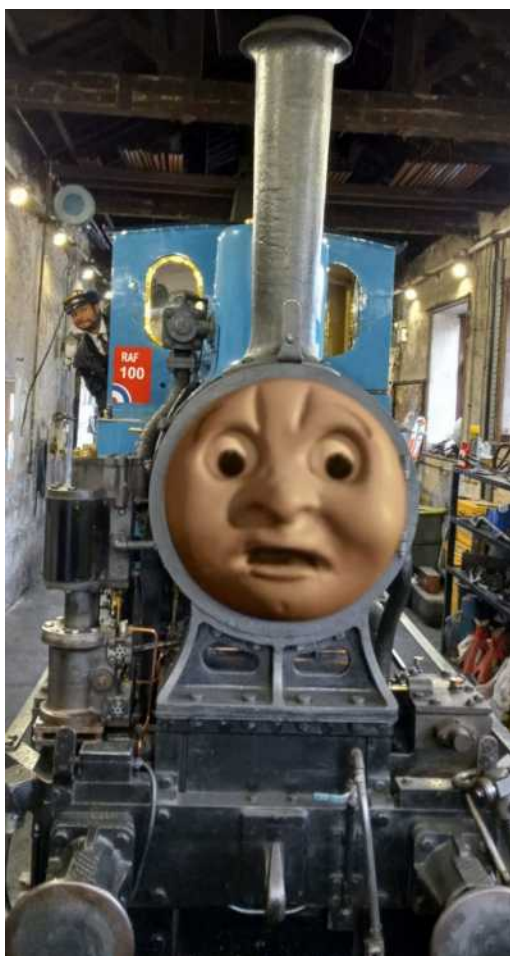


## North Texas Chapter – National Railway Historical Society



### **March Chapter Meeting: *James and His Big UK Trip!***



From the mountains of Snowdon to the halls of York, join Chapter member James Dolande on his biggest adventure yet!

**When: Tuesday, March 5<sup>th</sup> @ 7:30 p.m.**  
(Meet “N” Greet at 7:00 p.m.)

**Where: Cotton Belt Room of the Chill Bar & Grill at 814 S. Main St (NW corner of S. Main St. & Dallas Rd), Grapevine, TX.**  
**Food will be available for purchase.**



**Link to Website:**

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

Guests are always welcome!  
See you there!

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**It's Never Too Late!  
There's still plenty of time to pay your  
2024 North Texas Chapter Dues!**

First, a BIG THANKS to all our members who have already renewed their membership in our North Texas Chapter of the NRHS. 88% of our members have already renewed.

**BUT REMEMBER, IT'S NEVER TOO LATE TO PAY YOUR ANNUAL MEMBERSHIP DUES FOR YOUR CHAPTER.**

And it's easy to renew. The easiest way to pay is through our on-line Chapter Store. Or you can pay by mailing a check to the address shown below or by paying cash at a Chapter Meeting.

**Annual Membership dues are \$16 for either a Regular Chapter Membership or a Chapter-only Membership and \$18 for a Regular Chapter Family Membership.**

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

<https://ntxnrhs.org/store/#!>

Copy and paste the above address into your browser. We do add a small service charge (50 cents for individual, 75 cents for family memberships) to your dues payment to help offset some of the processing fees for using a credit card. You do not need to be a PayPal member to pay on-line.

**To PAY BY CHECK,** make the check payable to "North Texas Chapter NRHS" for \$16 (individual) or \$18 (family) and mail it to:

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

*Please note this new mailing address for membership renewals.*

**To PAY BY CASH,** please pay the Chapter Treasurer or any Chapter Officer at any Chapter Meeting with the exact amount of your annual dues.

If you have any questions about membership, please contact me directly at [rckennedy48@verizon.net](mailto:rckennedy48@verizon.net).

***Please note that this request is for your Chapter Dues only. You will be billed separately for your National NRHS dues by the National. National dues are paid directly to the National.***

Thanks very much.

Bob Kennedy, Treasurer  
North Texas Chapter, NRHS

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**Special Announcement:**

**There is a Trips and Events Committee meeting** scheduled for 6:00 p.m. on March 5, before the March Chapter meeting and at the same location. Anyone interested in discussing future trips and events is invited to attend.

## Portland Rails (Part 1 of 4): Portland Union Station

By Wayne Smith



Portland Union Station was constructed in 1896 and has been in continuous operation since that time. Originally constructed as part of the Northwest Pacific Terminal Company, it was owned jointly by the Northern Pacific, Union Pacific and Southern Pacific railroads. It was also used by the Spokane, Portland and Seattle railroad. Later, it was used by Burlington Northern and Amtrak. Your editor had the privilege of riding several famous trains in/out of Portland, such as Union Pacific's *City of Portland*, *Portland Rose* and *City of Seattle*; Burlington Northern's *Empire Builder* and Amtrak's *Coast Starlight*.



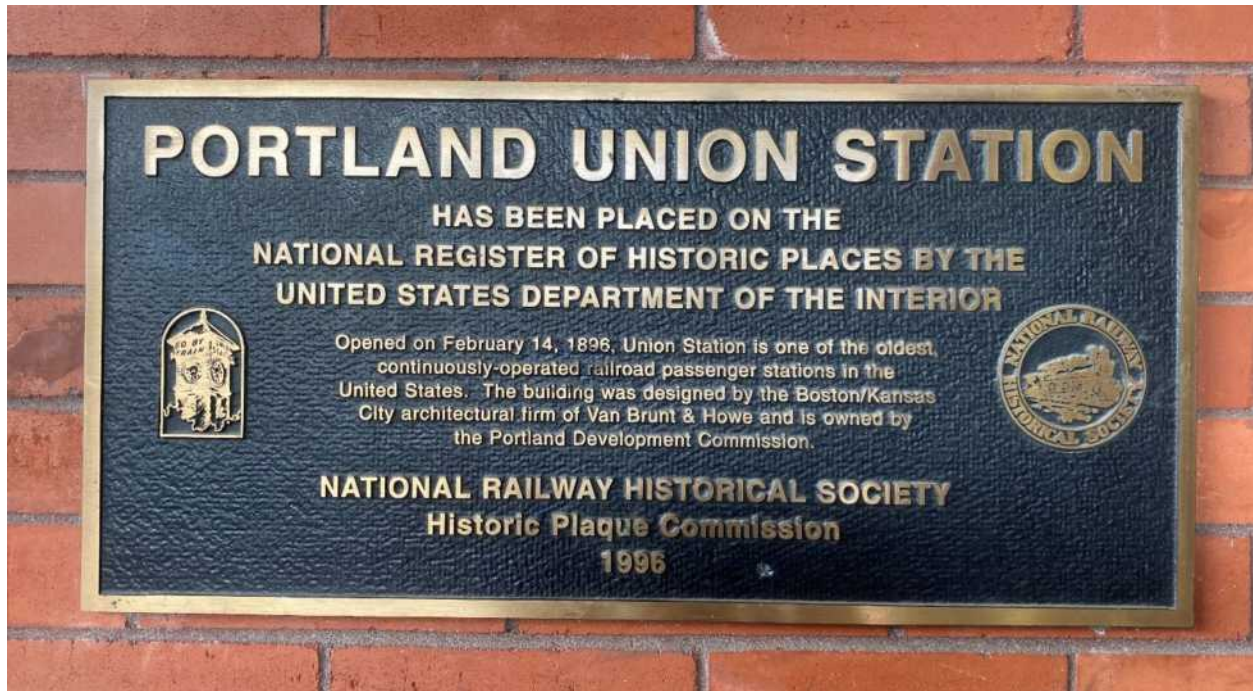




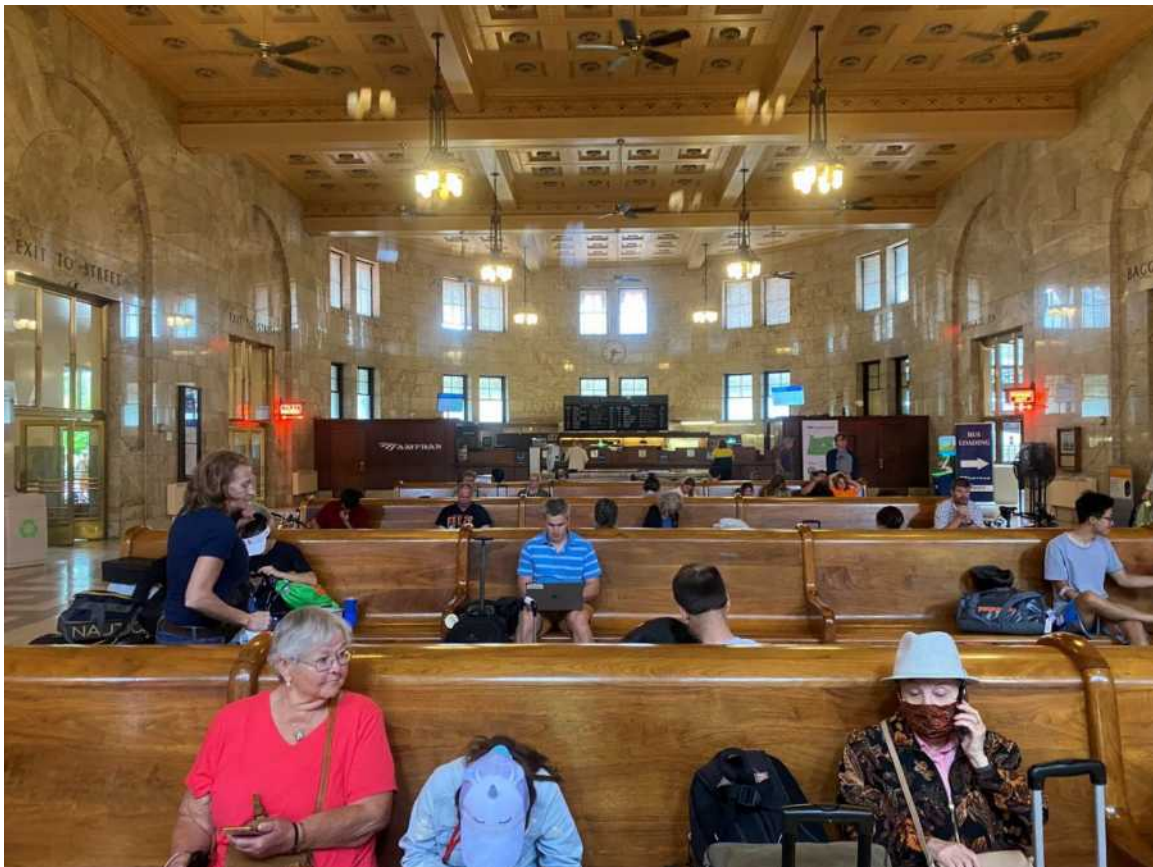
The centerpiece of the Romanesque and Queen Anne architecture is the 150-foot clock tower with its four-sided Seth Thomas clock that makes this landmark easily distinguishable. If you notice, two sides of the clock tower say, “Go By Train” and two sides say, “Union Station” (See page 3). In 1948, the blue and gold neon “Go by Train” and “Union Station” lights on the exterior were installed and are operational today.







Portland Union Station also has a plaque placed by the National Railway Historical Society Historic Plaque Commission.



For the most part, the interior looks very much like it did decades ago. Just ignore the Amtrak signage!





With the exception of some Amtrak models and a scanner and/or fax machine, the back of the ticket counter with its train board looks like a scene from decades ago.



There are lots of bright neon signs and other original signage. There are at least three neon signs in each photo.



“To Trains” is always a sign that gets railfans excited!



Portland Union Station serves as an intermediate stop for Amtrak's *Cascades* and *Coast Starlight* routes and, along with King Street Station in Seattle, is one of two western termini of the *Empire Builder*. Above, the Portland segment of the eastbound *Empire Builder* is ready for its late afternoon departure to meet up with the Seattle segment in Spokane, WA. It is also a stop for the Seattle-Los Angeles *Coast Starlight*, Amtrak's long-distance West Coast train. Effective Dec. 11, 2023, Amtrak *Cascades* offers six round trips between Seattle and Portland - twelve daily trains; two round trips between Seattle and Vancouver, Canada - four daily trains; and two round trips between Portland and Eugene, Oregon, with train connections between Portland and Vancouver, BC. The train gets its name from the nearby Cascade Mountains.





Above: Looking northwest from a pedestrian bridge, the track side of Portland Union Station can be seen with the Portland segment of the eastbound *Empire Builder* in waiting after the westbound train arrived in the morning and was turned, cleaned and made ready for its daily departure from Portland.



Now looking southeast, the other end of the eastbound *Empire Builder*'s Portland segment consist is seen.





Above: A third angle from the pedestrian bridge is now looking straight down on the *Empire Builder*. Southeast of the station, the tracks make a sharp turn and cross the Willamette River on the historic Steel Bridge. To the northwest, they follow the river, passing through rail yards before crossing the river again on BNSF Railway Bridge 5.1, also known as the St. Johns Railroad Bridge. Union station is situated near the western bank of the Willamette River in downtown Portland's Old Town Chinatown.



Soon, the northbound *Coast Starlight* arrives and can be seen beyond the *Empire Builder*. Trash is being removed from *Coast Starlight*'s dining car (left) as the train is being serviced during its stop in Portland.



Only ticketed passengers are allowed on the platform, which makes it a challenge to get decent photographs on ground level.



After the *Coast Starlight* departed for Seattle, the southbound *Cascades* arrived for its journey on to Eugene, OR. The *Cascades* is parked parallel to, and this side, of the *Empire Builder*.





A northbound Union Pacific freight train passes through the station on the far side of the tracks.



A very early photograph of Portland Union Station is hung in the station lobby.



Above: The clock tower of Portland Union Station can be seen beyond a piece of public art covered in graffiti. The station is also a major transport hub for the Portland metropolitan area with connections to MAX Light Rail, the Portland Streetcar, and local and intercity bus services, such as Greyhound. Portland MAX Light Rail and Portland Streetcars will be covered in a future newsletter.



This would have been a great shot if the photographer's finger didn't get in the way! He used it anyway.





There is a smaller waiting room for passengers with priority boarding.



The station also contains a restaurant & bar on the ground level and offices on the upper floors. It also has Amtrak's first Metropolitan Lounge on the West Coast, which is reserved for first-class sleeping car and business-class passengers. The Metropolitan Lounge is a separate area from priority boarding.

### Minutes of the February 2024 Meeting of the North Texas Chapter of the NRHS

The February 2024 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, February 6, in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 15 attendees including a guest of Clint Tinnell.

President Wayne Smith called the meeting to order at 7:34 p.m. He introduced our newest member, Phillip “Phil” Murry” who drove 100 miles from Stephenville one-way to attend our meeting. The membership welcomed him with applause.

CPKC Railway recently announced that Canadian Pacific Hudson 4-6-4 2816 would kick off its tri-nation tour in Calgary, Alberta, on April 24, and arrive in Mexico City on June 4. The closest stop to the Metroplex will be at Shreveport on May 24<sup>th</sup>. The only announced stop in Texas will be in Laredo. Unfortunately, May 24<sup>th</sup> is the same weekend that we traditionally host 24 Hours @ Saginaw. Is it possible for the chapter to turn the trip to Shreveport into a chapter event? This will be discussed at next month’s “Trips and Events” Committee meeting.

Bill Long announced that the next “Trips and Events” meeting will be held at 6:00 p.m. before our regularly scheduled March meeting. Should 24 Hours @ Saginaw be cancelled? When will we hold 24 Hours @ Big Sandy? Where is our next special event? Come to the March meeting and express your opinion.

Jon Shea announced programs for the next two months.

March – James’ UK Trip

April – Videos: Dome Car Magic and Luxury Rides the Rails

Jon also shared the sad news that his friend Cindy recently passed away. Cindy always came to the Chapter Christmas party every year and brought extra gifts for those that did not manage to bring a gift.

Jon brought a couple of railroad signs obtained through Cindy’s estate that were auctioned off in the moment with the monies going to the Chapter Treasury. One was a PRR sign and the other was a *Daylight* sign.

Bob Kennedy reported that 79% of our chapter members had renewed up to that date. *\*Editor’s Note – Renewals had increased to 88% as of 2/19/24.*

Skip Waters had concerns about hosting 24 Hours @ Saginaw since it is the same weekend as the CP 2816 event in Shreveport. Others expressed concern about the ever increasing cost.

The National Convention will be in Harrisburg, PA during the last week in August. Check the website for more details.

Skip is now President of the revived Wichita Falls Railroad Museum. They currently have 9 board members and are seeking 3 more.

The evening program was a DVD provided by AJ, *Amtrak: Connecting America by Rail* by Trains Magazine.

The meeting adjourned at 9:30 p.m.

Submitted by member Elden Baker, Transcribed by Wayne Smith (In the absence of Chapter Secretary Jerry Nunn)



## Report on the The Dallas Area Train Show

The Dallas Area Train Show has come and gone and was held at the Plano Centre on January 20-21, 2024. For those of you that don't know, the North Texas Chapter of the National Railway Historical Society is a member of the North Texas Council of Railroad clubs who sponsors the event.

A big thank you goes out to Dave Podrahsy for covering several of the volunteer job assignments that help operate the show itself. Thanks Dave!! Plus, many thanks to chapter members Don Novak, Jerry Nunn and Wayne Smith for volunteering two full days at the chapter table. Also, thank you to Don and Jerry for donations that were sold at the show for chapter fundraising. We made \$339.00 at the show with combined sales of our published Southern Pacific book and miscellaneous sales of donated items. We also promoted the NRHS and the North Texas Chapter by handing out applications and other promotional items. As always, we also handed out Operation Lifesaver promotional items.



## 18th Annual Dallas Area Media-Slide Show & NRHS Open House 2024!

In conjunction with the Dallas Area Train Show, the North Texas Chapter sponsored our Annual Slide Show and Open House on the evening of Saturday, January 20<sup>th</sup> at the Taco Joint in Addison after the first day of the train show. Of course, admission was free to the media show! We ate some tacos, had great programs and had a good time. We had 17 folks in attendance for the evening. The presenters and programs included those listed below. Of special note, Steve Crise is a professional photographer and has worked with Hollywood Stars amongst his very long professional resume. His presentation was a treat and all his shots were taken at night. He clearly is a master of using existing light, shadows, strobe lights and just an all-around artistic perspective in his photographs.

Steve Crise - digital

"Dark Territory" (Attached are samples of Steve's work on this page, which were shown at the Media Show)

Steve Grabman - digital and video

"Multiple titles"

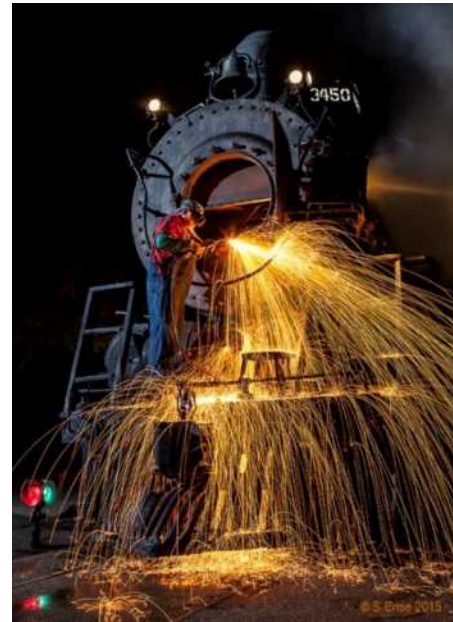
Sam Metzgar - video program

"Casey Jones"

Jerry Nunn

"The Good Stuff"

Thanks to the presenters and everyone who attended!



Above top: Steve Crise uses time-lapse photography in this photo. Above left and right: Steve Crise uses special lighting, smoke generators, models and props to simulate vintage memories of steam operation.

Source: [RailGiants Train Museum | Night Photography](#)





**Canadian Pacific 2816 will kick off its tri-nation tour in Calgary on April 24 and arrive in Mexico City on June 4. Photo by Justin Franz.**

## **CPKC Announces Schedule For 2816 ‘Final Spike’ Tour**

*By Justin Franz*

CPKC Railway announced Wednesday that Canadian Pacific H1b 4-6-4 2816 would kick off its tri-nation tour in Calgary, Alberta, on April 24, and arrive in Mexico City on June 4.

Last year, the H1b was restored to service after a decade of being in storage to celebrate the merger of CP and Kansas City Southern. The celebratory tour, dubbed the “Final Spike Anniversary Steam Tour,” will take the 1930-built locomotive to parts of the continent that haven’t seen steam in decades. It will also likely go down as one of the longest steam excursions in North American history to feature a single locomotive, with the entire trip likely covering more than 8,000 miles.

“Our combination on April 14, 2023, brought together two railroads with long and proud histories that together created the first and only railroad network connecting North America,” said Keith Creel, CPKC President and CEO. “This special cross-continental journey of the 2816 steam locomotive serves as a reminder of our past and a celebration of our future. We are excited to share this extraordinary experience with communities across our network as we mark the one-year anniversary of our CPKC journey. The Final

Spike Anniversary Steam Tour will be the first ever steam-powered passenger train in North America to traverse Canada, the U.S. and Mexico in a single trip.”

The Empress 2816, a 4-6-4 Hudson-type steam locomotive built in 1930, will make 11 stops between Calgary and Mexico City:

- Calgary, Alta. | April 24
- Moose Jaw, Sask. | April 28
- Minot, N.D. | April 30
- St. Paul, Minn. | May 3
- Franklin Park, Ill. | May 8
- Davenport, Iowa | May 10
- Kansas City, Mo. | May 18
- **Shreveport, La. | May 24**
- **Laredo, Texas | May 28**
- Monterrey, Mexico | May 31
- Mexico City, Mexico | June 4

Steam tour events will be held in Moose Jaw, Minot, St. Paul, Franklin Park, Davenport, Kansas City, Shreveport, and Laredo. At these stops, the public will have the opportunity to see the 2816 up close, learn more about the locomotive and CPKC’s history and enjoy the Puffer Belly Express mini-train, a quarter-scale steam locomotive model. In Mexico City, the 2816 will be spotted for public display. The return schedule for the trip has not been publicly announced.

Built in 1930, the 2816 was one of 65 H-1 Hudsons built by Montreal Locomotive Works, primarily for passenger service. In 1939, semi-streamlined Hudson 2850 led the royal train carrying King George VI and Queen Elizabeth across Canada. The King was so impressed with the locomotive’s performance that he allowed the CP to designate the later-built 4-6-4s as “Royal Hudsons,” the only locomotives outside the United Kingdom ever given such status. The CP’s Hudsons were, as railroad historian and author Omer Lavallée once wrote, “destined to be a superior breed of locomotive.”

At the end of the steam era, five CP Hudsons were preserved but 2816 was the only non-streamlined specimen saved. The locomotive was purchased by preservationist F. Nelson Blount and put on display at Steamtown U.S.A. Eventually, the locomotive was moved to Scranton, Pa., and became the property of the National Park Service. In 1998, CP reacquired the locomotive and sent it west to North Vancouver, B.C., for restoration. It returned to the main line in 2001 and ran for CP for a decade before being put into storage. In 2021, Creel announced that if the U.S. Surface Transportation Board approved his merger with KCS he would put the locomotive back in service to celebrate.

In the summer of 2023, locomotive 2816 returned to service and did a series of test runs around its home base of Alberta. The final test run, a two-day trip to Medicine Hat, Alberta in October, found the locomotive going 60 miles per hour for the first time since being put back in service.

*This article was posted on: January 31, 2024*

Above Source: <https://railfan.com/cpkc-announces-schedule-for-2816-final-spike-tour/>

Next Page Source: <https://www.cpkcr.com/en/community/final-spike-steam-train>





CPKC's unique, unrivaled railway network connects a continent and links Canada, the U.S. and Mexico. On April 14, 2023, CPKC drove a ceremonial Final Spike completing that continental connection. CPKC looks forward to proudly celebrating that historic railway moment with a tour starring the 2816, honoring their history and looking forward to an exciting future filled with opportunities for CPKC's railroaders, customers and communities.

This 2816 steam tour will bring the story of CPKC's uniquely North American railway's history and compelling future to life for rail fans and visitors across their network.

Canadian Pacific 2816 steam locomotive, The Empress, will again make history when it departs Calgary, Alta., April, 2024. The 4-6-4 Hudson-type steam locomotive was built in 1930 by Montreal Locomotive Works. It served as a roving steam-powered ambassador for Canadian Pacific throughout Canada and the U.S. before being placed in storage in 2012. Now, after a decade of slumber, the engine has been carefully prepared to once again travel the rails.



## Railfanning With Chapter Member Jerry Nunn



This is one of Jerry's favorite photos (He's a Santa Fe guy!). SD70M #239, still in Santa Fe paint, leads a northbound freight at Saginaw in 2014. This locomotive was looking in good condition, compared to some of the faded paint on some of the others.



This photo was taken on October 6<sup>th</sup>. UP 1113 is leading a local going northbound "wrong way" on the Midlothian Sub. Traffic here is predominantly southbound, and typically the only northbound traffic is locals. There are some plants that use plastic pellets in Mansfield and since the train is carrying hoppers, Jerry was thinking that's where the train had been.





Finally, here is a photo of illegal artwork on UTCX 1581 at Big Sandy on September 22, 2023. Also note the signals on the ground. The UP is obviously planning some kind of modification to the interlocking in the near future.

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## **Parting Shot: Trains At NorthPark**

Photo by Jon Shea



For the past 35 years, the Trains at NorthPark have been delighting the hearts and minds of young and old alike during the holiday season. This north Texas tradition includes 1,600 feet of track depicting scenes from coast to coast on a whimsical rail journey across America. New Mexico is represented above.

## Chapter Directory

### North Texas Chapter Officers, 2024

- \*President, Wayne Smith, 940-300-4407
- \*Vice President/Programs, Jon Shea, 972-948-2413
- \*Vice President/Trips and Events, Skip Waters,  
[wgcush@swbell.net](mailto:wgcush@swbell.net)
- \*Vice President/Communications, Vacant
- \*Secretary, Jerry Nunn
- \*Treasurer, Bob Kennedy
- \*National Representative, Bill Long
- \*Webmaster, Kim Hays, [kimhays516@gmail.com](mailto: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](mailto: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 p.m., 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](http://www.nrhs.com)

## Doodlebug News Briefs



MKT doodlebug M10

**\*\*\*\*\*There is a Trips and Events Committee meeting at 6:00 p.m. on March 5, at the same location and before the March Chapter meeting. Anyone interested in discussing future trips and events is invited to attend.**

**Tuesday, March 5th Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program Presentation: James and His Big UK Trip, at the Chill Bar and Grill (Cotton Belt Room), Grapevine, TX.**

**Tuesday, April 2<sup>nd</sup> Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) at the Chill Bar and Grill, Grapevine, TX.**

Please Note – The Cotton Belt Room of the Chill Bar and Grill in Grapevine is the Chapter's new semi-permanent meeting location due to its central location, cost (free), private room and food service. The majority of the chapter meetings will be held here for the remainder of the year.

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Wayne Smith, North Texas News Editor.

*The North Texas Zephyr* is the official newsletter of the North Texas Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Opinions expressed herein may not reflect the official position of the North Texas Chapter or the National Railway Historical Society. All content rights retained by original author. Every attempt has been made to comply with fair use and copyright laws.