecks. We now know, our Bus Operators, Mechanics, Service Employees, and Road Supervisors are helping local healthcare workers arrive at treating facilities to battle COVID-19. We are witnessing American courage and bravery personified, so #SoundTheHorn is the least we can collectively do to honor the quiet daily heroism of transit professionals."

"I am so thankful to the essential workers, including our own, that are dedicated during these challenging times to keep our communities functioning," said Metrolink CEO Stephanie Wiggins. "We are blowing our horns to observe their service as we help those who are helping others by getting them to work and the places they need to go. At the same time, we support the message of health and government officials to the community: If you can stay home, please do. If you need transportation for an essential function, Metrolink is here." Anyone who sees or hears trains, buses or ferries sounding their horns at 3 p.m. on Thursday is encouraged to use the #SoundTheHorn hashtag to post audio and video and tag the agency on the platform of their choice.

(Source: 4/16/2020. Amtrak Press Release at <https://media.amtrak.com/2020/04/amtrak-mta-nj-transit-port-authority-launch-april-16-soundthehorn-campaign-to-honor-all-essential-workers/>. Last accessed April 18, 2020.)

NRHS Views and News

Latest News for 2020 Convention

by John H. Goodman, National Convention Committee, National Railway History Society

The NRHS Convention Committee is please to announce the new dates for this year's 2020 convention. It will take place starting on Monday, August 31st and conclude on Saturday, September 5th. More information will be forthcoming soon. Check NRHS.com for updates. (Source: NRHS email, April 18, 2020.) *Important note:* At this time, his announcement is approved by Mr. Goodman for the Zephyr. Please do not reprint or share with other sources.

North Texas Chapter Views and News

Zephyr News Board

The deadline for upcoming issues is the day that is 2 weeks before the Chapter meeting.

- June 2020 issue - News deadline is Tuesday, May 20, 2020. Meetings are on hold, per health advisory.

Chapter Directory

North Texas Chapter Officers, 2020.

- **President**, Wayne Smith, 940-300-4407.
- **Vice President/Programs**, Jon Shea, 972-948-2413.
- **Vice President/Trips and Events**, Skip Waters, wgcush@swbell.net.
- **Vice President/Communications, and NTZ editor**, Valli Hoski, ntx.news@yahoo.com.
- **Secretary**, Jerry Nunn.
- **Treasurer**, Bob Kennedy.

Webmaster: Kim Hays, kimhays516@gmail.com

Chapter Business Address

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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

<https://ntxnrhs.org/>

<http://www.gogeoaching.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

Chapter Calendar

Note: Chapter meetings are on hold, based on the federal and state health orders and advisories regarding COVID-19. Have safe days and good health, wherever you may find yourself, coming or going.



(Photo credit: Jerry Nunn)



(Photo credit: Jerry Nunn)