

North Texas Chapter – National Railway Historical Society



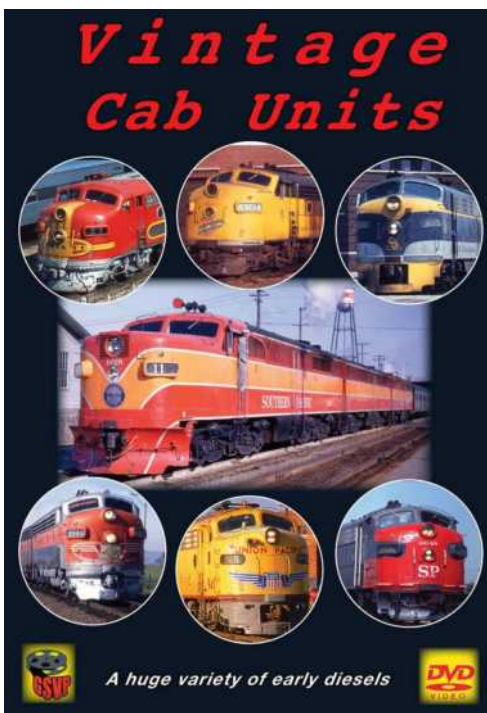
September Chapter Meeting

When: Tuesday, September 6th @ 6:30 pm for meet n greet, 7:00 pm meeting
***Note the ½ hour earlier start time!**

Where: Spring Creek BBQ in Lewisville

Program: Video: *Vintage Cab Units*, a Greg Scholl Video Production (See Below)

Location: 571 E Round Grove Rd, Lewisville, TX 75067



Left: *Vintage Cab Units* is a collection of films (Pre-Amtrak) gathered over the years from various sources from all over the United States.

Link to Directions and Menu for Spring Creek BBQ in Lewisville

<https://www.springcreekbarbeque.com/lewisville>

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BLAST FROM THE PAST: SANTA FE 5704 IS BACK IN BICENTENNIAL PAINT SCHEME

SOURCE: FRIENDS OF BNSF INSIDE TRACK INSIDETRACKFRIENDS@BNSF.COM



It was 1976, and the U.S. was celebrating its 200th birthday by turning everything red, white and blue. Commemorative bicentennial souvenirs abounded, and many companies tied their products or brand to the observance.

The Atchison Topeka & Santa Fe Railway (Santa Fe), a BNSF predecessor, got in on the patriotic wave, painting five locomotives numbered 5700-5704 in a unique bicentennial scheme.

The Electro-Motive Division (EMD) SD45-2s were initially placed at the front of the railroad's premium freight trains operating between Chicago and Los Angeles. They also assisted with the operation of the American Freedom Train and were used in special events.

But soon after the celebrating stopped, the engines would be repainted in Santa Fe's standard blue and yellow paint scheme and become work horses in freight service. Over the years, three would be rebuilt and eventually retired. One continues in service and another 5704 (renumbered to BNSF 6484) was retired in 2008 and bound for scrap in 2020 after four decades and millions of miles of service.

That's when Eric Goodman, manager, Economic Development for BNSF, first heard of 5704's destiny. The locomotive was in Memphis, with plans to scrap it, Goodman recalled. A number of us who are involved with the Santa Fe Railway Historical & Modeling Society [SFRH&MS] learned of it and agreed it needed to be saved. We just had to figure out how.

They formed a team, with Goodman working with BNSF to donate the unit. They searched for a railroad museum to donate it to and chose the Southern California Railway Museum (SCRM) in Perris, California.

The team approached Mid-America Car and Locomotive to donate the expertise of its craftsmen to transform 5704 back in time in every detail.

The Mid-America team worked diligently to ensure the bicentennial version of 5704 was perfectly replicated, said Stephen Priest, railroad author and historian who the museum made on-site project engineer and manager in Kansas City, Missouri, where 5704 was eventually moved to be cosmetically restored.

Sherwin-Williams replicated the paint color formulas for Santa Fe's bicentennial locomotives. They not only replicated them for this restoration project, but they donated the paint, Priest added. It's been meticulously applied, with three coats of each color, plus clear coat to preserve the color integrity and protect the paint from the elements.

Priest and Goodman both credit the paint company and Eagle Graphics of Wichita, Kansas, for ensuring 5704's appearance in 2022 is true to its appearance in 1976.

The museum wanted the locomotive to be era-specific, said Goodman. That was challenging given that over the years pieces of the locomotive had been modernized. BNSF's shop in Topeka, Kansas, helped to correct some of the modifications such as a period-specific air conditioning unit and Goodman donated a horn from his personal collection that was an exact match of the original.

This has been a labor of love for everyone, Goodman said. It's one of the coolest projects I've been involved in the 21 years I've been with the railroad. When we rolled it out for the first time after it got its paint job, some of our employees were seeing it for the first time and were so excited and proud of BNSF's contribution.

In addition to giving the museum the locomotive itself, BNSF is also donating an electrical cabinet to assist with mechanical restoration as well as transport of the unit when the time is right.

This was a piece of history that we are proud to have donated for its next stage of life, said Lena Kent, BNSF general director, Public Affairs. Our donation is just a small part of the collaboration and enthusiasm that have gone into this project. It will be exciting to see what happens in 2026, when our nation celebrates its 250th anniversary.

Currently the locomotive is being stored at BNSF's yard in Kansas City, Kansas. In June, it will be on display for the public at the Kansas City Union Station as part of the SFRH&MS annual convention June 15-19. Eventually it will be moved to Perris, where the museum will continue its restoration to make it again operational. (Editor's Update: The locomotive did make the trip in June to Los Angeles.)

After receiving 5704 at our museum in Perris, we will assess what is needed to mechanically restore the locomotive to operating condition, Hank Winn, SCRM vice president and chief operating officer, said. Our team at Perris is capable of making that happen if the material resources can be acquired and that is our goal. That s a ways off, so for now we look forward to enjoying the cosmetic restoration when 5704 journeys from Kansas City to Perris.



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Internet Resources

By Wayne Smith

Below is a list of some of my favorite websites. I have really gotten into listing and documenting all of the Union Stations, Major Stations, Grand Stations, Heritage Stations, etc., that I have visited in the United States and Canada over the years. I frequently refer to exhaustive lists of rail attractions and surviving steam locomotives across the United States. Also, I refer to lists of Texas Train Depots and Interlocking Towers in Texas. There are four different lists (sites) of Union Stations, but some are more inclusive than others. Below are some of my internet resources that I like to refer to. I am sure many of you know about these websites, but I continue to find railfans that are not aware of these resources. Also, there is a list of free webcams from all over the world in the list below. I m sure each of you have your own list.

--Continues on next page--

Denver Rails Map of the United States of Railroad Attractions (An exhaustive list of rail attractions)

<https://www.denverrails.com/db/usamap.cfm>

Surviving Steam Locomotives (And other wonderful resources)

<https://www.steamlocomotive.com/>

Texas Train Depots

#1 http://www.texasescapes.com/Texas_architecture/TexasTrainDepots.htm#list

#2 <http://txrrhistory.com/depots/>

Texas Railroad Interlocking Tower Website (Maintained by our very own Jim King)

<http://txrrhistory.com/towers/>

List of Texas Railroads (Includes Current and Defunct Railroads in separate lists; as well as, all current Passenger Carriers and Electric Lines)

https://en.wikipedia.org/wiki/List_of_Texas_railroads

Major and/or Grand Railroad Stations United States

The 25 Most Beautiful Old Train Stations in America (Includes Marshall T&P Depot, San Antonio Sunset Station and, surprisingly, Ft Worth Central Station it s not old!)

<https://www.bobvila.com/slideshow/the-25-most-beautiful-old-train-stations-in-america-52408>

Twenty-five gorgeous but non-famous US train stations (Includes San Antonio Sunset Station)

<https://ggwash.org/view/39979/twenty-five-gorgeous-but-non-famous-us-train-stations>

The 23 Grandest Amtrak Stations in America (Includes Marshall T&P Depot and Ft Worth Central Station)

<https://skift.com/2013/10/26/the-22-grandest-amtrak-train-stations-in-america/>

List of busiest railway stations in North America (Includes the US and Canada)

https://en.wikipedia.org/wiki/List_of_busiest_railway_stations_in_North_America

50 Stunning Photos of Historic Train Stations Across America (Includes Ft Worth T&P Terminal Complex, San Antonio IGN Station and San Antonio Sunset Station)

<https://blog.cheapism.com/historic-train-stations/>

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Union Stations United States

Union Stations in the United States (Includes Dallas, El Paso, Ft Worth (GCSF), Galveston and Texarkana)
(This might be the most comprehensive list of Union Stations)

https://en.wikipedia.org/wiki/Category:Union_stations_in_the_United_States

List of Union Stations in North America (Includes Dallas, El Paso, Ft Worth (GCSF), Galveston, Houston and Texarkana) (This list is alphabetized by state and province)

https://coop.fandom.com/wiki/List_of_Union_stations

The Great Union Stations and Their Trains Prior to Amtrak (Includes [Railroads and Their Trains!](#))
[THE GREAT UNION STATIONS AND THEIR TRAINS \(chicagorailfan.com\)](#)

Union Stations in the United States (Great Pictures without making extra clicks)
[Union stations in the United States - FamousFix.com list](#)

Union, Heritage and Historic Railroad Stations Canada

Union Stations in Canada

https://en.wikipedia.org/wiki/Category:Union_stations_in_Canada

Canada's 9 Most Historic Train Stations

<http://www.thetravelerszone.com/travel-destinations/canadas-historic-train-stations/>

Directory of Designated Heritage Railway Stations in Canada

<https://www.pc.gc.ca/en/culture/clmhc-hsmbc/pat-her/gar-sta>

The World's Most Beautiful Train Stations

Stunning pictures of the world's most beautiful train stations

<https://www.loveexploring.com/galleryextended/82456/stunning-pictures-of-the-worlds-most-beautiful-train-stations?page=35>

Free Railroad Webcams

Railcams, Railroad Web Cams & Live Train Videos (RailCams from all over the World)

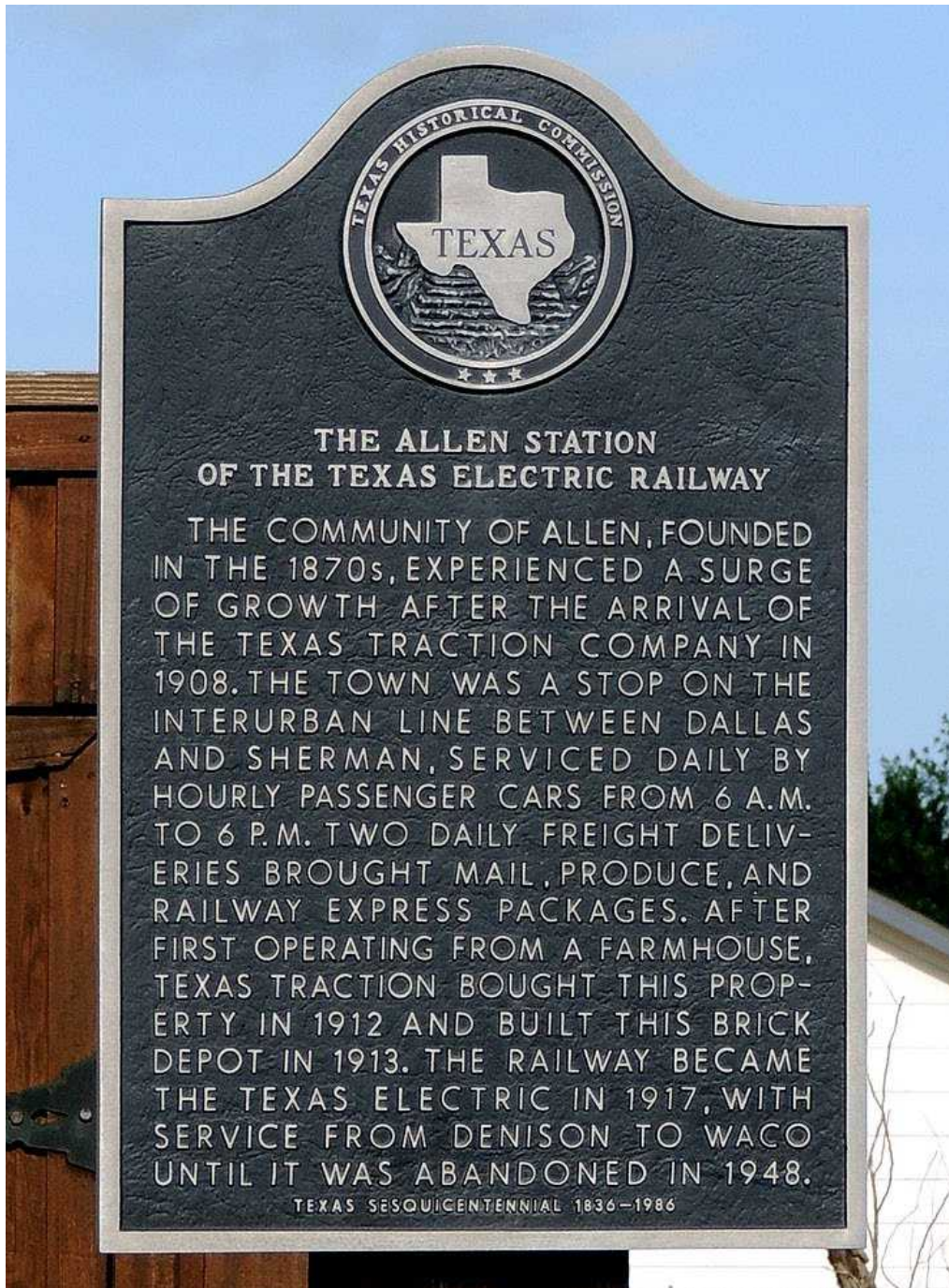
<https://www.railserve.com/RailCams/>

Trinity Metro/A View From the Top (Ft Worth Central Station) (Thanks Ken Fitzgerald)

<https://ridetrinitymetro.org/webcam/>

The Allen Station of the Texas Electric Railway

By Wayne Smith (Photos Included)



After more than one hundred years, this small Interurban Depot in Allen Still exists and is fully functional. Currently, it serves as a Children s Language Development Center and is located two blocks from the Allen Depot Museum/Locomotive #20 (The Ebenezer Allen).



The bay window still exists on the depot and can be seen in the photos on this page. Also, there is a freight/cargo weight scale beside the telephone pole in the foreground (above). It is very easy to imagine the interurban running along tracks in the street to the left (above).

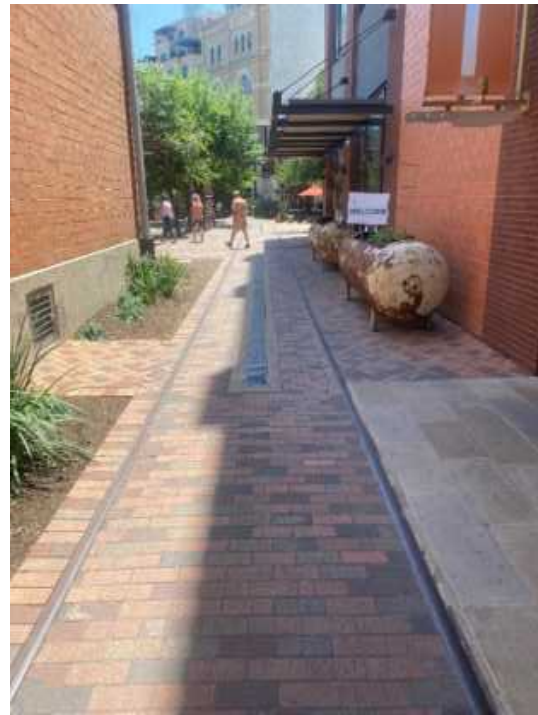
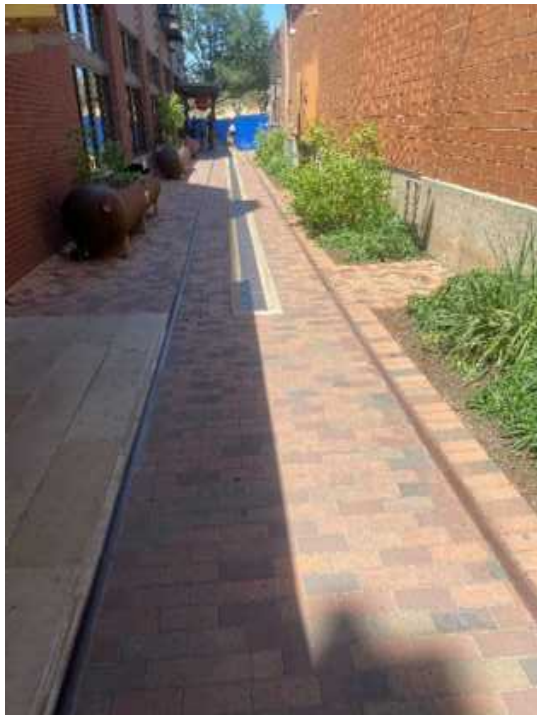


San Antonio Rail Attractions Part One Texas Transportation Company

By Wayne Smith (Including All Photos)



Back in May, my wife and I revisited the **Repurposed Pearl Brewery Complex** and I snapped some photos of the cosmetically restored **Texas Transportation Company TXTC #2** electric locomotive and other remnants of the line.



The Texas Transportation Company ([reporting mark TXTC](#)) was an electrified, [Class III, short-line railroad](#) in [San Antonio, Texas](#), that operated from 1897 until 2001. It served the [Pearl Brewery](#) and several other businesses, moving carloads between those businesses and the [Southern Pacific](#) yard. Service ended on June 30, 2000, shortly before the [Pabst Brewing Company](#) closed the Pearl Brewery, in early 2001.

The Texas Transportation Company was founded in 1887 as a private company. It was chartered on September 24, 1897. It served more than 20 customers at its peak, including the [Lone Star Brewing Company](#) and the [Pearl Brewery](#). Gross annual operating revenue in 1956 was \$80,000. It was designated a Common Carrier in 1932.

By 1990, the 1.1-mile (1.8 km) line was one of only three "trolley freight" railroads still in operation in the United States, along with [Iowa Traction Railroad](#) and the [East Troy Electric Railroad](#), but by that time, the Pearl Brewery was its sole remaining regular customer. Another customer, Samuel's Glass Company, called on TXTC to move a load of finished plate glass from its spur on Newell Street only "once in a great while". The railroad was operating on Mondays to Fridays as of 1990, with runs taking place at 6 a.m., 10 a.m. and, if needed, 2 p.m. The line included [street running](#) along Jones Street.

The Source of the text on this page: https://en.wikipedia.org/wiki/Texas_Transportation_Company



No. 2 (above and next page) was built in 1907 by the [St. Louis Car Company](#), and TXTC acquired it in 1949 from the [Texas Electric Railway](#). It was originally Texas Traction Company [interurban](#) car 4, becoming Texas Electric's No. 351 in 1917 and being rebuilt by TE in 1929 into a 35-ton locomotive, numbered 952.



The Texas Transportation Company Electric Locomotive #2 rests peacefully in a very well maintained and landscaped corner of the Pearl Brewery Complex in San Antonio Texas. Now, the complex has many shops, restaurants, a boutique hotel and misc. businesses on the property. Photos by Wayne Smith.





As stated above, TXTC #2 was originally Texas Traction Company interurban car 4, becoming Texas Electric's No. 351 in 1917 and being rebuilt by TE in 1929 into a 35-ton locomotive, numbered 952. Photos by Wayne Smith.



Short-Lived Museum Streetcar on TXTC Track

From 1982 through 1985, a short section of TXTC track was used for a heritage streetcar service operated by the San Antonio Museum of Art. The service used original San Antonio streetcar No. 300, built in 1913 by the American Car Company and owned by the San Antonio Museums Association ever since the abandonment of the city's last streetcar lines in 1933.

The new Art Museum was opened in 1981 in the former Lone Star Brewery complex, which had been one of TXTC's customers. The railroad's tracks still ran past the site, and the overhead trolley wires came close. In 1981-82, volunteers restored the streetcar, nicknamed "Old 300", to operating condition and reinstalled trolley wire on a TXTC spur behind the museum, unused since the 1950s.

The city's former streetcar system had been 4 ft. (1,219 mm) so car 300 had to be modified for TXTC's 4 ft. 8+1/2 in (1,435 mm) standard gauge tracks; this was accomplished by refitting the car with modified ex-New Orleans trucks and using some parts from similar car 303.

The museum's short streetcar line began operating in October 1982. The car ran twice a day on Tuesdays through Fridays and six times a day on weekends, but budget cuts and high insurance costs led to the service's being discontinued at the end of 1985.

Also, volunteers from the [Texas Transportation Museum](https://en.wikipedia.org/wiki/Texas_Transportation_Company) operated a steam locomotive with a caboose on TXTC trackage on Pearl property from 1964 to 1977 giving train rides to the public.

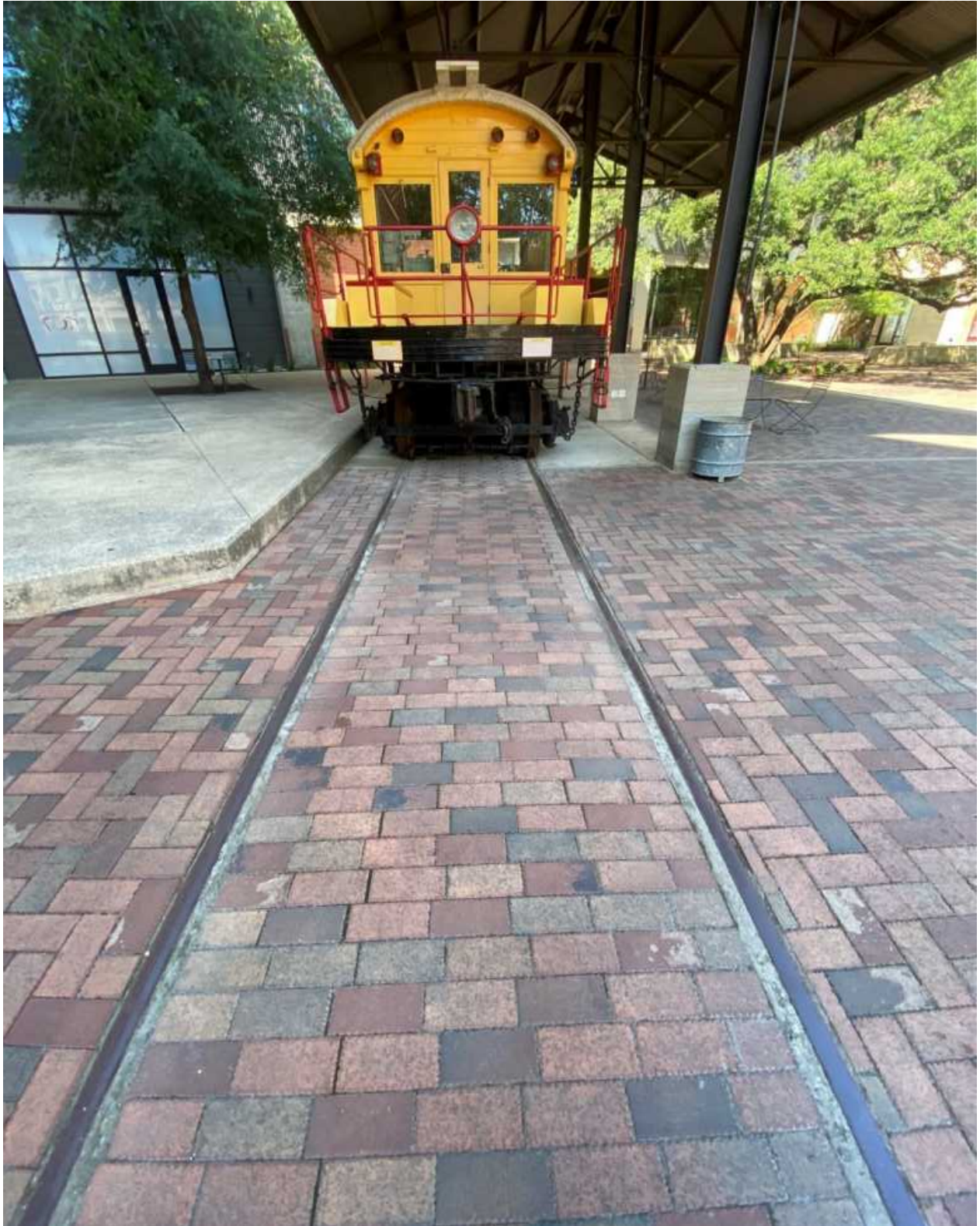
Source: https://en.wikipedia.org/wiki/Texas_Transportation_Company



Left: **The San Antonio Brewing Association building in the Pearl Brewery Complex** has also been repurposed into a multiuse facility.

Photos by Wayne Smith





Parting Shot: the backend of the locomotive!
This is the end of the article, but not the newsletter!

The Denver and Rio Grande Railroad in the Black Canyon of the Gunnison Area

By Jon Shea

In the August issue of the North Texas Zephyr I submitted a picture of a vintage Denver and Rio Grande narrow gauge train (Photo to the right).



DRGRR Narrow Gauge Locomotive

From the brochure from Curecanti National Recreation Area comes some further historical information. In 1853 Captain John Gunnison and a group of U.S. Army engineers surveyed a possible route for the proposed Pacific Railroad through central Colorado. His report was negative owing to the steep narrow canyons of the river that now bears his name.

By 1882 the Denver and Rio Grande Railroad under the leadership of Union General William Jackson Palmer managed to build a narrow gauge railroad through the canyons of the area. That railroad hauled ore, coal, cattle and other goods.



The **Curecanti needle** became the symbol of the Denver & Rio Grande Railroad on its logo

The railroad also hauled passengers through the incredibly scenic area. The Curecanti needle became the symbol of the Denver & Rio Grande Railroad on its logo (see picture). That logo remained the symbol of the railroad until the 1920s.

The coming of the railroad stimulated the development of small towns such as Cimarron. The railroad operated here from 1882 to 1949.

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Minutes of the August 2022 Meeting of the North Texas Chapter of the NRHS

The August 2022 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, August 2 at the Founders Building in Grapevine, TX. There were 19 attendees.

President Wayne Smith called the meeting to order at 7:27 PM. He began the meeting by reminding the Chapter that we should be careful what we write in our correspondence. Avoid unproven opinions, and controversial subjects (politics, religion, e.g.). We want to get together mainly to talk about trains and railroads.

Members need to be aware that as we interact with other rail-related interests, we represent the Chapter and the NRHS. If any member is to give a presentation to an external organization and represent themselves as an NRHS member, the presentation must be cleared with the board beforehand.

Also realize that local Chapter and National membership are not the same. The \$16-\$18 annual dues are only for the North Texas Chapter. National dues are paid separately. So be sure that if you identify as an NRHS member, you are indeed a member of the national Chapter. Otherwise, clarify that you are a member of the local Chapter.

VP Jon Shea, who is a member of the Katy RR Historical Society, has Society calendars for sale at \$12 each. He wants to ensure we know he will not profit from the sale. Contact Jon if interested.

Jon has been able to secure more meeting sites more centralized to the geographical membership distribution. The remainder of this year s meeting locations is available in the latest issue of the Zephyr chapter newsletter.

Also being considered are some future tours or excursions involving tourist railroads, old interurban lines, or Amtrak. More details as plans are formulated.

Elden Baker reported that former Moscow, Camden, and San Augustine Mogul steam locomotive #201 is being reassembled for future display at the Anna Railroad Museum. The target completion date is the first part of October 2022. The locomotive will require a concrete pad to rest upon before it can be moved to its final resting place. Otherwise, it will have to sit on a trailer until time.

Wayne reminded the attendees to send photos and/or articles for inclusion in the September newsletter, if anyone has any.

Dave Podrahsky noted that TV channel 55-5 now features continuous railroad-themed programs for our viewing pleasure.

The program for the evening was a video entitled, **First-Generation Diesels** about the pioneering locomotives that finally replaced steam power. The video also included bonus footage on *Second- and Third-Generation Diesels* featuring locations from across the nation. In spite of sound issues, the video was entertaining.

The meeting adjourned at 9:05 PM. Submitted by Jerry Nunn, Chapter Secretary

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Bonus Shots by Wayne Smith



Loco #20 & Caboose in primer in Allen, TX (See August Zephyr)

Chapter Directory

North Texas Chapter Officers, 2022

- *President, Wayne Smith, 940-300-4407
- *Vice President/Programs, Jon Shea, 972-948-2413
- *Vice President/Trips and Events, Skip Waters, wgcrush@swbell.net
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- *Secretary, Jerry Nunn
- *Treasurer, Bob Kennedy
- *National Representative, Bill Long
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- *Zephyr Editor, Wayne Smith

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

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

North Texas Zephyr (current issues): [The Zephyr Newsletter - North Texas Chapter, NRHS \(ntxnrhs.org\)](http://www.northtexaszephyr.com/)

Zephyr Archives: [Rail History Newsletters \(gogeocaching.com\)](http://www.zephyrarchives.com/)

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, the 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://ntxnrhs.org/store>

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.

Learn about the National Railway Historical Society at www.nrhs.com

Doodlebug News Briefs



MKT doodlebug M10

September 6th, NT Chapter Meeting Spring Creek BBQ in Lewisville. Starts at 7:00 due to location.

October 1-2, Fall Train Show - Plano Centre

October 4th, NT Chapter Meeting T&P Tavern @ T&P Station Fort Worth. Program TBA.

November 1st, Texas and Western Model Railroad Club Annual Chapter Auction. Details TBA.

December 6th, Chapter Christmas Party Babe's Chicken House @ North Richland Hills location.

January 3rd, Chapter Elections and Annual Show and Tell. Details TBA.

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*Wayne Smith, North Texas News Editor.
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