

North Texas Chapter – National Railway Historical Society



Photo Credit: Alan Hitchcox, Anna Area Historical Preservation Society

February Chapter Meeting

When: Tuesday, February 7th, Chapter Meeting @ 7:00 PM (Not 7:30), **Ribbon Cutting at 5:00!**
 Where: Anna Depot and Museum, Anna, TX
 Program: History and viewing of Mogul #201
 Location: 101 South Sherley Road, Anna TX 75409

The locomotive is located in front of the Anna Depot in Sherley Heritage Park. The depot is at the intersection of South Sherley Road and 4th Street. [Touch for map.](#) [Touch for directions.](#)

Table of Contents:

| | | | |
|--|--------|--|----------------|
| February Meeting at Anna Depot and Museum..... | Page 1 | Restoring Sunset Station..... | Page 14 |
| North Texas Chapter Dues Renewal..... | Page 2 | An Extraordinary Trip on the Inter-American..... | Page 18 |
| Results of Chapter Election..... | Page 3 | January Meeting Minutes..... | Page 21 |
| Photos From Chapter “Show and Tell”..... | Page 3 | Rail Preservation “Literally” in McKinney..... | Page 22 |
| Final Placement of ALCO #201..... | Page 5 | Late Breaking News – Mogul 201 Ribbon Cutting!..... | Page 23 |
| San Antonio Sunset Station..... | Page 8 | Chapter Directory/History/New Briefs..... | Page 24 |

IT'S THAT TIME AGAIN! North Texas Chapter Dues Renewal

It's that time again to renew your North Texas Chapter dues. Annual renewal for your North Texas Chapter Membership is due by January 1, 2023.

Please note this renewal is for your North Texas Chapter Membership only. Your Chapter dues are paid directly to the North Texas Chapter.

National NRHS Membership dues are paid directly to the National and are in addition to your North Texas Chapter Membership dues. You may have already received a separate National Membership renewal notice and payment information from the National NRHS. **Do not send your National NRHS Membership dues payment to the North Texas Chapter.**

North Texas Chapter Membership dues are \$16 for either an individual Regular Chapter Membership or an individual Chapter-only Membership and \$18 for a Regular Chapter Family Membership. All Chapter Members should be Members in good standing with the National NRHS. Chapter-only Members will be required to provide their NRHS Home Chapter in order to be a Chapter-only Member of the North Texas Chapter and cannot add Family Members to their membership. Chapter membership includes all our Chapter activities and our chapter newsletter, the North Texas Zephyr.

Make your Renewal Dues Payment by check, online or cash.

1. **TO PAY BY CHECK**, make your check payable to "North Texas Chapter NRHS" for \$16 (individual) or \$18 (family) and mail it to the Bob Kennedy, Chapter Treasurer, at:

**Bob Kennedy
North Texas Chapter NRHS
3304 Cross Bend Road
Plano, Texas 75023**

Please note the new mailing address for membership renewals.

Do not mail your membership renewal to the Chapter Mailing Address as it will delay processing your renewal. If your check does not clearly indicate who the member is, please add a note with the member's name. Also, please include a list of any family member's names.

2. **TO PAY ON-LINE**, visit the Chapter's on-line store at:

<https://ntxnrhs.org/store/#!/Membership-Dues/c/15877014>

Copy and paste the address into your browser. A small service charge (50 cents for individuals, 75 cents for families) is added to your dues payment to cover the processing fees for using a credit card. You do not need to be a PayPal member to pay on-line.

3. **CASH PAYMENT** for your dues can be made at any Chapter Meeting. Please have the exact amount and pay the Treasurer or any Chapter Officer.

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

Thanks very much.
Bob Kennedy, Treasurer, North Texas Chapter, NRHS

Results of January 2023 Election

Congratulations to all returning board members! As always, contact information for some officers are listed under Chapter Directory on the last page. Other positions such as Webmaster and Editor are appointed/volunteer positions.

Below are your North Texas Chapter Officers for 2023

President, Wayne Smith

Vice President of Programs, Jon Shea

Vice President of Trips and Events, Skip Waters

Secretary, Jerry Nunn

Treasurer, Bob Kennedy

National Representative, Bill Long

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Annual NTC "Show and Tell"

By Wayne Smith

After our annual election, the Chapter held its annual "Show & Tell" where members have an opportunity to bring items from their personal railroading collections to share with the group and tell stories about the items.



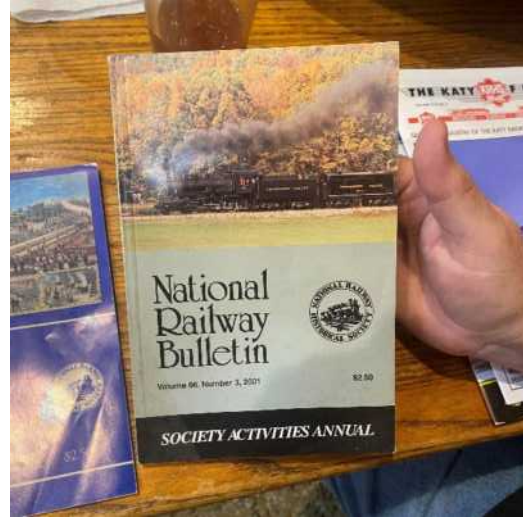
Bob Kennedy brought two sets of switch locks and keys from his collection. The set on the left is from the Erie RR (stamped on the shank) and the set on the right is from the Erie Lackawanna Railroad with "EL RR" stamped on the shank.



Jon Shea brought two switch keys that he recently obtained. The key on the left is from the Texas and Pacific Railway (T&P RY stamped on the key) and the key on the right is from the "Katy" with "MKT RR" stamped on the key.



Elden Baker brought the original ALCO #201 Locomotive Number Plate that will be kept in safe keeping at the Anna Depot and Railroad Museum. You will have a chance to see the number plate and the entire locomotive/tender at the Chapter's February Meeting at that location.



JV Prater brought a set of three National Railway Bulletins from different years. The Bulletins used to be published annually by the National Railway Historical Society and served as a directory for all NRHS chapters with chapter information and annual activities were highlighted.



Bill Long brought a photograph of him as a young lad running his Lionel Trains. Bill brought the light tower that is shown in the black and white photograph shown above.



The B&W photograph was enlarged for the newsletter. Bill estimates that he was 12 years old at the time this photograph was taken with his rail yard flood light tower.



Skip Waters brought several books covering “The Crash at Crush”. He read parts from each publication to emphasize how details of the event change from author to author demonstrating the level of research (or lack of) that each author may have performed. Skip has done a significant amount of his own research on “The Crash at Crush” and is considered an expert on the historical event and has been a presenter on the topic.

Wayne Smith brought a few books of Texas rail history and several reproduced photographs that were mounted and/or framed that he received for Christmas. Wayne also received a book on Thistle Hill in Fort Worth where he was married. The photos above show an MKT Baldwin Switcher passing Tower 55 in the Mid-70’s. The second photo is the famous “7 Spot” switcher used at Dallas Union Station.

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Final Placement of Mogul #201 in Anna

By Elden Baker





Due to extreme temperatures, the placement of Mogul #201 from the temporary track to the permanent track was delayed. In the picture above, Elden Baker was “the last person to ride in the cab of 201”. He jumped into the engineer’s seat on one of the 30’ moves.



Above: You can see in this photo how they were moving closer to the display track. The next step was get it lined up and up a ramp. It’s a series of switchbacks... a couple of feet at a time.



Above: The next step was to cut some rail and start blocking up. It’s almost on the permanent rail.



Above: Mogul #201 is finally on the permanent track and soon to be coupled to the tender.



Above: "It's been a long time coming!" (Quote from Elden Baker, pictured above)



Above: Now it truly is a Merry Christmas and a Happy New Year! Photo Credit: Alan Hitchcox, Anna Area Historical Preservation Society

San Antonio Rail Attractions – Part IV “The Sunset Station”

By Wayne Smith (Including All Photos)



Amtrak previously used the historic Southern Pacific Railroad (SP) Station, also known as Sunset Station. It was designed by SP's architect Daniel J. Patterson in the Spanish Mission Revival style, and built in 1902 by the SP. The train station was listed on the National Register of Historic Places in 1975.





Amtrak moved operations in 1998 to a smaller depot that was built adjacent to the older Sunset Station.

Under its owner, VIA Metropolitan Transit, the historic Sunset Station underwent an extensive restoration and now serves as an entertainment complex. The station also neighbors the Alamodome and the Robert Thompson Transit Station. In the photo above, an outdoor stage with lighting is seen on the grounds of the entertainment complex.



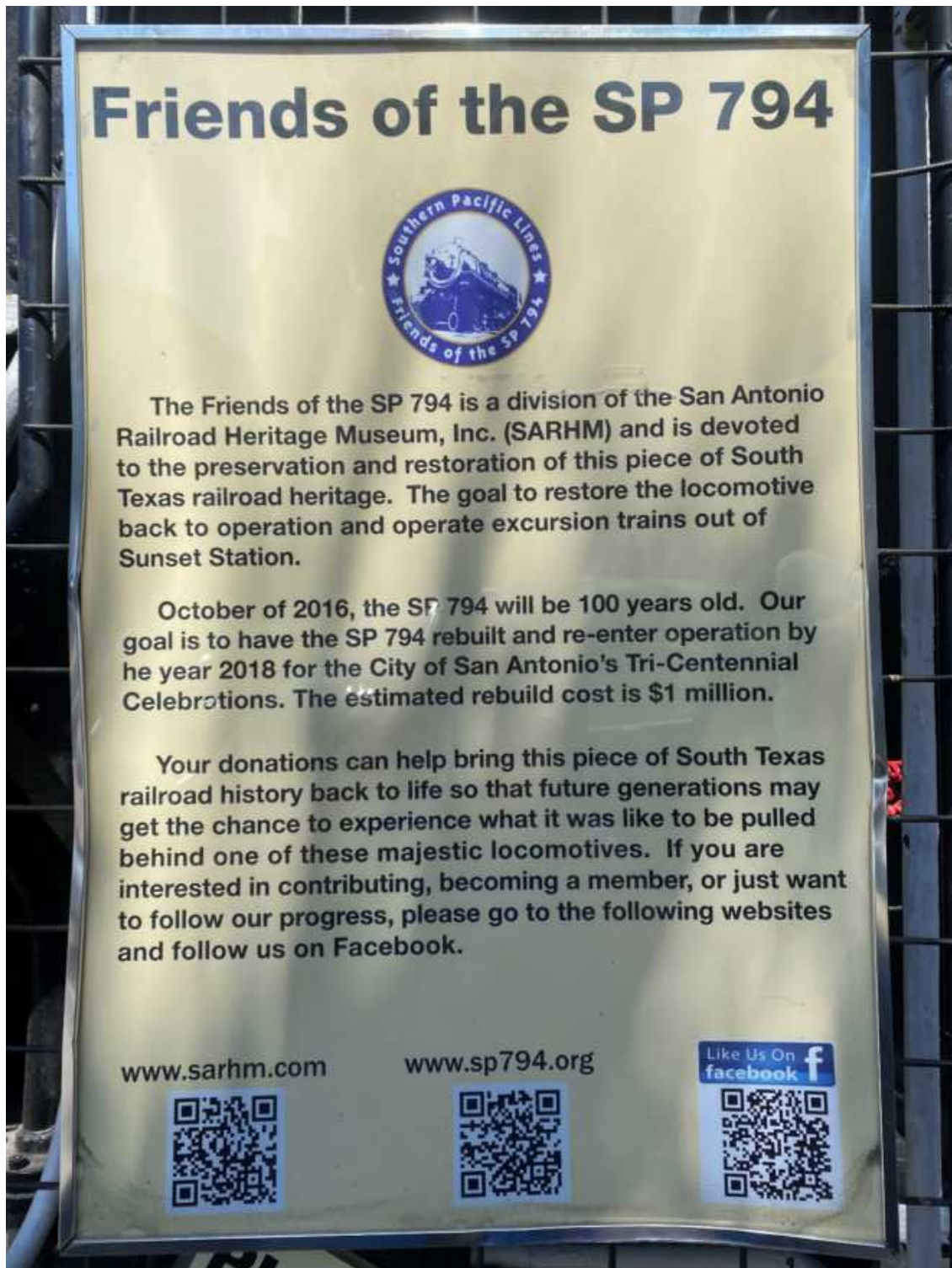
A Bronze plaque is mounted on the outside of the historic Sunset Station.



Above, below and next page: A preserved 2-8-2 Baldwin "Mikado" steam locomotive, **Southern Pacific No. 794** was donated to the City of San Antonio at the end of its service life in 1956, and placed on static display at nearby Maverick Park for decades before being relocated to the station in January 1999. Since September 2008, it has been under the care of volunteers from the San Antonio Railroad Heritage Museum. Resource: [https://en.wikipedia.org/wiki/San_Antonio_station_\(Texas\)](https://en.wikipedia.org/wiki/San_Antonio_station_(Texas))







This sign was posted on the side of the locomotive near the rear of the cab. It appears that the San Antonio Railroad Heritage Museum never obtained their goal of raising the \$1 million required to restore the locomotive for the City of San Antonio's Tri-Centennial Celebrations in 2018 or the sign wouldn't still be attached to the locomotive and still sitting at this location.



Amtrak moved operations in 1998 to a smaller depot that was built adjacent to the older Sunset Station. San Antonio station hosts two Amtrak services; the tri-weekly *Sunset Limited* and the daily *Texas Eagle*. Four days a week, San Antonio is the southern terminus of the *Texas Eagle*, which originates in Chicago. Three days a week, the *Texas Eagle* joins with the *Sunset Limited*, continuing westbound to Los Angeles. It is the second busiest Amtrak station in Texas, behind Fort Worth Central Station.



The San Antonio Amtrak station is located on the eastern portion of Downtown San Antonio.

Restoring Sunset Station

[By Hugh Hemphill, author of "San Antonio On Wheels" and "The Railroads of San Antonio and South Central Texas."](#)

Sunset Station opened to the public of San Antonio on February 1 of 1903. It replaced the smaller depot in use since 1877. There was great hoopla involved, as you can imagine. In 1906, the International & Great Northern opened a grand new station as well, replacing their first depot. When the Missouri Kansas Texas Railroad first came to San Antonio it used the Sunset Depot and you come across an occasional reference to the depot as Union Station. In 1917, the MKT opened their own depot. Neither of the other two depots, grand as they were, ever eclipsed the Sunset Station. The SP's building inspired an entire architectural style called Mission Revival. Not bad bearing in mind it was an in-house design from the company's own bureau in San Francisco, California.

The MKT's station was demolished in 1969. The Missouri Pacific abandoned their station in 1970 and it languished, abandoned, for almost eighteen years until the San Antonio City Employees Credit Union salvaged it and brought it back into public use. Meanwhile, the grand old Sunset Station soldiered on. When Southern Pacific also got out of the passenger business in 1970, the station passed into the hands of AMTRAK, and the building was kept in public use as San Antonio's only train station.

Over time, significant alterations were made to the building. The most noticeable from the outside was the removal of the magnificent Southern Pacific stained glass window. It was replaced by an AMTRAK symbol on a background the same color as the rest of the building. What happened to the original window remains a mystery. Maybe it is in storage, or it is on private display somewhere. This author believes it was simply destroyed, as so many wonderful artifacts were. It is the most expedient, cheapest and short sighted option, which would be in keeping with the spirit of the times back then.

Inside the main entrance doors to Commerce Street, a mezzanine office and mechanical area was constructed. This involved the removal of the original upper level bannisters, which were repositioned further into the building, to allow room for the additions. While in buildings of this size, there is a great deal of unusable space, the main reason for the addition seems to have been to accommodate modern air conditioning equipment, which was not around when the building was built. The addition does not appear to have been installed badly and the building was able to function much as it had always done.

The fate of the depot came into question for two main reasons. The facility was altogether too large for AMTRAK's relatively small needs. Furthermore, all buildings require maintenance, but an almost one hundred year old structure as ornate and complex as the Sunset depot posed a financial burden beyond AMTRAK's capacity to maintain. AMTRAK has always been a cash strapped organization and they are not really in the historic building preservation business.

More significantly, the adjacent Alamo Iron Works site was chosen as the place where the brand new Alamodome would be built. The station became part of the deal and a private consortium evolved that volunteered to refurbish the building which was already on many historic building lists. In order to make this cost effective and to assure that the building would have a viable, self-sustaining future and still be in use by the public, it was suggested that there would be a wholesale change of use and that the train station would become an entertainment complex.

Not everyone was happy with the proposal, but there were certain facts that had to be faced. The condition of the building had begun to seriously deteriorate both inside and out. Such damage usually accelerates if left unattended. AMTRAK simply did not need such a large building and could not justify the enormous amount of money that would be required to restore the building back to its original condition. Furthermore, no one wanted to see a repeat of what happened to the former Missouri Pacific depot, which languished unused for almost eighteen years. It was also hoped that an entertainment complex, situated in historically significant buildings, in between the new Alamodome and the Riverwalk, the state's number one tourist attraction, would prove to be popular with both locals and visitors.

The Sunset Station Group, L.L.C. was formed in 1995. The company was formed by several people and organizations, including some *very* heavy San Antonio hitters, including Red McCombs, of car dealerships fame, although this is only one of his accomplishments and local construction giant, H.B. Zachry, among others. An initial report was created from an inspection made on 8/24/1995. The report is highly detailed. The most pleasing conclusion is that the depot, completed in 1902, was essentially structurally sound.

The sturdiness of the original construction had been proven once before, in 1907, four years after the station was opened to the public. A major fire had destroyed the main building's roof but had left the massive brick walls intact. The solidness of the building's foundation and construction, plus the high quality of the original materials used, were still proving their worth ninety years later. Though there was a great deal to report on the condition of the external and internal appearance of the main building, the warehouses and the last major addition, the old Wells Fargo building, which was doubled in size sometime in the 1920s and occupies the space at the far end of the complex, it must have come as some relief that the overall condition of the buildings was good.

With VIA Metropolitan Transport as the new landlord, one era came to an end. AMTRAK vacated the building some time in 1996, moving first into a temporary building but ultimately into a brand new depot located adjacent to the Sunset station. This building was built to resemble the style of the old passenger complex, and is more suited to the more modest passenger traffic requirements of modern railroading. The old station, having served countless millions of passengers for 93 years, now stood empty. Empty, but not alone and certainly not abandoned. Over the next few years it would experience something of a re-birth, a new purpose and new popularity.

It is worth mentioning that all the restoration and renovations were funded privately. Sunset Station Group, L.L.C. is entirely self-sufficient. They get no money from the city, county, state or federal government. And whereas it took almost twenty years for the old Missouri Pacific depot to find a new tenant and a new purpose, the Sunset Depot was returned to its former glory and opened for public use once again without the building first having been allowed to get to the edge of collapse from neglect and decay. The depot is a part of the city's desire to see the whole of the Saint Paul's Square district undergo urban renewal, and much has been done throughout the area to renovate and improve all of the area's historic architecture and ambiance. The area is very close to Rivercenter Mall and the river walk and though it has yet to reach its full potential, the area has been markedly improved and new businesses, like the Best Western hotel, and Ruth's Chris Steak House, have creatively incorporated some of the old structures into their modern operations without harming the original appearance of the square.

Two elements of the restoration would be most noticeable to anyone familiar with the station in its last years as an actual passenger facility. The AMTRAK logo on the front of the building has been replaced and

a recreation of the illustrious Southern Pacific Sunset window has been installed. At the same time the mezzanine structure installed immediately inside the main front area of the building was also removed. There were two architectural firms involved in the restoration of the complex. Ford, Powell & Carson, Inc., now conveniently located in one of the renovated buildings in St. Paul's Square, were given the responsibility for the restoration of the buildings' exteriors, cast stone ornaments and the stained glass. They were also the project's historians including, of course, a complete paint color survey. Kell, Munoz, Wigodsky, also of San Antonio, were in charge of the interior restoration and new construction, which includes the new pavilion, outbuildings, the plaza and landscaping.

There was a seemingly contradictory brief given to these firms. Restore as much as possible of the old structure while at the same time bring the entire complex up to modern standards. Also to change the function of the complex while keeping its old function highly visible and relevant. Not to mention adding air conditioning, modern plumbing and electricians as well as restaurant kitchens, dance floors and stages for performers. Of course, having surplus space to work with helped. To a large extent the warehouses were all but empty and there is no longer any need to maintain the old, nasty, duplication of customer facilities obligated by segregation. There are some things from the past which just ain't worth being kept!

The center piece of the restoration is probably the recreation of the magnificent stained glass window at the front. The one at the rear, of the Great Seal of the State of Texas, was intact, so even though work was needed to renovate it, at least it was there to be worked on. When it came to the front window, the architects and window makers, Cavallini Glass of San Antonio had nothing left of the original to work with. It had been removed almost thirty years earlier. The problem was extraordinarily complex. How to decide which particular Sunset logo had been used in 1902 and how to recreate an honest replica of the "jig-saw" pattern that held all the pieces of glass in place. Most of the old records had gone up in smoke in 1906 when the earthquake in San Francisco, and resulting fires, destroyed the Southern Pacific's general office. Even more remarkably, there were almost no close up pictures, and none in color, of the window. You'd think maybe some might exist from around the time of its removal, or before, but there was very little hard evidence to go on. Also take into account that the logo continued to change and evolve over time. It was adopted by the company in July of 1890. Fortunately, the Southern Pacific, though in the throes of "merging" with the Union Pacific during this time, was able to come up with most of the valuable clues. Of all things, an old employee newsletter was found, with reminiscences of S.P. employees from around that time, like W. C. Averil, who had been a member of the engineering staff that was rebuilding the old Texas & New Orleans lines in the 1870s.

Unlike the company that restored the old I & G.N. windows in the Missouri Pacific station, who were able to find shards of glass shattered among the rest of the accumulated detritus in that building, Cavallini Glass and the architects, Ford, Powell & Carson, Inc., had to go strictly on historical research to recreate the window for Sunset Station. Everyone agrees that a truly magnificent job was done, which was the result of countless hours of research and preparation, followed by even more hours of painstaking labor by probably the best skilled craftsmen in the business today.

Another element of the project that took a lot of time was trying to get the correct colors to repaint the building. This required a substantial amount of historical analysis, as the building has had several paint schemes over the years. Paint samples were taken from around the structures, not all of which were always painted the same. The old Railway Express Agency building was set apart by using complimentary

but darker tones, to make it appear both separate but also part of the overall purpose of the complex. Great care was taken in choosing the places from which to remove the paint chips. They tried to take them from the least sun exposed areas wherever possible. Examining the chips is a skilled art. The report goes into some detail about this. The chips were examined under natural north light, using a variety of magnifications. Each layer of paint was examined, much like an archeologist goes through a site, strata by strata. Reference was made to known historical records and layers and color schemes were given approximate dates. Guides, such as the "Munsell Book of Color, 'Glossy Collection'" were used. The evolution of paints being made and chemical compositions, were also taken into account. If you have ever wondered about why it sometimes takes so much time and so much money to do a correct restoration, this should be giving you a little insight into how difficult it is to get a project like this, which has won so many awards, just right.

The old main building is now a comfortable bar, with a stage and dance floor at the front doors. Many of the elements of its train passenger days have been maintained or referred to in the design of the new fittings. This author is glad to report, however, that the seating is significantly more comfortable than the hard, wooden, upright benches that passengers had to use. One of the old benches is still there, for those who really want that old, nostalgic lack of comfort. The upstairs balcony areas were reconfigured to allow for through access, and the old walls creating separate offices have been removed. The old warehouses were turned into a number of different restaurants, allowing visitors to have some difficult but delightful choices to make when deciding where to dine. The old Wells Fargo building has become a dance club. It was decided that in order for the complex to do well in its new role as an entertainment complex, additional facilities would be needed. An exterior pavilion was built, in the area that fronts the old warehouses. Some other pleasant additions were made, such as a cooling water fountain. Needed shade trees were planted and just for that extra touch of mink on hot Texas days and nights, a cooling mist generator was installed to run along the edge of the old shaded walkways outside the restaurants.

The complex has had a fair amount of success and challenges in its new role. It's fair to say that in any other city, which is to say one that is not so rich in other tourist and entertainment opportunities, the Sunset Station would be a roaring success. It has a good blend of dining and entertainment opportunities. It can play host to all kinds of events, from wedding receptions to wrestling matches. The old depot can host all kinds of events from intimate singer / songwriter evenings to the mighty funk machine of George Clinton. Tourists, however, are somewhat conservative, so despite being so close to downtown, it is not really on their agenda, unless they are train buffs, of course. Locals, likewise, stigmatize certain areas of town and avoid them, even though the reality of the area is very far removed from their preconceived ideas. By being on the "wrong" side of HWY 281, too many people have the crazy idea they are running the gauntlet just to drive past the depot, when it is simply a gentle and nicely restored section of town which was once the focal point of the city's commercial activity.

On the bright side, the sales team are tireless in their efforts to promote the place. They have had some stunning success stories, not the least of which was being selected as the venue for the beginning of "The Great Race" in 2002. This was a phenomenal event. Not only was it well attended, it was an event televised for national distribution. This author made his first visit to the depot for this event, and was struck by the almost staggering beauty of the buildings and the very obviously high quality of the restoration work. There was plenty of parking for visitors and the atmosphere was very relaxed yet purposeful. Our museum's garden railroad division was invited to set up their mobile display within the magnificent walls

of the depot itself and we were able to inform a huge audience about our collections and activities. The day went off without a hitch and anyone who was visiting the restored depot for the first time went home with a much deeper sense of appreciation for the venue and it's potential.

As this is being written, in January of 2003, the depot's staff is preparing to host a world record event, the annual "Cowboy Breakfast." This is one of the kick off events for the "Stock Show & Rodeo," which will be held in the newly built SBC Center for the first time. The breakfast holds the world record for being the largest such event in the world. It was held for years at a local mall, until it was closed, and it spent one year at a cowboy themed entertainment venue last year. This will be the first time the breakfast will be held at the depot. Its location, near to downtown and the Alamodome, will now really come into play as a huge asset, with the abundance of parking and public transportation facilities. This event will help to register the Sunset Station firmly into the pantheon of well-known San Antonio destinations. It cannot be lost on any local historian that 2003 is the one hundredth anniversary of the depot. It is certainly beginning its second century of public service on an awesome note. Infinitely more people will come to the Cowboy Breakfast in 2003 than attended the opening of the depot in 1903. The depot is in good hands and its future is looking bright. Source: <https://classic.txtransportationmuseum.org/history-rr-southern-pacific-3.php>

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An Extraordinary Trip on the Inter-American to San Antonio and the SP Sunset Station in 1978

Story and Photos By Wayne Smith

A couple of decades before North Texas had an NRHS Chapter, your editor and his dad were members of the Trinity Valley Railroad Club in Fort Worth (Now known as the Trinity Valley Railroad Historical Association). As members, they participated in a club sponsored excursion aboard the Amtrak *Inter-American* to San Antonio. The group boarded the train in Ft Worth on a Saturday in February of 1978.



The *Inter-American* consist was unusually short. There were only three cars. Trailing the F-40 locomotive was a baggage car, a coach (Amcoach) and a café/coach (Amcafe). That's it! (Above photos taken at IGN

Depot). Confounding the limited seating space was the unexpected arrival of two bus-loads of Girl Scouts bound for Cleburne. Most members graciously gave up their seats and crowded into the café/coach until we reached Cleburne. By the way, all they offered for lunch in the Amcafe were soggy sandwiches.

In Austin, Lady Bird Johnson met the train and everyone rushed to the windows for a glimpse of the former First Lady. Some said that she was putting a family member aboard the train, but this was not confirmed. Just south of Temple, we departed the Santa Fe main line for the 38 mile trip to Taylor over the Katy. This routing was initiated two years prior to eliminate the extra miles to Milano. This was a first for many over the MKT.

As was the practice, the *Inter-American* stopped along-side the vacant International-Great Northern depot. A bus met the train and provided free transportation to the Southern Pacific depot (used by the Sunset Limited) and our hotel was within walking distance. Some of us took photos of the Sunset Station, but your editor failed to get photos of the IGN/MP depot (*See Photos of the IGN Depot in the October 2022 Zephyr). Amtrak had removed the beautiful Southern Pacific stained glass window on the front of the depot and covered it with their Amtrak logo. See the above article and attached photographs below.



Left: After Amtrak took over the depot, the most noticeable change from the outside was the removal of the magnificent Southern Pacific stained glass window. It was replaced by an Amtrak symbol on a background the same color as the rest of the building. What happened to the original window remains a mystery. Maybe it is in storage, or it is on private display somewhere. This photo taken in February of 1978.



Left: After restoration, the Amtrak logo on the front of the building has been replaced and a recreation of the illustrious Southern Pacific Sunset window has been installed. This photo taken in May of 2022.

Of course, after visiting the Sunset Station, some of us headed to the Alamo and then the River Walk. Sunday morning, the shuttle-bus greeted us with curb-side service to the awaiting #22. The train was, of course, the same set of equipment that carried us south the previous day.

Your editor is seen below posing beside the Traffic Department entrance showing both the *Southern Pacific Lines* logo and the *Cotton Belt Route* logo located at the Southern Pacific complex in San Antonio. Feb 1978



Your editor's father is also seen above posing beside the same door in the afternoon sun. Both are wearing their matching *Burlington Northern* cascade green jackets with a Burlington Northern patch and all. Feb 1978



The above photo shows the west side of Sunset Station complex in 1978 that also included Freight and Traffic offices for both Southern Pacific and Cotton Belt lines.

Minutes of the January 2023 Meeting of the North Texas Chapter of the NRHS

The January 2023 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, January 3 at the Spring Creek BBQ in Irving, TX. There were 17 attendees, of which 14 were voting members.

President Wayne Smith called the meeting to order at 7:00 PM. The first order of business was the election of officers for 2023. The candidates were:

- President, Wayne Smith (I) and James Dolande;
- VP Programs, Jon Shea (I);
- VP Trips and Events, Skip Waters (I);
- Secretary, Jerry Nunn (I);
- Treasurer, Bob Kennedy, (I);
- National Representative, Bill Long (I).

Treasurer Bob Kennedy discussed the election procedures. Since this was a contested election (for President), rules require that voting be conducted by marked ballots, and done in secret. Only those who have paid the local Chapter dues can vote, and only those who have paid both the National and local Chapter dues could run for office.

Elden Baker distributed numbered ballots, which the Treasurer had prepared, to the voting members. Prior to the voting, both candidates for President were allocated three minutes each to give a speech. At the conclusion of the speeches, voting commenced, and the ballots were returned to the designated ballot counters, Elden Baker and Skip Waters.

Election results were announced: for President, Incumbent Wayne Smith received 10 votes, and James Dolande received two votes. Two voters were undecided. Wayne was declared the winner.

A motion was made and seconded that the remaining officers (all running unopposed) be elected by acclamation. That motion was approved by the voting members.

Ballots and tally sheets were placed in a sealed envelope and given to the Chapter secretary for safekeeping.

Bob Kennedy suggested that the Chapter consider re-writing the by-laws to provide a more detailed procedure to conduct a contested election.

Following the election, the annual "Show-n-Tell" took place. There were seven presenters:

Elden Baker – showed builder's plate from locomotive #201, which is being displayed at the Anna Depot and Museum. He is looking for a foundry to make a duplicate of the builder's plate (the original is too valuable to be left outside on the locomotive).

Wayne Smith – Showed several Texas related railroad photos and books that he recently received as Christmas presents.

Bob Kennedy – Brought switch keys and locks from the Erie RR.

Jon Shea – Showed MKT and Katy switch keys. Also showed some Katy maps. Brought several 2023 Katy RR Historical Society calendars for sale.

Bill Long – Presented a photo of himself with his Lionel train setup in the basement of his house in the early 60s, when he was about 12 years old. Included in the photo is a Santa Fe first generation war bonnet diesel and a New York Central Hudson. Also in the photo is a rail yard flood light tower, which he brought along to show.

J.V. Prater – Brought a set of three National Railway Bulletins from different years. The Bulletins used to be published annually by the National Railway Historical Society and served as a directory for all NRHS chapters with chapter information and annual activities were highlighted. He was a member of the Central Texas Chapter before it disbanded.

Skip Waters – Reviewed three books, published in 1937, 2002, and 2011, that covered the fabled “Crash at Crush”. He noted how the accounts of the event and related elements had changed over the years, and that one should review multiple accounts of historical events to seek the “truth” about what occurred in historical events.

At the conclusion of the meeting, the attendees were reminded of recent upcoming events:

- On Saturday, January 21, and Sunday, January 22 the Plano Train Show will take place at the Plano Event Center.
- The Chapter will host a slideshow at the Plano Interurban Museum on the evening of Saturday, January 21.
- On Tuesday, January 24 at 5:00 PM the steam locomotive 201 display will be officially dedicated at the Anna Museum and Depot in Anna, TX.
- The February Chapter meeting will take place at 7:00 PM at the Anna Depot and Museum in Anna, TX.

The meeting adjourned about 9:00 PM.

Jerry M. Nunn

Secretary, North Texas Chapter, NRHS

Rail Preservation in McKinney

By James Dolande



The rails were ripped out of Kentucky Street and I was the one behind getting them identified and put where they currently are at the Collin County History Museum. I made and donated the replica Texas Electric Railway sign under my organization the Northern Texas Traction Club.

Late Breaking News!

Due to prior inclement weather, The City of Anna ribbon cutting ceremony at Sherley Heritage Park for the Anna Mogul 201 has been rescheduled for Tuesday, February 7th at 5:00 PM. This is the same night as our scheduled chapter meeting at the Anna Railroad Depot and Museum. Come for an entire evening!

Anna Schedule of Events

| | |
|----------------|--|
| 4:00 – 6:00 PM | Anna Depot and Museum open to the public |
| 5:00 – 5:45 PM | Mogul 201 Ribbon cutting ceremony, Anna Depot and Museum (Open to the public) |
| 5:45 – 7:00 PM | Dinner (Suggested) at <u>former Anna Interurban Station</u> , now Lihoudies Greek Restaurant. Lihoudies includes photos of the interurban and old Anna. https://lihoudies.com/ Alternative suggestion is Crow’s Country Café. https://crowscafe.net/ Both restaurants are approximately 1-1.5 blocks from the depot. |
| 7:00 - ? | Chapter Meeting with presentation by Anna Museum Director Elden Baker. |

*******Invitation*******

Please join The City of Anna for the Anna Mogul 201 ribbon cutting ceremony at Sherley Heritage Park. All chapter members are invited to attend. Here is a link with information about the event! <https://www.annatexas.gov/calendar.aspx?EID=2736>



*Note – If there is snow, sleet or ice, we typically will cancel the meeting.

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
- *Vice President/Communications, Vacant
- *Secretary, Jerry Nunn
- *Treasurer, Bob Kennedy
- *National Representative, Bill Long
- *Webmaster, Kim Hays, kimhays516@gmail.com
- *Zephyr Editor, Wayne Smith

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): [The Zephyr Newsletter - North Texas Chapter, NRHS \(ntxnrhs.org\)](http://TheZephyrNewsletter-NorthTexasChapter,NRHS(ntxnrhs.org))

Zephyr Archives: [Rail History Newsletters \(gogeocaching.com\)](http://RailHistoryNewsletters(gogeocaching.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 usually held 7:30-9:30 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

Tuesday, February 7th, Chapter Meeting at Anna Depot and Museum to see Mogul 201. Elden will also present a program on #201. Start Time - 7:00 PM. *Note earlier start time.

Tuesday, March 7th, Chapter Meeting at Spring Creek Barbecue in Irving (Same location as the January meeting). Program: Video "Prairie Rails". Start Time - 7:00 PM. *Note earlier start time.

April Chapter Meeting – TBA

Saturday, May 13th, National Train Day Celebration at Anna Depot and Museum, Anna TX. Details TBA.

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Index:

February Meeting at Anna Depot and Museum..... Page 1
 North Texas Chapter Dues Renewal..... Page 2
 Results of Chapter Election..... Page 3
 Photos From Chapter "Show and Tell"..... Page 3
 Final Placement of ALCO #201..... Page 5
 San Antonio Sunset Station..... Page 8
 Restoring Sunset Station..... Page 14
 An Extraordinary Trip on the Inter-American..... Page 18
 January Meeting Minutes..... Page 21
 Rail Preservation "Literally" in McKinney..... Page 22
 Late Breaking News – Mogul 201 Ribbon Cutting!..... Page 23
 Chapter Directory/History/New Briefs..... Page 24

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*Wayne Smith, North Texas News Editor.
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