

North Texas Chapter – National Railway Historical Society



October Chapter Meeting (Video): Trolley – The Cars That Built our Cities



When: Tuesday, October 3rd @ 7:00 pm, Meet “N” Greet @ 6:30

Where: Grapevine Founder’s Building

From the Back Cover: Trolley captures the magical history of street railways, from early horse cars to modern light rail. Meticulously researched over four years, this lyrical documentary presents a comprehensive collection of trolleys, seen on motion picture footage dating from the 1890s to the 1990s. Included are open cars and closed cars, horse cars and cable cars, urban streetcars and country trolley lines, elevated railways and underground subways.

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Jon Shea's End of Summer Journeys:
A Trip That Spans Multiple States



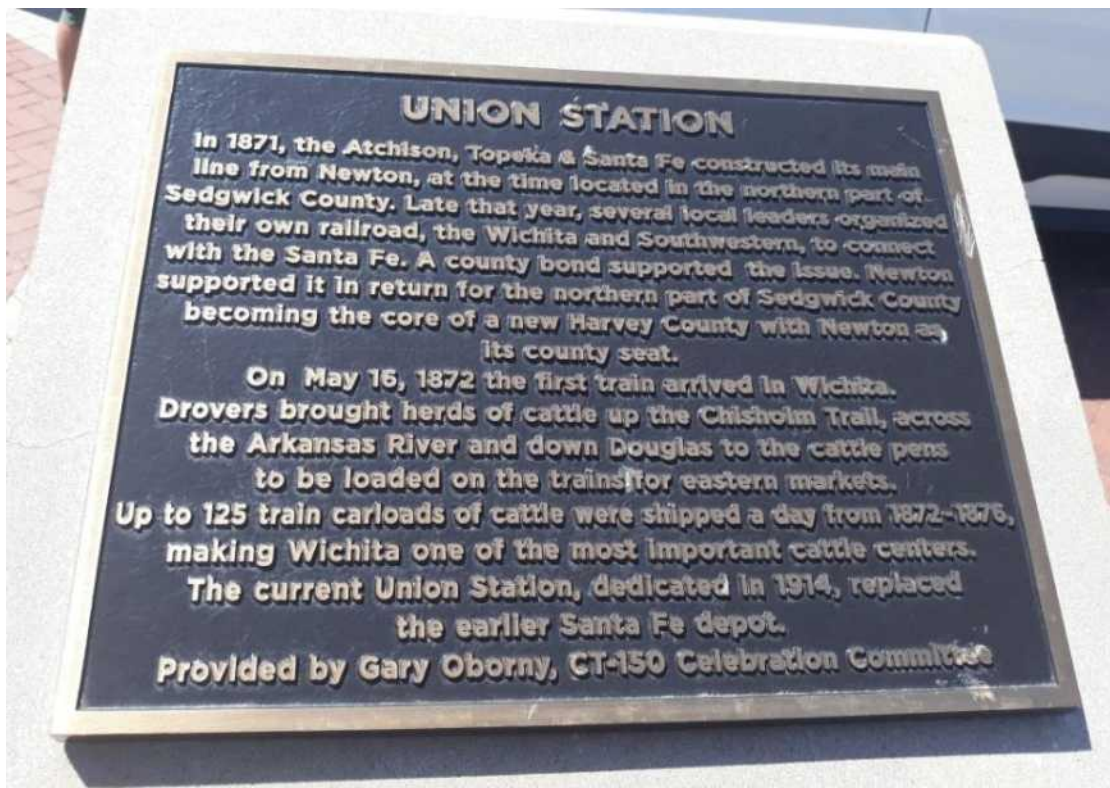
Inside the Round Barn. A Route 66 landmark in Arcadia, OK



Unfortunately, the depot in Arcadia is gone.



Wichita, KS Union Station. Dedicated in 1914.



Wichita Union Station Marker.



Anness, KS – Wichita and Southwestern (later Santa Fe) depot (1887). Now in Old Cowtown Wichita, KS.



Cattle loading wooden boxcar. Old Cowtown Wichita, KS.



Former Rock Island Depot (1887), Wichita, KS.



Santa Fe 3768 4-8-4 built by Baldwin in 1938. Near Wichita, KS, Union Station.



El Reno, OK. The caboose is in a park on old Route 66.



T&P #600. Photo in Cracker Barrel, Mesquite, TX.

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Chapter Meeting Minutes September 12, 2023

The September 2023 meeting of the North Texas Chapter of the NRHS meeting was held at Spring Creek Barbecue in Irving, TX. Thirteen attendees were present, including two visitors.

President Wayne Smith called the meeting to order at 7:19 PM. 24 Hours at Big Sandy is coming up September 22-23. Here the T&P tracks cross the Cotton Belt tracks. We will be at the Big Sandy Heritage Center.

We are short on presenters. You can stay overnight at a nearby town or come out on Saturday. The tent situation is not settled.

Jon Shea reported on the upcoming meetings schedule and passed around a photograph of President Theodore Roosevelt taking a cab ride from Go West Mr. President and Southwestern Historical Quarterly from January 1970 which has an article Texas Railroads and the End of an Era by Everett L. DeGolyer. He was one of the founders of The Southwest Railroad Historical Society and the Age of Steam Museum. The article has many old railroad pictures.

James Dolande reported that Texas Transportation engine #1 is being restored. It may be restored to running condition and moved to Houston, possibly with a power car attached to avoid the necessity of putting up overhead wires.

Sam Metzger passed around a 1952 Lionel Lines catalog.

Dave Kohler reported that Santa Fe Railroad engine #2926 will get on the mainline and run.

Wayne announced the Plano Train Show is coming up. Volunteers are needed to take money (ticket sales) at the entrances. A sign-up sheet was passed around. Volunteers are also needed for the Chapter table.

Skip Waters explained the Grapevine Vintage Railroad trip on November 11. Sam wants to give a presentation on the railroads of Grapevine. He needs 1 1/2 hours. We need to be at the depot by 12:30 AM to board the train. You can see Sam's presentation at 10:30-12 noon. Alternately you can eat a brunch. There is a model railroad available for viewing which asks for a \$2.00 donation. The price of the Grapevine Vintage Railroad trip will probably be about \$25.00. Sam's presentation will be at the Chill Bar in Grapevine, in appropriately enough, The Cotton Belt Room. The slide show on September 30 will be at the Taco Joint on Preston Road just south of Belt Line Road. The 2024 NRHS National Convention will be held in Harrisburg, PA. Details to be announced.

Skip gave a report on the Florida NRHS convention and a photo essay is located elsewhere in the Zephyr.

The program for the evening was 30 minutes of the 2021 NRHS National Convention Milwaukee Rails and 30 minutes of the 2022 NRHS convention California Limited videos.

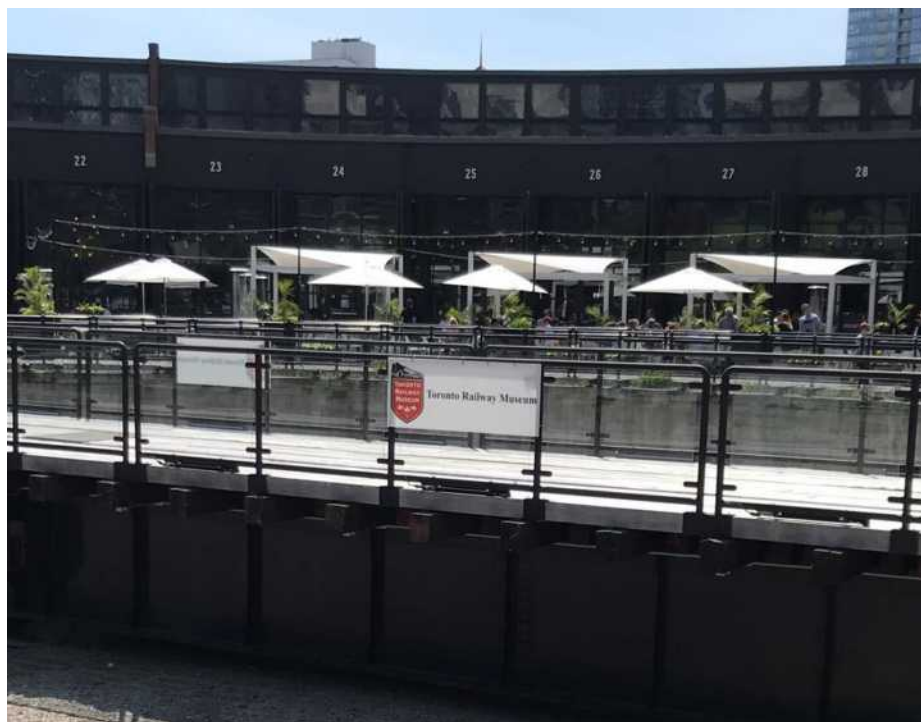
Railroad Bill Long was the star of both videos as the narrator. Bill was ill and unable to attend the meeting. We wish him a speedy recovery.

Reported by Jon Shea, VP of Programs

A Visit to Toronto, Ontario, Part II

Including Toronto Railway Museum

Photos by Wayne Smith



Part of the *Toronto Railway Museum*, as the sign indicates, the Canadian Bridge Company constructed the John Street Roundhouse's turntable while the roundhouse was being constructed in 1929. It is a twin-span, three-point turntable that pivots on a central axis. The weight of the locomotive is supported in the centre and at both ends on trucks that ride on a circular rail extending the circumference of the reinforced concrete pit. See photo below. An air motor at each end propels the turntable by compressed air pumped up from an underground generator. At 120 feet, it is easily one of the longest built in Canada. It was fully restored in 2007 and is now completely operational.

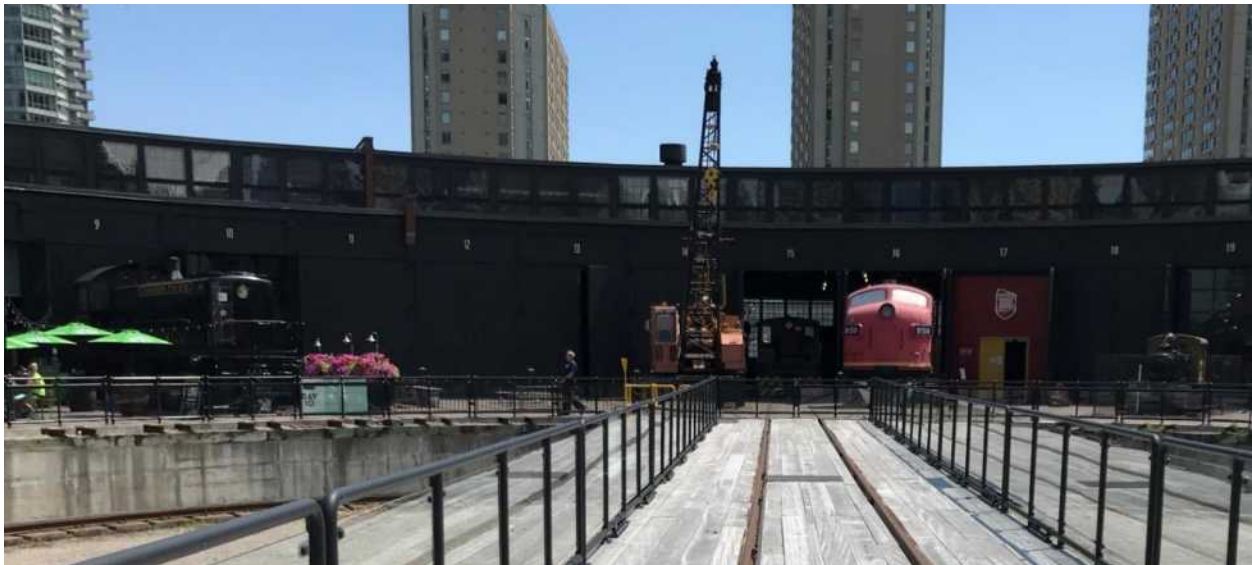


John Street Roundhouse and Roundhouse Park

A 9,300-square-meter roundhouse was built on landfill between 1929 and 1931 by the Canadian Pacific Railway to the immediate southeast of its smaller predecessor. It would ultimately inherit the John Street name even though construction of the new rail corridor resulted in the removal of the John Street Bridge, thus separating the roundhouse from John Street altogether. In its prime, the John Street engine facility had 32 stalls, contained 43 structures, several miles of track, and covered nearly 16 acres of property. Up to 150 men worked in the facility 24 hours a day. There were provisions for an additional 16 locomotive stalls shortly after completion, but the economic effects of the Great Depression would prevent this from happening. It was the most modern locomotive facility in Canada, having steam piped in from the nearby steam heating plant to all but three stalls of the roundhouse. This direct steaming process was the first of its kind in the country, and it allowed locomotives to be moved about the building without having to keep their boiler fires going. This vastly improving visibility for employees inside the roundhouse, which would have otherwise been filled with smoke at all times. The centrepiece of the roundhouse was a massive 120-foot turntable designed by the Canadian Bridge Company, the largest on the entire Canadian Pacific system and one of the largest in Canada at the time of its completion. Locomotives were driven onto the turntable and rotated for positioning into one of the stalls for servicing and light repairs.

Roundhouse Park was created in 1997 on top of the southern expansion of the Metro Toronto Convention Centre. Encompassing some of the most valuable real estate in Canada, the park once saw little public use other than as a pedestrian shortcut between the Skydome and Lakeshore Boulevard. The Toronto Railway Historical Association is using the park as a permanent home for a miniature railway and other outdoor exhibits illustrating Toronto's railway heritage. With Toronto Railway Museum events coordinated with those of Steam Whistle Brewing, the TRHA envisions Roundhouse Park as a lively and dynamic venue.

Source: <https://www.trha.ca/trha/collections/structures/john-street-roundhouse/>



Above: Looking across the turntable at the Toronto Railway Museum, looking left to right, we see Canadian Pacific #7020 Switcher; a Pyke Crane; the barely visible 50 Ton Whitcomb Switcher; an F7 cab (the rest of the locomotive was scrapped) and a Porter 0-4-0 Fireless Locomotive.



From another angle, we see that a large part of the roundhouse is utilized as a private restaurant. Besides the equipment listed on the previous page, we see Canadian Pacific 188625 – Fowler Boxcar. The use of steel in the construction of rail cars rapidly gained popularity around the turn of the 20th century as a means to improve durability and crashworthiness. The first freight cars to use steel in their construction were built in 1902, having an inside and outside layer of wood sheathing that surrounded a steel underframe. These cars were built for the Norfolk & Western Railway in the United States, but the concept of having only an inside layer of wood sheathing would be an entirely Canadian innovation. These cars would be cheaper to construct and lighter in weight as a way of affordably handling the increasing amounts of grain produced in Canada’s Prairie Provinces.



A rare high-nose GP7 built by General Motors Diesel of London, Ontario, in August, 1953, as CN 7558.



This steel-sheathed, woodside caboose was constructed in 1921 by the TH&B Railway in its Aberdeen (Hamilton) shops. Its present appearance came about in the 1950's when steel sheathing was added.



Caboose #79144 was first built by the Eastern Car Company in 1920 as wooden boxcar #424669. In December of 1957, the CN rebuilt this boxcar into CN Caboose #79144.



Cape Race was built for the Canadian Pacific Railway in 1929 as the *River Liard*. The car was one of a series of 15 *River* cars fabricated at National Steel Car in Hamilton. *Cape Race* was converted to Business Car 13 in 1963 and used by the CP superintendent based in Kenora, Ontario.



CN 6213 was built in August 1942 by the Montreal Locomotive Works. It was part of an order of 35 identical locomotives built for the Canadian National Railways during World War II. It is a U-2 class Northern-type steam locomotive with a 4-8-4 wheel arrangement and was used to haul both passenger and freight trains. The 6213 is seen above in the maintenance facility, as it gets on-going maintenance.

**Photo Essay /Highlights of the National Railway Historical Society
National Convention in Florida, 2023 - Photos by Skip Waters**

The Brightline

Brightline is a high-speed train that runs on track owned by Florida East Coast Railway. Brightline is the only privately owned and operated intercity passenger railroad in the United States.



Convention Attendees visit the Brightline Maintenance Facility as part of the Brightline trip.



The Brightline train is brand new and has a sleek modern look.



Skip Waters in all his glory!

The Sugar Express



No. 148 originally operated freight, passenger, and sugarcane trains in South Central Florida over 100 years ago!



Above and below: Attendees taking advantage of a Sugar Express run by.



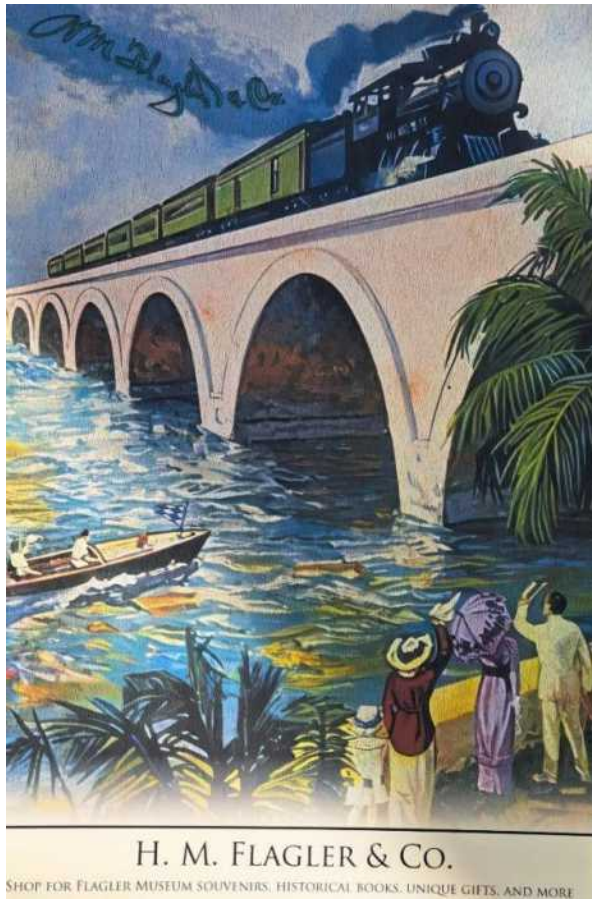
The Flagler Museum



When it was completed in 1902, the *New York Herald* proclaimed that Whitehall, Henry Flagler's Gilded Age estate in Palm Beach, was "more wonderful than any palace in Europe, grander and more magnificent than any other private dwelling in the world." Today, Whitehall is a National Historic Landmark and is open to the public as the Flagler Museum, offering self-guided tours, changing exhibitions, and special programs.



North Texas Chapter member, David Minnerly, enjoying the Flagler Museum.



Flagler Museum promotional poster.



Interior of HM Flagler's private car.

NRHS Banquet



"The Florida Special" was the theme of the NRHS 2023 National Convention.



Gold Coast Railroad Museum

The Gold Coast Railroad Museum houses over 40 historic rail cars including Presidential Rail Car "Ferdinand Magellan", and Florida East Coast Steam Locomotive #153. Founded in 1957, GCRM was built on the former Naval Air Station Richmond (NASR), the second largest WWII airship base in the United States. With over three miles of tracks, the NASR was an ideal place to build a railroad museum. The Gold Coast Railroad Museum became one of the three official Florida State Railroad Museums in 1984. Besides its rail cars, the museum includes a model railroad room, a Naval Air Station Richmond exhibit, Thomas play tables, and multiple displays of rail equipment.



Skip Waters hamming it up for the camera!



Left: Western Pacific "California Zephyr" Vista-Dome Car "Silver Crescent". The drum head is not original and reads, "Gold Coast Railroad".



Presidential Pullman Passenger Car "Ferdinand Magellan" U.S. Car #1 is unique among Pullman railroad cars in that it is the only car ever custom built for the President of the United States.



A photo of President Ronald Reagan speaking from the rear of the Ferdinand Magellan.



Florida East Coast Railway (FEC) Steam Locomotive #113.



Atlantic Coast Line Railroad (ACL) Caboose #0322



Above and below: National Aeronautics & Space Administration (NASA) #2, SW-1500





The National NRHS 2023 Convention was attended by North Texas Chapter members Skip Waters and David Minnerly.



Parting Shot: Photo from one of the NRHS Convention tour buses of the Atlantic Ocean.

Chapter Directory

North Texas Chapter Officers, 2023

- *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://www.facebook.com/groups/409467244127/)

Zephyr Archives:
[Rail History Newsletters \(gogeocaching.com\)](http://www.facebook.com/groups/409467244127/)

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, October 3rd Chapter Meeting - Grapevine Founders Building, Program: Trolley – The Cars That Built Our Cities. Starts at 7:00pm.

Tuesday, November 7th Chapter Meeting - Texas Western Model RR Club, Forest Hill; Annual Auction. Starts at 7:00pm.

Tuesday, December 5th Chapter Meeting – Annual Christmas Party and White Elephant Exchange, TBA.

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Wayne Smith, North Texas News Editor.

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