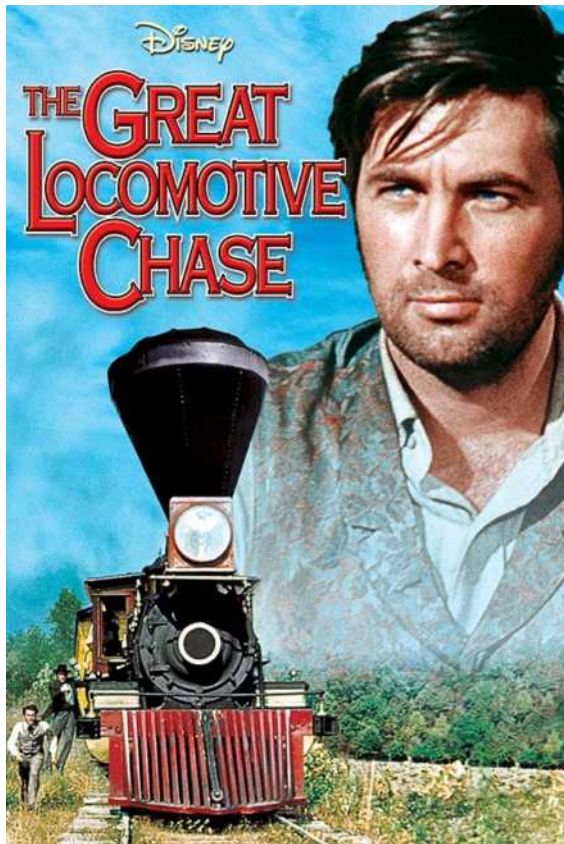


North Texas Chapter – National Railway Historical Society



"It's the Civil War, and Union spy James J. Andrews (Fess Parker) is on a top-secret mission: to steal a Confederate train outside of Atlanta and take it back to Union territory in Tennessee, using it to sabotage and destroy Confederate supply routes along the way. But the train's conductor (Jeffrey Hunter) is on to Andrews and is determined to try his best to throw a wrench in the Union spy's plans before he delivers the train to his fellow soldiers."

April Chapter Meeting

- When: Tuesday, April 4th @ 7:30
- Where: Founder's Building, Grapevine
- Program: Video on the left, **The "Great Locomotive Train Chase"**
- Location: 701 S Main St, Grapevine, 76051

See attached link for directions:

<https://www.mapquest.com/us/texas/grapevine-visitors-center-founders-building-476101387>

*The Great Locomotive Chase was an actual military raid by the Union army that occurred April 12, 1862. They were pursued by Confederate forces at first on foot, and later on a succession of locomotives, including *The Texas*, for 87 miles. **Source:**

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

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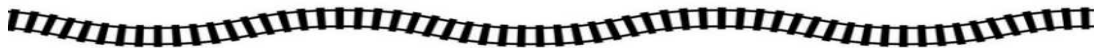
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Let's Take a Trip on the Missouri River Runner! By Wayne Smith

There are several members of our chapter that have connections to the state of Missouri. So, let's hop aboard Amtrak's *Missouri River Runner* that operates between Kansas City on the west side of the state and St. Louis on the east side of the state. Let's start our journey in Kansas City. We'll throw in a few highlights along the way, with pictures to boot. All Aboard!

Kansas City



St Louis

Jefferson City

Kansas City, MO – Union Station: With strong regional support and financing (in both Missouri and Kansas), this grand Beaux-Arts masterpiece was restored and renovated to house a variety of museums, shops, restaurants, offices and transportation facilities. Union Station also has a Model Train Gallery.



The picture above was taken from the top of **Liberty Tower**, part of the **National World War I Museum and Memorial** in Kansas City looking down on the majestic station and downtown Kansas City. The Beaux-Arts station opened on October 30, 1914, as the third-largest train station in the country. The building encompassed 850,000 square feet, the ceiling in the Grand Hall is 95 feet high, there are three chandeliers

weighing 3,500 pounds each, and the Grand Hall clock has a six-foot diameter face. Due to its central location, Kansas City was a major hub for both passenger and freight rail traffic.



Above: A mural located inside **Kansas City Union Station** depicts no less than 12 railroads utilized the grand station including the Alton Railroad; Atchison, Topeka and Santa Fe Railway; Chicago, Burlington and Quincy Railroad; Chicago Great Western Railway; Chicago, Milwaukee, St. Paul and Pacific Railroad; Chicago, Rock Island and Pacific Railroad; Kansas City Southern Railway; Missouri-Kansas-Texas Railroad; Missouri Pacific Railroad; St. Louis-San Francisco Railway; Union Pacific Railroad; and Wabash Railroad.



Independence, MO: Commonly referred to as the “Truman Depot” in honor of its most famous customer - President Harry S. Truman - the red brick depot was built in 1913 for the Missouri Pacific Railroad.



Lee’s Summit, MO: The Amtrak station sits close to the historic Missouri Pacific depot, now used by the chamber of commerce and historical society.



Above: The historic Missouri Pacific depot in Lee’s Summit is now used by the chamber of commerce and historical society. This photo was taken on an obviously cold January day.



Above: Resting beside the historic Missouri Pacific depot is a nicely restored MP caboose.



Above: This photo shows both the historic depot in **Lee's Summit** and a preserved MoPac caboose.



Above: This is the facility that **Amtrak** currently uses in Lee's Summit located next to the historic MP Depot. Surprisingly, the glass enclosed structure was heated. And so were the restrooms in the building that can be seen through the glass hut.



Warrensburg, MO: The historic depot, constructed in 1889 of light grey sandstone, is located in the heart of downtown and is only a few blocks north of the University of Central Missouri campus.



Sedalia, MO: Following a recent renovation, the 1886 **Missouri Pacific depot** serves as a multimodal transportation center including use by Amtrak.

There is a second restored and functioning depot in Sedalia. The **Katy Depot** serves as a Welcome and Tourism Center, a Trailhead and full service facility for the **Katy Trail State Park** (*See next article below) and exhibit gallery. Sedalia is home to the Missouri State Fair.



Above: The **MP depot in Sedalia** is larger than depicted in this photo taken from inside an Amtrak coach.



Above: Also found in Sedalia is **Kehde's Barbeque** (pronounced Katy's) with one of the dining rooms in a modified MKT coach.



Jefferson City, MO: Located along the Missouri River between the statehouse and the Governor’s Mansion, the station is housed in the former 1855 Union Hotel, part of the Jefferson Landing Historic Site.



Above: The former **1855 Union Hotel**, including the **Amtrak Station**, is currently closed for restoration due to concerns about the building’s structural integrity. The State of Missouri recently approved funding for its restoration.



Above: **Jefferson City** is the **capital of Missouri** and is roughly half-way between Kansas City and St. Louis.



Above: The **State of Missouri domed capitol building** can be seen above the roofline of the historical **Lohman building**, also known as the **Jefferson Landing Building**.

Jefferson Landing State Historic Site includes the Christopher Maus House, the Union Hotel, and the Lohman's Landing Building (also known as the Jefferson Landing Building), which was listed on the National Register of Historic Places in 1969.

The stone Lohman Building was constructed in 1839 by James Crump and saw use as a grocery store, warehouse, telegraph office, tavern, and hotel. The building earned the nickname "the landing" and was recognized as a popular meeting place for lawmakers and commercial operators. Crump's business partner Charles Lohman eventually purchased all sections of the building that then became known as Lohman's Landing. In 1855, Charles Maus built a hotel across the street, and his brother Christopher Maus built a small, red brick home just to the south of the hotel. The hotel went through several name changes: Missouri Hotel, Veranda Hotel, and finally the Union Hotel following the Civil War.

The Lohman and Union Hotel buildings came to be used for storage, tenement lodgings, and a shoe factory before being acquired by the state in 1976. The buildings were restored as the state's contribution to the nation's 1976 bicentennial celebration.

Exhibits in the Lohman Building depict a 1850s general store and warehouse. The Elizabeth Rozier Gallery, located in the Union Hotel building, offers exhibits on state history, art, and culture. The ground floor of the former hotel also houses the city's Amtrak train station. As noted above, the former hotel is currently closed due to restoration. Source: https://en.wikipedia.org/wiki/Jefferson_Landing_State_Historic_Site



Above: The former **1855 Union Hotel** is barricaded off while waiting to be restored.

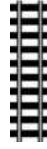


Hermann, MO: Known for its beautiful natural setting, rich German cultural heritage, vineyards, walkable downtown and various festivals, Hermann attracts visitors from across the Midwest.



Above: Photograph taken from inside the *Missouri River Runner* while passengers were boarding at the Hermann Missouri Pacific depot with a preserved MP caboose seen across the parking lot.

Washington, MO: The historic Missouri Pacific Railroad depot was built in 1923 and today houses a passenger waiting room, the town's visitor's center and the Mid-Missouri Fine Arts Gallery.



Kirkwood, MO: Built in 1893 by the Missouri Pacific Railroad, the depot is the heart of community life. The depot is used for community gatherings and to provide tourist information. The **National Museum of Transportation** is located in Kirkwood, a suburb of St. Louis.



St Louis, MO – Gateway Station: The St. Louis Gateway Transportation Center is considered a state-of-the-art intermodal facility serving Amtrak, light rail, and intercity and local buses, which opened in 2008.



Above: The **St. Louis Gateway Transportation Center** is end of the line for *The Missouri River Runner*.

There are several attractions that are within walking distance of the Gateway Station including Busch Stadium, Gateway Arch, The Old Courthouse, Soldiers Memorial Museum and St. Louis Union Station.



Above: **Busch Stadium**, home of the St. Louis Cardinals baseball team, is a short walking distance from the Gateway Station.



Above: **Gateway Arch National Park**, which includes **The Old Courthouse** (domed building on the right), is a short walking distance from Gateway Station.



Above and below: **The Soldiers Memorial Military Museum** is a free museum and memorial that is within walking distance of the Gateway Station.





Above and below: The former **St. Louis Union Station** is now a hotel and entertainment complex including the **St. Louis Aquarium**. St. Louis Union Station is a short distance from the St. Louis Gateway Station.



Source of the Two Photos on this page only: [https://en.wikipedia.org/wiki/Union_Station_\(St._Louis\)](https://en.wikipedia.org/wiki/Union_Station_(St._Louis))
All Photographs by Wayne Smith, except as noted on Pages 13 and 14.

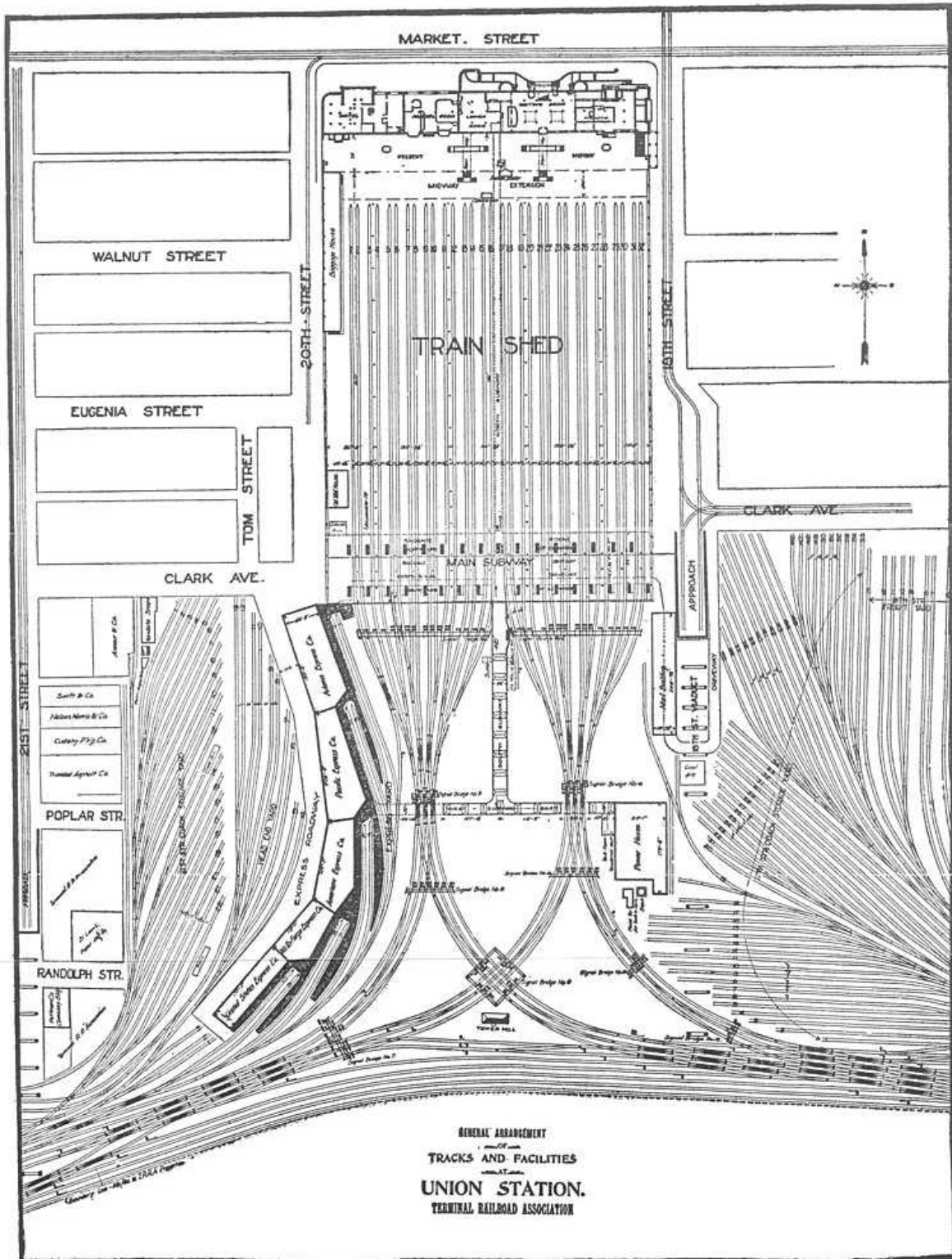


FIG. 86.

(Facing page 124.)

This historic **Tracks and Facilities diagram of St. Louis Union Station** is very complex. It is included just because of its amazement. Source: [https://en.wikipedia.org/wiki/Union_Station_\(St._Louis\)](https://en.wikipedia.org/wiki/Union_Station_(St._Louis))

***Note – Lately, Amtrak’s Missouri River Runner has continued on to Chicago’s Union Station as some iterations of Amtrak’s Lincoln Service. So, let’s continue on our journey to Chicago, Illinois.**



Chicago, IL – Union Station: Best known for its majestic Great Hall, Chicago Union Station is a major hub for mid-western corridor services and national network trains serving the west.



Above: **Amtrak’s Lincoln Service** runs north and south between **St. Louis Gateway Station** and **Chicago Union Station** (seen in the pictures above and below).



Above: **Chicago Union Station** is the northern terminus of **Amtrak’s Lincoln Service**. Thank you for taking this journey with us!

Katy Trail State Park

Photographs by Wayne Smith

Katy Trail State Park is the longest developed rail-trail in the country. Katy Trail State Park attracts people of all ages and interests. Whether you are a bicyclist, walker, equestrian, nature lover or history buff, the trail offers opportunities for recreation, a place to enjoy nature and an avenue to discover the past.

The park, built on the former corridor of the Missouri-Kansas-Texas Railroad (MKT or Katy), is 240 miles long and runs between Clinton, MO and Machens, MO with 26 trailheads and four fully restored railroad depots along the way.

Trail users have the opportunity to wind through some of the most scenic areas of the state with the majority of the trail closely following the Missouri River. The park also takes users through a slice of rural history as it meanders through the small towns that once thrived along the railroad corridor and reflect the rich heritage of Missouri. Source: <https://mostateparks.com/park/katy-trail-state-park>

The Katy Trail currently begins at Machens in eastern Missouri on the Missouri River and runs along the northern bank of the river for most of the trail's length. The next major city along the trail is Jefferson City, — the state capital. At mile-marker 169.9 (McBaine) the trail intersects the MKT Trail, which leads into downtown Columbia, the largest city along the trail. The Katy then deviates from its original path and crosses the Missouri River at Boonville on the Boonslick Bridge instead of the original MKT Bridge. From here **the trail runs to its terminus in Clinton** at mile-marker 264.6.

A new section of the trail on the Rock Island railroad corridor opened in December 2016. The Rock Island Spur starts at Windsor, on the Katy Trail, and runs 47 miles northwest towards Kansas City. The trail, originally slated to be named Rock Island Trail State Park, extends the trail system to the suburbs of Kansas City at Pleasant Hill on rail banked right-of-way of the Chicago, Rock Island and Pacific Railroad.

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



Left: The western terminus of the 240 mile **Katy Trail State Park** is in Clinton, Mo. See a map of the **Katy Trail State Park** on the following page.



Above: The trailhead for the western terminus of the **Katy Trail State Park** is easy to spot with an MKT caboose marking its location in Clinton, MO.



Source: https://commons.wikimedia.org/wiki/File:Katy_Trail_State_Park_Missouri.svg

What’s The Possibility of There Being a “24 Hours @ Big Sandy, TX”?

Skip Waters, Chapter VP of Trips and Events, was approached by a regular attendee of our Annual 24 Hours @ Saginaw event and offered to subsidize a similar event in the town of Big Sandy in East Texas if the North Texas Chapter was to organize and manage the event. This proposal was discussed with the membership at the February meeting and all of those in attendance were interested in possibly supporting such an event depending on the results of a fact finding trip by board members Skip Waters and Wayne Smith.

So, Wayne and Skip journeyed to Big Sandy recently to investigate the resources, facilities, restaurants and lodging in Big Sandy. Skip arranged for a meeting with the mayor and the city secretary of Big Sandy. We were pleasantly surprised to learn of the existence of The Heritage Center that sits trackside at the interchange of the north-south former SP line that crosses the east-west former Texas & Pacific line. We were informed that the facility was built in 2018 with a grant for the purpose of train watching, among other events. The Heritage Center has restrooms, sound system, air conditioning and a kitchen. It also includes tables and chairs. The mayor and city secretary were very cordial and informative. They seemed excited about the possibility of a 24 hour train watching party type of event in Big Sandy.

The Heritage Center has nice big picture windows that look out at the interchange for comfortable viewing. There is also a nice big covered porch with oversized rocking chairs that can also serve as a semi-sheltered viewing area. As dates and details are established, more information will be provided as it is obtained. Please see pictures below. Conclusion? The possibility is strong.





Above: Passing trains can be viewed from inside The Heritage Center, on the covered porch or out in the grass closer to the action.



Above: There is plenty of room for attendees to set up tents for overnight camping or for shelter from the sun. There is a lot more usable area for tenting to the left of the photo as well.



An East Texas junction worth visiting

Posted by [Jim Wrinn](#) on Thursday, December 11, 2014

BIG SANDY, Texas – One of my favorite things to do when I am traveling is to explore places that I’ve read or heard about all my life, but I also love to visit little-known gems. This is about one of those unremarked hot spots.

A friend of mine suggested that while I was in Tyler, Texas, for business last month that I take the time to drive about 25 miles north to a place called Big Sandy. What would I find there, I asked? When Patrick Flynn wrote about it in the March 1994 issue of *Trains*, it was a busy crossing of the Southern Pacific and Union Pacific. Today, thanks to mergers, it is all Union Pacific.

Business seems to be brisk. I watched several moves and all within a few hours on a Sunday morning. There’s the crossing, a passing track that appears to get good use, and even a crew change base here. Best of all, there are tracks going in all four directions. I love to study junctions, and this one is well worth seeing in person to understand how the north-south former SP line parallels the east-west former Texas & Pacific line briefly before darting across the T&P line to reach the crew trailer.

A quick bit of history: The line south of here to Tyler was originally a 3-foot gauge pike built to keep Tyler connected to the railroad world at Big Sandy; it went by the lovely name of the Tyler Tap Railroad. Later it became an integral part of the Cotton Belt.

Best of all, city streets parallel the junction and Tyler Street actually crosses through the middle of the whole junction. Sun is good just about all day this time of year from what I could tell, and there are hints as to the past lives of the railroad and its relationship to the community in T&P Avenue and Cotton Street, that are visible from the area near the diamond.

If you’re lucky like me, friendly residents will stop to say hello or toss up a wave of the hand, and a couple of “yap, yap” dogs may come out to greet you. Of course, make sure you are stay off railroad property and out of front lawns to keep the peace with our friends at UP and with local residents, respectively. Otherwise, you’ve got the place to yourself.

So, the next time you’re in East Texas or the next time you’re zipping along nearby Interstate 20, take the time to find Big Sandy and its trains. They’re hidden in plain view.

Source: <https://cs.trains.com/trn/b/staff/archive/2014/12/11/an-east-texas-junction-worth-visiting.aspx>

The Photographs below are by Jim Wrinn and accompany the article on the previous page.



Big Sandy is at the junction of two Union Pacific lines in east Texas. *Jim Wrinn photo.*



Texas & Pacific is not forgotten in this part of East Texas. *Jim Wrinn photo.*



Running with only one unit, a southbound automotive train rolls out of Big Sandy across the diamond with the former Texas & Pacific. *Jim Wrinn photo.*

Texas Railroad History - Tower 137 - Big Sandy

<http://txrrhistory.com/towers/137/137.htm>

Below: John Winfield's beautiful painting of the junction at Big Sandy shows the Union Station. The passenger diesel is southbound on the Cotton Belt. John Winfield is a good friend of the North Texas Chapter of the National Railway Historical Society and a former member of the chapter.



Above: Having built Big Sandy Lake to provide a water source, T&P built a massive water tank trackside less than a half mile from the lake. (Stanley Fisk photo, Sept. 2020)

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

The March 2023 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, March 7 at the Spring Creek BBQ in Irving, TX. There were 13 attendees.

President Wayne Smith called the meeting to order at 7:12 PM.

President Wayne Smith and VP Skip Waters traveled to Big Sandy, Texas to evaluate the location as a possible Chapter sponsored train watching event. Big Sandy is about 100 miles east of Dallas. Big Sandy is the junction of the UP's east-west line (formerly T&P) and the UP's north-south line (formerly Cotton Belt). There is also a Virtual Railfan webcam there. Wayne and Skip met with the mayor and city secretary to discuss what the site might offer as a train watching venue. Big Sandy has a Heritage Center with restrooms, kitchen, and chairs. The Heritage Center has a back porch with chairs and a view of the tracks.

Food and lodging are somewhat limited. There are some Air BNBs in Big Sandy, as well as a couple of restaurants. For hotel rooms and a larger variety of restaurants, one must travel to Gilmer, Mineola, Gladewater, or Longview.

Nevertheless, there was an encouraging response from the city officials, and the spot does offer a variety of train activity, and is somewhat busy (about 20 trains per day on average, according to the Virtual Railfan website). Furthermore, a third party has offered to pay expenses (other than personal, of course), for the Chapter's event.

The Chapter is thinking about an August or September time frame to hold the event. Since it is a few hours' drive to get there, a 12 noon Saturday to 12 noon Sunday event is under consideration.

Big Sandy is not expected to affect our long running 24 Hours at Saginaw event. That is still being planned for Memorial Day weekend. We will once again have to rent tents and portable toilets.

Dave Podrahsy announced that the Winter Plano Train Show is to be held on January 21 and 22, 2024. The Chapter received a check for \$2,180.00 for proceeds from the January show. Thanks to Dave for taking all the Chapter's work assignments at the January show.

The Chapter has an opportunity to salvage additional bricks from the Tower 55 demolition site. The bricks might be a good sale or auction item. We will need to coordinate with Ken Fitzgerald to get to the site. It has been proposed that the Chapter provide some kind of Certificate of Authenticity with each brick.

April 12, 2023 is the 161th anniversary of the Andrews raid and the Great Locomotive Chase across northern Georgia. The April meeting would be a good time to show the Disney movie as the evening's program. The Civil War Museum would certainly be an appropriate location for the April meeting, but efforts to contact them have so far not been fruitful.

James Dolande's group the North Texas Traction Club has recently received a donation of the remains of interurban car #501 now sitting in Van Alystne. The club has plans to restore it.

The 2023 NRHS National Convention will be in Florida on Labor Day weekend. The 2024 National Convention will feature the East Broad Top Railroad.

The evening's program was the video "Prairie Rails", provided by Sam Metzgar.

The meeting adjourned at 8:52 PM.

Jerry M. Nunn
Secretary, North Texas Chapter, NRHS

Tower 55 Bricks Salvaged by North Texas Chapter Volunteers

Thanks to our friend Ken Fitzgerald (and permission of UPRR), volunteers from the chapter gathered on Sunday, March 19th, to salvage over 200 bricks from the recent demolition of Tower 55. The North Texas Chapter plans to use the bricks for a fundraising campaign and we are currently working on a letter of authenticity. Many thanks to Skip Waters for supplying the trailer used to haul the bricks and also for using his warehouse to store the bricks. More coverage will be provided in May's newsletter.



Above: Some chapter members and volunteers can be seen taking a break from sorting through Tower 55 bricks as a BNSF manifest train passes through the diamond at Tower 55. Notice the Ferromex (private rail consortium that operates the largest (by mileage) railway in Mexico) locomotive behind the lead. Photo Credit: Steve Grabman

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, April 4th Chapter Meeting – Founder's Building (Same parking lot as Grapevine Vintage Railroad Depot), Grapevine, TX @ 7:30.

Tuesday, May 2nd Chapter Meeting – Burleson Visitor's Center/Interurban Museum. Details TBD.

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

Tuesday, June 6th Chapter Meeting – Sokol Hall, Dallas @ 7:30. Program TBD.

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***Wayne Smith, North Texas News Editor.
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