



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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**Chapter Meeting**

**Tuesday, October 6, 2020. Spring Creek Barbecue, Grapevine TX.**

*Time:* 7.00 p.m.

*Location:* Spring Creek Barbecue, 315 W State Hwy 114, Grapevine, Texas 76051. Phone (817) 416-6250.

*Program:* Video. The Last of the Giants.

**North Texas Features**

**Red River Railroad Museum Receives Grant from North TX Chapter**

*by Wayne Smith, Chapter President*

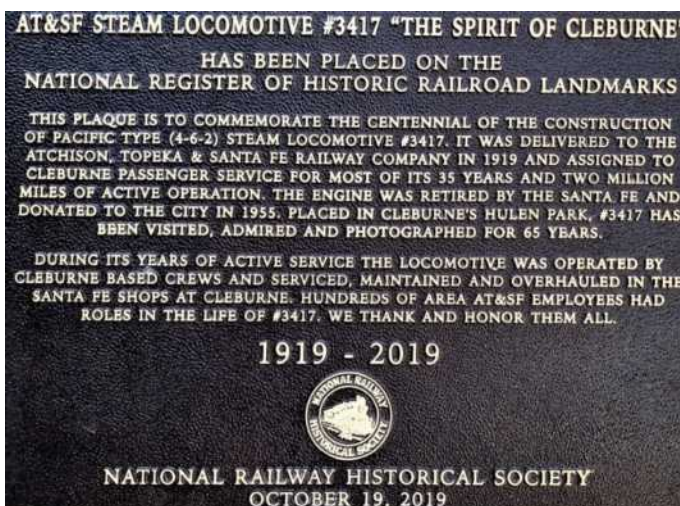
On Saturday, September 19, 2020, the North Texas Chapter NRHS announced a grant was awarded to the Red River Railroad Museum. On behalf of the board and membership, the Chapter unanimously agreed to fulfill the Museum’s grant request of \$2,000.00. The Chapter’s mission is to support railroad preservation efforts. The Chapter officers, directors and members look forward to future visits with the Red River Railroad Museum. Mr. Roy Jackson, Executive Director and Curator of the Red River Railroad Museum, replied "On behalf of the Board of Directors of the Red River River Railroad please accept our appreciation for this most generous grant. We would be happy to arrange a visit for the chapter anytime you are able to come up to Dension, please give me call at the museum or at my personal number below at your convenience."

**AT&SF #3417 with Newly Displayed NRHS Plaque**

*by Robert Kennedy, North Texas Chapter NRHS*

The 100<sup>th</sup> anniversary (centennial) of the AT&SF #3417 locomotive’s construction was commemorated by the addition of an historic NRHS plaque. It is installed in a beautiful stone base with the plaque inclined for easy reading.

*(Photo Credit: Dan E Roberts)*

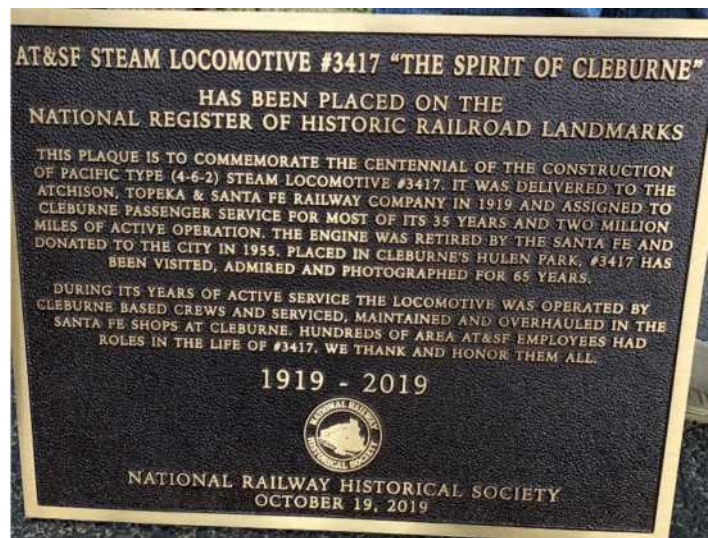




Above: Cleburne's Santa Fe 3417 proudly displays the plaque presented by the National Railway Historical Society on October 19, 2019 at the steam locomotive's 100th birthday party in Hulen Park. (Photo Credit: Dan E Roberts)



(Photo Credit: Dan E. Roberts)



(Photo Credit: Cleburne Museum)

Above: Plaque commemorates the locomotive #3417's construction centennial.



Above: The National Register of Historic Railroad Landmarks marker for Engine 3417 has been beautifully installed at Hulen Park. Drop by to read about "The Spirit of Cleburne" and 100 years of history. (Photo Credit: Cleburne Museum)

### **MKT Moments – Sedalia MO**

by Wayne Smith, North Texas Chapter NRHS (Photo credit Wayne Smith, unless noted otherwise)

Take a virtual tour of railroad-related highlights in the area of Sedalia, Missouri from my June trip to visit family. I went to Missouri and had a chance to revisit Kehde's (pronounced Katy's) Barbeque in Sedalia, MO. I have eaten there before and they have great food. Unfortunately, it was closed the day I went. However, I took pictures. Of course, MKT had a big presence in Missouri. The Katy Trail in Missouri is the longest rail trail in the United States at 240 miles long. The Katy Trail starts in Clinton, Missouri and goes eastward. We also went to an escape room in Windsor, MO which was named after the Katy railroad.



Above: The MKT Depot in Clinton MO now serves as the Chamber of Commerce and Visitors Center.



### What is the KATY / Sedalia Connection

The historical connection between the MKT Railroad and the community of Sedalia is described in the following Wikipedia article.

Following a victory for those proposing the "ridge route" for the railway over those advocating the "river route", the railway reached Sedalia in January 1861. Sedalia's early prosperity was directly related to the railroad industry. Many jobs were associated with men maintaining tracks and operating large and varied machine shops run by both the Missouri Pacific and the Missouri-Kansas-Texas Railroad lines. The Missouri-Kansas & Texas Railroad was widely known as the "KATY," from its "K-T" stock exchange code.

Sedalia was an important railhead for the massive Texas cattle drive of 1866. It maintained stockyards to receive cattle from drives and shipping through much of the 19th century.

For nearly a century, Sedalia's economy was tied to the railroads. By the end of the 19th century, the MK&T had numerous buildings and a wide variety of workers in the city: the MK&T shops, stockyards, roundhouse, and the hospital for employees working in the Sedalia Division were among the Katy's properties in Sedalia.

After the KATY reduced its operations in the 20th century, its railroad right-of-way through much of Missouri was converted to a 240-mile multi-use trail.

Source: Wikipedia contributors. (2020, September 15). Sedalia, Missouri. In *Wikipedia, The Free Encyclopedia*. Retrieved 23:11, September 24, 2020, from [https://en.wikipedia.org/w/index.php?title=Sedalia, Missouri&oldid=978613929](https://en.wikipedia.org/w/index.php?title=Sedalia,_Missouri&oldid=978613929)



Above: MKT – perfect lunch stop for rail enthusiasts.



Above left: Wayne and his sister sitting on a bench in the lobby of the escape room paying homage to the Rock Island. Their grandfather worked for the RI.



Above: The escape room, "Katy Rock Escape" was named after the Katy and the Rock Island railroads, as both ran through town.

## Sabotage on the Interurban

by Jon Shea, VP Programs

This comes from the Spring 2020 issue of *Legacies the journal of Dallas History*. The article is [Deadly Dallas Explosions](#). This section covers terrorist and sabotage attacks on the Texas Electric Railroad (then called The Texas Traction Company) in the early 1900s.

"On December 28, 1909, police in Dallas received word that a dynamite explosion blew out a section of the interurban's track on Greenville Avenue shortly before Texas Traction Company cars would've passed over it. There was nothing to investigate; interurban crews repaired the damage before the police could arrive. It was an attempt to stop the train and rob the passenger, police concluded, an attempt that was foiled by a premature explosion.

Two months later on March 1, an alert motorman stopped his interurban cars just south of Plano when he noticed a broken rail ahead. Again a rail was blown out of place by dynamite and, again police were notified too late to investigate.

'Dynamite on Track Again' newspaper headlines announced a week later, 'Third Mysterious Explosion on Interurban.' A new explosion package, this time set to blow both rails, was discovered near Delmar Heights by security officers hired to walk the track. 'Who is this mysterious enemy of the Texas Traction Company?' editorials asked. Police had no answer, and company officials remained mum. With no clues, the Dallas chief of detectives was forced to instruct his detectives to 'sweep the town for every suspicious man.' Meanwhile ridership plummeted.

On April 20, another explosion destroyed interurban tracks in the suburban Ross Avenue neighborhood east of Dallas, awakening neighbors and drawing an immediate police response. Within an hour sheriff's deputies arrived with tracking bloodhounds. The dogs followed a scent trail for two miles, but lost it on the KATY rail tracks. The mystery bomber struck again on May 2, this time mangling a section of track north of Plano. Sheriff's from two counties and police officers from multiple jurisdictions were forced to admit they 'so far have not obtained anything they can work with.'

Despite a \$500 reward, no trace of the saboteur was ever found and the transaction company never speculated as to a motive for the mayhem. There were no further incidents, and interurban ridership eventually returned to normal."

## North Texas Rail History News

### Union Pacific Big Boy Arrives in Dallas, August 1965

by Museum of the American Railroad (MARR)



There was great anticipation on Sunday August 22, 1965, as Union Pacific's Big Boy steam locomotive #4018 was on the final leg of its journey from Green River, Wyoming to Dallas. The 1.2 million lb. gift from UP was in response to a letter penned by Everett DeGolyer, Jr., one of the Museum's founders. His father had strong ties to the railroad industry, having served on Southern Pacific's board of directors for over twelve years. The two were instrumental in landing several significant pieces for display at the State Fairgrounds following the twilight of steam-era railroading.

From several accounts, #4018's long, rigid wheelbase was simply too much for the radius on Santa Fe's connection to the 90 degree crossing at the T&P line – literally within sight of Fair Park. At that point details are sketchy, but apparently some of the wheels on the locomotive and tender began to climb the rails, if not derail altogether. The interchange track was a lightly used connection that was not suited for big articulated engines. By this time, several officials had shown up. But, more ominous than the iron behemoth wedged on the interchange track was the impending passage of the Texas Chief bound for Dallas Union Terminal. The big steam engine was still fouling the Santa Fe main!





Big Boy #4018 was “laid up good” in 1957 following its last scheduled revenue run. It sat with many of its running mates in Green River, Wyoming awaiting possible reactivation, but that day never came. It was officially retired in 1962, awaiting an uncertain fate. By 1964 #4018 became one of eight Big Boys to be preserved, with the rest of the 25-locomotive fleet going to scrap.

In early 1965, the big articulated engine was readied for movement to Texas and towed over UP to an interchange point with Santa Fe in Kansas City. Additional display track was being constructed at Fair Park, which delayed its arrival in Dallas. After several months of storage in Gainesville while en route over Santa Fe’s Texas line, Big Boy #4018 was finally towed to an interchange point with the Texas & Pacific Railway just west of Fair Park where it would be exhibited. It was at this point on August 22, that things ground to a halt – literally.

When it came to passenger operations on the Santa Fe, the passage of time was measured in seconds. Late trains resulted in operating departments being “called on the carpet”. Like clockwork, Sunday’s southbound Texas Chief from Chicago showed up on the scene, only to be halted just a few miles from its final destination. Local railroad officials, operating departments, mechanical forces, and track gangs worked furiously to free up the Big Boy and clear it from the path of the impatient streamliner. In all of the excitement, it was decided to cut the main draw bar between the locomotive and tender to “relax’ the two on the tight curve. Using cutting torches, mechanical forces severed the connection, leaving only the safety draw bars which had more slack. After the better part of a day, and no doubt much perspiration and angst, the big engine groaned around the interchange track and onto the T&P. More importantly (at the time), the tardy Texas Chief continued on to Union Terminal – some three to four hours late by most accounts.

Now, while this story sounds a little inflated, it is corroborated by several railroaders that were on the scene at the time – railroaders that went on to have unblemished careers, by the way! That Sunday in 1965 is lore now and proudly told by those who were there. And, it is testament to the fact that despite all preventative efforts, things can get balled up in an instant on the railroad. We are indebted to those who persevered and delivered Big Boy #4018 to Fair Park (and now Frisco thanks to a flawless move by DGNO, TRE, and BNSF) for the enjoyment of visitors now numbering in the millions.



We mark the 55th anniversary of #4018’s arrival with these previously unshared, rather candid Kodachrome images of that day thanks to a recent donation of the Ed Seay, Jr. photo collection. The black & white image is courtesy of the State Fair of Texas, showing #4018 alongside Frisco #4501 just weeks before the 1965 Fair.

*Source:* Museum of the American Railroad. Cultural History & Technology Programming for North Texas. August 28, 2020.

## **Amtrak Donates Well-Traveled Sleeping Car to MARR**

*by Museum of the American Railroad (MARR)*

When the Budd Company of Philadelphia delivered sleeping car #1417 “Pacific Gardens” to the Union Pacific Railroad in 1950, no one could have envisioned the car lasting well into the next century. Aside from its service on UP’s famed streamliners, the advent of Amtrak in 1971 extended its career another 35 years. The quasi-government corporation absorbed most of the surviving rail passenger cars from the private railroads, and Pacific Gardens was among them. In fact, it was one of the more desirable cars, having been well maintained by Union Pacific. It became the backbone of Amtrak’s sleeping car fleet until newer cars arrived in the 1980s and ‘90s, leading to its eventual retirement. Following several years of storage, Pacific Gardens was generously donated to the Museum by Amtrak in late 2019. The car is in excellent condition, having undergone a number of mechanical upgrades and reconfigurations.

Part of a 50-car order, Pacific Gardens was the finest in post-war streamlined passenger equipment – arriving on the UP at a time when train travel across the western United States was still the preferred mode for most Americans. The car was part of a series of named sleepers, each prefixed with “Pacific.” It joined Union Pacific’s fleet of vacation trains bound for the west coast and Pacific Northwest. The new sleepers featured ten single-occupancy roomettes and six double-occupancy bedrooms. Known as “10-6” cars, they shared the most common floor plan of all first-class sleeping cars of the streamlined era.





The Pacific series cars were constructed entirely of stainless steel and featured Budd's patented shot-welded design with fluted exteriors. While most railroads preferred the polished stainless look, Union Pacific painted their Budd cars in the signature "Armor Yellow" scheme to match other non-stainless cars in the fleet. Upon conveyance to Amtrak, Pacific Gardens shed its yellow paint and returned to a bare stainless exterior with red, white, and blue window belt striping. Pacific Gardens retained its name for most of its years at Amtrak, but went through a few re-numberings.

As new Superliners and Viewliners joined Amtrak's national fleet of sleeping cars, the old tried and true 10-6s were relegated to a handful of routes between Chicago and the east coast. Finally, a select few were converted to crew dorms in 1998, including Pacific Gardens. The conversion included the removal of bedrooms and a few roomettes to make room for community restrooms & showers, an office, and a crew lounge. The conversions were well done, with functional yet pleasing amenities. Re-numbered 2516, Pacific Gardens soldiered on another 8 years before being placed into storage in 2006.

The Museum acquired the car when Amtrak officially retired and sold off the last of its remaining "Heritage Fleet," most of which was stored at its Beech Grove mechanical facility outside Indianapolis. Following acquisition, the car arrived in Frisco on December 18, 2019, delivered by BNSF's Irving-Sherman local. Pacific Gardens is a fine surviving example of post-war rail passenger car design – a true testament to Budd's original concept, and the workmanship at Amtrak's Beech Grove Shops over the years. The car is in good mechanical condition, as well as having an excellent interior and exterior appearance. It joins the Museum's unique collection of streamliner era passenger cars which will be assembled into one train once exhibit track construction is complete.

Our sincere thanks to Rep. Eddie Bernice Johnson of the 30th District in Dallas for her support of the acquisition. We are grateful to Amtrak and folks at Beech Grove for their generosity and sensitivity to the 70-year history of Pacific Gardens. It can probably use the rest!

Source: Museum of the American Railroad. Cultural History & Technology Programming for North Texas. June 24, 2020.

## **MARR Receives Iconic Signal from BNSF**

by Museum of the American Railroad (MARR)

BNSF Railway, in a kind and generous gesture to the Museum, donated a lineside signal that has a history going back nearly 100 years. Known as a "semaphore" signal, the gift is one of many that stood sentinel along Santa Fe's, and later BNSF's, transcontinental main line in New Mexico.



Believed to have been among the first of their kind to be erected along Santa Fe's main line in 1916, the signal controlled the movement of trains in and out of passing sidings until retirement in July, 2015. The signals provided two forms of indication to passing trains – lighted green, yellow, and red lenses, as well as a "blade" which moved correspondingly to vertical and horizontal positions. The model T2 signals were manufactured by the Union Switch and Signal Company and had a patent date of 1914. They became synonymous with the Santa Fe Railway. The black painted blades stood in stark contrast to the bright blue New Mexico skies.

Semaphore signals along Santa Fe's transcontinental route between Chicago and Los Angeles provided for the safe movement of the line's flagship passenger trains as well as heavy freights. Such notable passengers as Admiral Chester Nimitz, Harry Truman, and countless Hollywood stars passed by them at speeds sometimes in excess of 90 mph. They were a favorite among photographers, amateur and professional, as they framed up the passage of Santa Fe's famous streamliners.

The signals served the line well for nearly a century. The last vestige of semaphores was along the Northern Transcon line where it passes over Raton Pass and the Continental Divide. Their survival into the 21st Century was due in part to light traffic resulting from a major shift of freight operations to BNSF's Southern route through Amarillo, versus the fuel consuming climb over Raton. But new technology and the requirement of Positive Train Control (PTC) on all Amtrak routes hastened retirement of the semaphores. The Northern line is home to Amtrak's Southwest Chief, today's survivor of Santa Fe's famed Super Chief/El Capitan flagship trains.





Our example was located on the Raton Subdivision at milepost 749.2 in Watrous, New Mexico. Thanks to BNSF's generosity and the Springfield, Missouri signal shop, this gift is complete and thoroughly restored. It was erected the day of arrival back in June, with final assembly completed last week. It will be made operational once electrical power is available at that location. We are also grateful to FCS Construction who took time away from roadbed construction to dig a sizeable hole for the 3,000 lb. cast concrete signal base. This sentinel of safety now stands guard over the Museum's lead track switch just north of Tower 19, protecting movements in and out of the Museum's runaround track. It can be seen from Cotton Gin Road, and will no doubt be a conversation piece among BNSF crews passing nearby on the Madill Subdivision.

Many thanks to our friends at BNSF Railway for their continued support of the Museum, community spirit, and sensitivity to their rich heritage. *Source:* Museum of the American Railroad. Cultural History & Technology Programming for North Texas. August 28, 2020.

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## North Texas Chapter Views and News

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### ***Zephyr News Board***

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

- *November 2020 issue* - News deadline is Monday, October 19, 2020.
- *December 2020* – No issue. Chapter's annual Holiday Dinner.
- *January 2021 issue* – News deadline is Monday, December 21, 2020.

### ***North Texas Chapter Meeting Minutes – September 1, 2020***

The September 1st monthly meeting was held at Sokol Hall in Dallas and was called to order at approximately 7:35 PM with 7 members and 1 guest in attendance.

- Wayne S. provided members with information on the chapter's current financial status and passed out a copy of Bob's treasury report. Bob K. was not able to attend. The group was reminded of our grant program and that we are looking to provide additional grants to qualifying entities with discussions on who may qualify. Wayne wanted to recognize our new member, Thomas Burrows, even though he was not present for the meeting.
- Dave P. passed around two books on Czechoslovakian railroading: "The Railway Line in the Borderland of the Garden of Bohemia and Sudet" and "The Steam Locomotives of Czechoslovakia".
- Sam M. passed around three books including: "Museum of the American Railroad", "Rails Around Fort Worth" and "The Art of the Streamliner".
- Jon S. passed around the September 2020 edition of "The Katy Flyer" newsletter with the cover story regarding the beautiful and ornate MKT passenger station in San Antonio. Also, Jon passed around the 2021 Katy Lines Calendar with a picture of heavyweight Katy dining car No. 3 from 1964, now at the Museum of the American Railroad in a different paint scheme.
- James, a friend of the NTC, shared some experiences as a trainee conductor on MATA. We also discussed Wayne and Skip's recent visit to MATA for the unveiling of the recently restored trolley, "Rosie". Wayne and Skip were guest of James.
- Bill L. passed around copied pages from the 1929 edition of "The Official Guide of the Railways..." with pages related to Texas railroading.
- Skip reminded the chapter about the upcoming virtual 2020 Annual NRHS Meeting to be held Saturday, September 26, 2020. Also, Skip announced the 38th Annual Temple Model Train Show on September 19th and 20th.
- The Program for the evening was a National Geographic Video: Love Those Trains – Experience the romance, majesty and adventure of the rails.
- Our meeting was adjourned at approximately 9:30 PM. Minutes submitted by Wayne Smith, Chapter President



## 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](mailto:ntx.news@yahoo.com).
- Secretary, Jerry Nunn.
- Treasurer, Bob Kennedy.

Webmaster: Kim Hays, [kimhays516@gmail.com](mailto:kimhays516@gmail.com)

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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 <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](http://www.nrhs.com)

## Chapter Calendar \* Dates are subject to change

<b>Tues. Oct. 6, 2020 *</b>	<b>Monthly Chapter meeting.</b> 7 p.m. Location: Spring Creek Barbecue, 315 W State Hwy 114, Grapevine, Texas 76051. Phone (817) 416-6250.
<b>Tues. Nov. 3, 2020 *</b>	<b>Monthly Chapter meeting.</b> 7.30 p.m.
<b>December, 2020 *</b>	<b>Monthly Chapter meeting.</b> 7.30 p.m. Annual holiday dinner.

## 1963 Texas & Pacific Railway Company Calendar

Submitted by Jon Shea

