



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

Tuesday, Nov. 10, 2020. Sokol Hall, Dallas, TX.

Location: 7448 Greenville Ave, Dallas, TX 75231.

Phone: (214) 368-5608

Time: 7.30 p.m. **Program:** Annual Chapter Auction.

Map



North Texas Features

Great Things Happening with the North Texas Chapter

by Wayne Smith, Chapter President

Hello North Texas Members,

In spite of COVID, great things are still happening with the North Texas Chapter of the NRHS. We only had to cancel 2-3 meetings this year and have been having some great chapter meetings since we resumed meeting monthly. This year alone, we are helping two local museums (the Cleburne Railroad Museum and the Red River Railroad Museum) with funding of projects through our grant program. We had to cancel (postpone) the 15th anniversary of 24 Hours @ Saginaw this year, but we certainly plan to celebrate it in 2021 if COVID behaves itself. Our very own Skip Waters was re-elected to the national board! Congratulations to Skip!

The November Meeting, delayed a week due to the national elections, will be our annual fall auction. Please remember that all proceeds from all of our auctions go directly into the continuation of our grant program to support railroad heritage and restoration projects. Please attend and support this great cause. Your donations are gladly accepted for this event. If you have extra copies or pieces of railroad related items and would like to bring them along, please do so. Or, maybe you are just looking to down size your collection. If you can't get out, it's possible that one of us can pick up your donations, if you give us enough notice.

With good things continuing to happen, we need you and encourage you to renew your chapter membership. You'll regret it if you don't because COVID is still keeping you at home momentarily. Plan ahead and think about 2021. Membership dues for the Chapter are due January 1 and payable anytime from now through 2021. Your annual dues are payable either on-line through our store or by check mailing it to our PO Box. Details will be in the upcoming Zephyr.

We hope to see you next Tuesday, November 10th, at the annual auction. You are almost guaranteed to get a bargain or maybe even a missing piece for your collection. You can just bring your membership dues to the meeting and hand it to one of the officers. Of course, more information will be included in the upcoming Zephyr.

Happy Railroading!

Wayne Smith, President, North Texas Chapter – NRHS.



Wayne's Road Trips – Dental Depot

by Wayne Smith, Chapter President

Sometimes discovery finds you, other times you discover a new adventure. Well, my teeth helped me get a bite of a new adventure, one could say. Enjoy this tour of the Dental Depot.







2021 NTC Dues are payable soon!

By Bob Kennedy, Chapter Treasurer

Your 2021 membership dues payment for the North Texas Chapter of the NRHS is due by January 1, 2021 and can be paid now. Annual Chapter dues are \$16 per individual or \$18 per family and can be paid by check or at the Chapter's on-line store. **Please note that Chapter membership dues are paid directly to the Chapter and are in addition to and separate from your National membership dues payment.** You will receive National membership dues payment information separately.

To pay by check, make your check payable to North Texas Chapter NRHS and mail it to North Texas Chapter NRHS, PO Box 600304, Dallas TX, 75360. If your check is for a Family Membership, please add a note with that member's name.

To pay online by credit card, visit the Chapter's on-line store at <https://northtexaschapternrhs>. A small service charge (50 cents for individuals, 75 cents for families) is added to your dues payment to cover processing fees.

If you have any other questions about membership, please contact us at northtexaschapternrhs@gmail.com or contact me directly at rckennedy48@verizon.net or 214-497-7745.



North Texas Chapter Views and News

NTC Receives Thank You from Red River Museum

The Red River Museum sent their thanks to the North Texas Chapter for a recent donation.



September 26, 2020

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


Dear Mr. Kennedy, Board and Members of the NT-NRHS,

Thank you very much for fulfillment of the \$2,000 grant request for the museum. Without the support, of organizations like yours, we would not be able to share the importance of the railroads in the building of our country with our visitors. As a 501(c)3 organization, donations, grants, and gift shop sales are critical to continued operation. Your contribution plays a vital part in preserving railroad history and keeping the museum doors open.

It is people like you with interest in railroad history who help ensure that the museum can continue to offer informational, educational, and entertaining opportunities to the public. If you know of others who would be interested in learning about the railroad or who might like to assist the museum, please let us know or have them visit our website at www.redriverrailmuseum.org.

Thank you kindly for your thoughtful donation. We appreciate you very much.

Sincerely,

Roy V. Jackson

Director and Curator

Red River Railroad Museum

Zephyr News Board

- *December 2020* – News deadline is Friday, Nov. 20, 2020. December ‘meeting’ is the Chapter’s annual Holiday Dinner.
- *January 2021 issue* – News deadline is Friday, December 18, 2020.



North Texas Chapter Meeting Minutes – October 6, 2020

The monthly meeting of the North Texas Chapter was held on October 6, 2020, which is the traditional first Tuesday of the month for the chapter's meetings. We met at Spring Creek BBQ in Grapevine to get our BBQ fix and to use their private meeting room. After attendees had time to chow-down, president Wayne Smith called the meeting to order at approximately 7:20 PM. There were 8 members and one visitor in attendance.

Wayne announced the recent release of Steve Goen's newest book: Passenger Trains of Texas – Rock Island. Board members Wayne and Skip were both contributors to the book. Wayne announced that it is a great book and it is very hard to put down. As covered in the most recent version of the Zephyr newsletter, the chapter awarded a grant in the amount of \$2,000.00 to the Red River Railroad Museum in Denison to help them through this difficult time during the COVID crisis.

Jon announced that the November meeting is our annual Fall Auction and the location is **SOKOL Hall**. Also, due to the national election in November, the November meeting will be held the second Tuesday. We still want to have the annual Chapter Christmas Party at Babe's Chicken in Frisco. Jon will check again to see if Babe's is accepting reservations yet for the private room that we typically use. Jon passed around a 2007 Texas Highways magazine with a story that included a story on some restored railroad hotels in Texas that were being used as Inn's and/or B&B's.

Sam passed around a couple of books for viewing including: Passenger Trains of Texas – Rock Island, and Tarantula Project – Fort Worth & Western Railroad.

Bill did a short "show and tell" of a book he brought: The One-Spot Twins (The Story of the Players – Both Men And Machine – That Assured The Success Of The Transition From Steam To Diesel-Electric Locomotives On The Santa Fe).

Visitor James passed around a historical booklet that he compiled on MATA Trolley 369. He also passed around some printed matter that explained a proposed interurban line in the early 1900's that would have run through Grapevine that never came to fruition.

Skip passed around a very colorful 2021 calendar that he received by joining the Missouri Pacific Historical Society that included photos from MP, TP and CEI, all part of the MP system. He also announced the results of the NRHS national election to change the By-Laws, namely that the size of the national board was drastically reduced in size and that voting districts were eliminated. Skip was re-elected as a national director. Congratulations to Skip! After compiling a report to the board by Treasurer, Bob Kennedy, it was announced that the chapter still has a large volume of Southern Pacific books to sell. The board is looking for a member to step up and chair a committee to help push the sales of the book published by this chapter on the Eastern Lines of the Southern Pacific Railroad by Dave Bernstein.

After the Business Meeting, the program was an interesting and entertaining video, Last Of The Giants – Union Pacific's Big Boys. The meeting was adjourned at approximately 8:45 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.
- Secretary, Jerry Nunn.
- Treasurer, Bob Kennedy.

Webmaster: Kim Hays, kimhays516@gmail.com

Chapter Business Address

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

Chapter Email: 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

Chapter Calendar * Dates are subject to change

Tues. Nov. 10, 2020 *	Monthly Chapter meeting. 7.30 p.m. Location: Sokol Hall, 7448 Greenville Ave, Dallas, TX 75231
December, 2020 *	Monthly Chapter meeting. 7.30 p.m. Annual holiday dinner.

North Texas Supplement

Below article courtesy of *Museum of the American Railroad*, News and Events (October 16, 2020.)



Long-time volunteer Roland Peterson stands ready to greet Fairgoers in the mid-1970s. Visitors entered through the "gate house", which was staffed by literally hundreds of volunteers through the years. The gate house was originally used as a crossing guard's shanty on the H&TC Railroad in Dallas. It now calls Frisco its home, and was restored by volunteers in 2014.

Looking Back on Our State Fair Years

With the unprecedented cancellation of this year's State Fair of Texas, we are reminiscing a bit as autumn arrives. Those of us who worked the Fair years can still smell the food and hear the live entertainment on the Chevy Main Stage.

The Museum of the American Railroad can directly trace its origins back to the "Age of Steam" exhibit which debuted at the 1963 Fair. It was a modest effort that fit well with that year's theme, "Our American Heritage." The exhibit was conceived by Joseph Rucker, Jr., Assistant General Manager, and later General Manager, of the Fair. The idea came to him in the summer of 1963, when the venerable Southern Pacific yard office was slated to be demolished to make way for I-30 construction in downtown Dallas. Rucker, whose business trips were exclusively by rail in first-class Pullman accommodations, wanted to preserve and share a vanishing mode of travel. He was successful in acquiring the yard office (which was styled as a depot) from the Highway Department for \$1.00, and moved it to Fair Park.

That summer, Rucker crossed paths with another prominent Dallasite as the exhibit concept began to coalesce. The Dallas Union Terminal Company was disposing of its locomotive #7, which had served as the station's switch engine for 40 years. It had been a fixture in Dallas, and Everett L. DeGolyer, Jr. was determined to save it from the scrapper's torch. Through his father's ties with the Southern Pacific Railroad, which was a tenant at Union Terminal, #7 was spared.

DeGolyer and Rucker united to seek donation of the locomotive to the State Fair of Texas for permanent

display. It steamed onto the Fairgrounds under its own power in August, and the fire was dropped for the last time. The locomotive joined the yard office (hereinafter referred to as a depot) along with another steam locomotive from the Texas & Pacific Railway. They were the genesis of the Museum as we know it today.

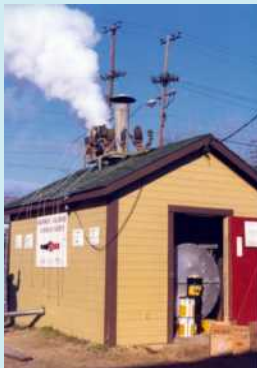


Having been moved to Fair Park in August of 1963, the freshly restored Houston & Texas Central depot is ready to receive visitors for the first time during that year's Fair. Constructed circa 1900, it served as a yard office on the south approach to Southern Pacific's yard in Dallas.



Dallas Union Terminal #7 is fired up for one last time and steams into Fair Park as part of its ceremonial arrival to the "Age of Steam" exhibit. It has the distinction of being the last steam locomotive in regular use in Texas, having switch cars at the Terminal during the Christmas rush of 1962.

The Age of Steam exhibit opened September of 1963 and was an immediate hit among fairgoers. While there was somewhat of a master plan to the exhibit, it existed on a year-to-year basis and at the pleasure of State Fair management. It became a regular among the many popular attractions at the Fair, but Rucker's retirement led to a new emphasis on the Midway and commercial aspects of the event by the late 1970s. The Southwest Railroad Historical Society (SRHS), which had been created by DeGolyer, began to take a larger role in the exhibit and provided for its care throughout the year between Fairs. State Fair management and the Dallas Parks Department were supportive of the exhibit's continuation, but provided little in the way of improvements.



The Museum's operating steam whistle collection was a favorite among Fairgoers in this circa 1964 photograph. A variety of whistles were demonstrated periodically during the day, with steam provided by a small stationary boiler donated by Holman Boiler Works of Dallas.



This sign reflects the Age of Steam's transition from an exhibit to a museum in the late 1970s. It was about this time that it opened on Sundays throughout the year during non-Fair times. Along with the other museums at Fair Park, the Age of Steam was a regular for visitors.

The proximity of the Age of Steam Exhibit to Texas & Pacific's line just to the north allowed for equipment displays during State Fairs. These displays predated the museum, going back at least through the early 1950s. A rail connection existed with a spur at what later became the museum. It was reportedly used for offloading Broadway shows which were performed at the Music Hall. The spur can be seen in photographs dating back to the 1936 Centennial Exposition. In the 2000s, the museum hosted Amtrak equipment displays for a number of years, keeping the tradition alive



This photo pre-dates the "Age of Steam" exhibit by five years. Taken in 1958, it shows Texas & Pacific's display of passenger equipment during that year's Fair. The T&P had a regular presence at the Fair, and donated two steam locomotives for permanent display in the 1950s at what became the museum's site. Sadly, on one of the steam locomotives, #638, was scrapped in 1955 when it fell into disrepair - not on our watch!



In later years, the Dallas public relations office of the Santa Fe Railway coordinated display of equipment at the Age of Steam to showcase the line's passenger operations in Texas. This 1964 image shows one of Santa Fe's Hi-Level coaches on exhibit, which represented accommodations aboard the Galveston - Houston - Ft. Worth/Dallas - Chicago Texas Chief. The car offered visitors a comfortable, air-conditioned respite from the Fair.



Santa Fe Railway's relationship with the State Fair predates the Age of Steam by a few years. This circa 1960 image shows the line's historic Cyrus K. Holiday locomotive and two early coaches on display. They were placed on panel track along the Court of Honor in front of the Hall of State - no doubt a logistical challenge since a live rail connection was hundreds of yards away.



In later years, Cyrus K. Holiday was displayed at the museum, seen here alongside T&P #909 (former New York Central #3001). The museum's relationship with Santa Fe ultimately led to donation of Motorcar M-160 and Coach Observation #3197 in 1969 - both retired from the Clovis-Carlsbad run..

By 1990, the SRHS had assumed ownership of the collection and responsibility for operation of the exhibit. The Age of Steam remained a staple at the State Fair, while also becoming a year-round attraction. Renamed Museum of the American Railroad, the 2000s brought big plans and changes that led to the ambitious move to Frisco. But, the tradition of the Fair is undoubtedly what most people equate with the Age of Steam.



The museum's relationship with Amtrak goes back to the mid-1970s. We have partnered with the carrier to promote the advantages of a national rail passenger system and the pleasures of discovering our country aboard a train. The image above dates back to 1976 when local Amtrak representatives shared information and fielded questions from museumgoers during the Bicentennial State Fair.



Fast forward 22 years to 1998 when Amtrak's Texas Eagle equipment display debuted at the State Fair. Above Amtrak's product line managers, station agents, and Texas Eagle onboard service crew members pose on the closing day of the Fair.



The highlight of each year's Texas Eagle equipment display was undoubtedly a tour of Amtrak's 4,200 HP Genesis locomotive. Engineer Velida Brakefield greeted thousands of visitors over several Fairs, including this view taken in 2008. She shared her duties & experiences and described the many cab functions on the locomotive.



Amtrak returned for one final year in 2011 and helped the museum usher out a long tradition of equipment displays at the State Fair. This scene was captured shortly after closing the museum one evening. It contrasts Amtrak's modern Superliner cars with the museum's Santa Fe F-7 locomotive from the 1950s. Preparations were already underway to move the collection to Frisco.

The Museum's last Fair was in 2011, literally while we were in the process of moving to Frisco. In

fact, our rolling stock collection was being readied for movement as Fairgoers toured the trains. Amtrak's Texas Eagle equipment display, which had been a regular for several years, was hosted at the Museum for one final time.



Of course we couldn't have survived every Fair without the time and talents of so many great people. Longtime museum volunteer and board member George Mueller poses with museum staffer Amelie Schwarz. George, who grew up in a Santa Fe family, was retired VP of customer services at American Airlines. Amelie grew up in Geneva, Switzerland and interned for the museum. She later became a member of the museum's full-time staff.



Another great State Fair tradition at the museum was hosting the Dallas Bonehead Club on opening day. Made up of prominent Dallasites, the Boneheads were known for presenting annual awards for infamous individuals and activities within the city. Their opening day luncheons were actually official closings of previous years' Fairs. They are best known for pranks such as stopping traffic and planting a tree in the middle of a downtown street to make the city a little more beautiful.



Longtime volunteer and later staffer, Garl B. Latham, greets guests in the gate house in 2009. Garl brings his years of experience from onboard services at Amtrak and community relations at DART. His favorite role at the museum is that of Dining Car Steward during Dinner in the Diner events. He doubles as our passenger rail historian.



Volunteer Larry Dockery is our ceremonial Conductor during Amtrak's Texas Eagle display in 2007. He assumes the role with great confidence, as he was an actual conductor aboard Ft. Worth & Denver's Texas Zephyr between Amarillo and points east. Following discontinuance, he had a long career at Continental Airlines.



Amtrak car attendant Cathy West of Chicago greets Fairgoers as they board the Texas Eagle equipment display in 1998. Cathy was a regular on the run through Dallas and knew several museum volunteers as passengers. Visitors were treated to Amtrak's coach, sightseer lounge, dining and sleeping cars during their visit to the museum.



Museum staffer Kellie Murphy takes time out to juggle tennis balls at the museum's display in the Texas Discovery Gardens during the 2005 State Fair. It was Kellie's first Fair after joining the museum in 2004. She is celebrating her 16-year anniversary with the museum this week. A quick study and a person of many talents, she didn't include juggling on her resume. Happy Anniversary Kellie!



Of course no visit to the museum would be complete without some music - not the kind you hear on the Chevy Main Stage! Our resident calliapist (or nuisance depending on your proximity to the instrument), Irwin Arnstein plays selections he transcribed specifically for the museum's 1905 steam calliopo. A gift of the Alexander Clark family of Dallas, it was originally used aboard the Mississippi river showboat Golden Rod. The calliopo is currently in storage but still very much part of our long-range plans to revive the steam whistle display.



For nearly 50 years Fairgoers took in the tradition of touring the trains at the State Fair. We have many fond memories of those years (and a few challenges along the way). It is estimated that over 2 million people passed through the old Pullman cars and climbed aboard our locomotives. Literally hundreds of volunteers contributed to the success of the museum during those years. We made many friends, including old railroaders who always stopped by to say hello.

We hope you enjoy these memorable images of the Museum during the Fair years, a time that

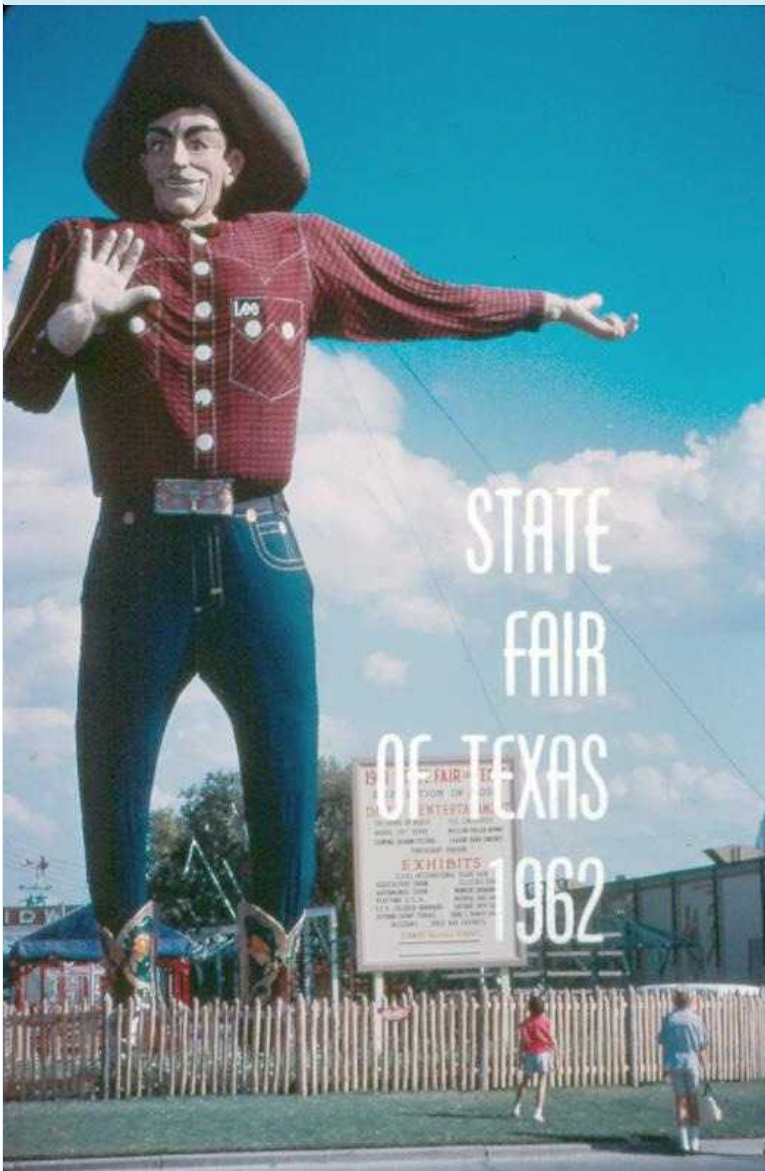
we look back on fondly. The Fair undoubtedly remains part of the culture of our organization today. Yes, this time of year some of us still have memories of 24 twelve-hour days in a row, and a diet of corny dogs, funnel cakes, turkey legs, Hans Mueller sausage, root beer floats, and ... well, you get the idea.



The highlight of every Fair was the Midway. Everything from rides, haunted funhouses, carnival games, and guessing your weight could be found. The Midway took on a magical feeling at night. Those museum staff and volunteers who still had the energy would walk the Midway following closing - usually after the last guest left around 8:00pm.



The days were long during the Fair, but they passed quickly. After working a couple of Fairs, one knew what to expect and what their reservoir of endurance would allow. Fair time for us was about people and their selfless support of the museum. In this image, Bob and Kellie are seen on day 24 of the Fair after three weeks of loud music, hordes of people, and Fair food.



Big Tex was undoubtedly the iconic image of the State Fair in most peoples' minds. In this 1962 publicity photo, he is a little less handsome than today. The original Big Tex was a second-hand Santa Claus from a town in rural Texas. That version had a few facelifts over the years. It caught fire during the 2012 State Fair, perhaps upset that the museum was no longer a part of the Fair tradition. Rest assured, Big Tex is alive and well today.



Coinciding with the opening of the "Age of Steam" exhibit in 1963, was the last year of the State Fair's Monorail operation. This futuristic conveyance was erected in 1956, moving passengers a short distance from the Automobile Building to the Cotton Bowl main entrance. It was replaced in later years by the Sky Ride, connecting Big Tex Plaza and the Midway. Look for an in-depth story on the Monorail in the near future.