

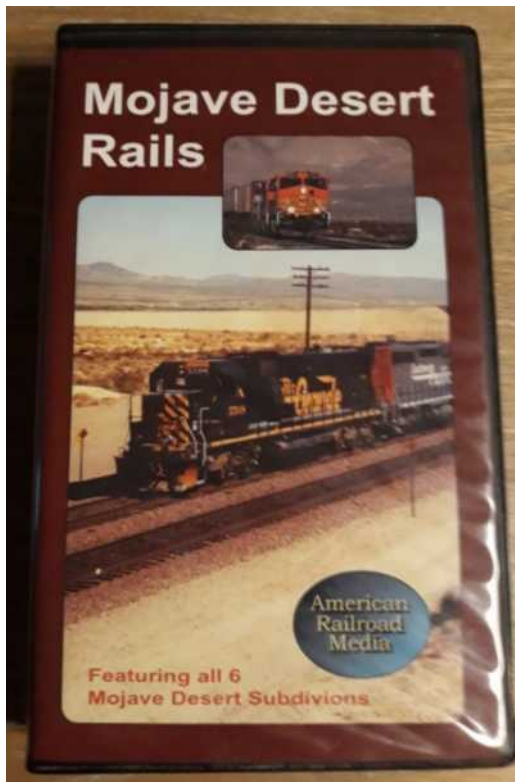
North Texas Chapter – National Railway Historical Society



June Chapter Meeting:

When: Tuesday, June 4th @ 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!
We'll See You There!

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Witness railroad operations in the wide-open spaces of the Mojave Desert. Experience non-stop action as the tour takes you to beautiful Alton Canyon, the busy junction at Daggett, the often-forgotten Palmdale Cutoff, and well-known locations like Barstow. Visit all 6 Mojave Desert Subdivisions — the UP Mojave, LA and Cima subdivisions as well as the BNSF Mojave, Cajon and Needles subdivisions. Mojave Desert Rails presents contemporary railroading with an extraordinary mix of new and classic diesel locomotives. With such a variety of power, you'll see second-generation BN, ATSF, SP, and Rio Grande units in original paint. You'll also see the latest UP winged SD70s. BNSF fans will thrill to the sight of numerous Heritage II units. Extensive maps and graphics provide helpful information while viewing the trackside action. Join ARM for modern railroading in the Mojave Desert.

Alaska Rail Adventures 2023

By Member Dennis Hogan

Decisions, decisions. In our household, January usually marks the beginning of discussions about when and where to go for vacation in the coming year. In 2023 the selection was Alaska. I had visited there twice before, but my wife had never been. We had always planned to make Alaska a future destination. Now the time was right.

Planning is my forte. Armed with my previous experiences there and the ever handy *Milepost Alaska Travel Planner* (published annually), I started to draw up a rough itinerary of scenic nature sights, towns, parks, activities, and railroads to ride. In the case of railroads that meant the **White Pass & Yukon** as well as the **Alaska Railroad**.

Rather than simply fly to Alaska or take one of the many cruise ships up the Inside Passage, I opted to make our entrée into the Last Frontier by means of the Alaska State Ferry System. Meanwhile, detailed planning was on hold until March when the ferry schedules were to be published.

When the schedules were finally posted in early March, I was among the first on the reservation system to book passage. Destination: Skagway. We reserved a 2-bunk cabin with full bathroom for the 3 day/night trip from Bellingham WA. Our vessel was going to be the ferry *MV Columbia*. With that taken care of, the rest of the trip planning fell into place. This was going to be a 19-day extravaganza for us!

The beauty of the ferry is that it is a low-key, comfortable mode of travel without the frills of a cruise ship. It can travel through channels of the Inside Passage the larger ships cannot negotiate. Scenery and wildlife viewing are the same if not better! We made stops at Ketchikan, Wrangell, Petersburg, Juneau, and Haines before reaching Skagway. Our accommodations for the 4 days we spent there were a room at the historical Skagway Inn.



Alaska State Ferry M/V Columbia

I purposely held off making reservations on the WP&Y until we reached the former Gold Rush town. It was May and I wanted to get a better idea of the weather before we rode up into the mountains. As it turned out, we had clear to partly cloudy skies for the entire stay in Skagway.

With the long summer days we had to open our window in the room to cool it off from radiant heat of direct sunlight.

On the day of our arrival we walked around town a bit and booked train seats for the following day at the WP&Y ticket office adjacent the restored depot (now the National Park Service visitor center). The weather forecast looked favorable.

Continuing our walking tour of the town that first day, we spied Skaguay News Depot & Books on Broadway St. and browsed around inside. I bought a copy of Carl Mulvihill's well-researched book, *Century of White Pass & Yukon Route Equipment*. It came in handy.



A Parade of Trains Can Be Seen Leaving the Cruise Ship Docks

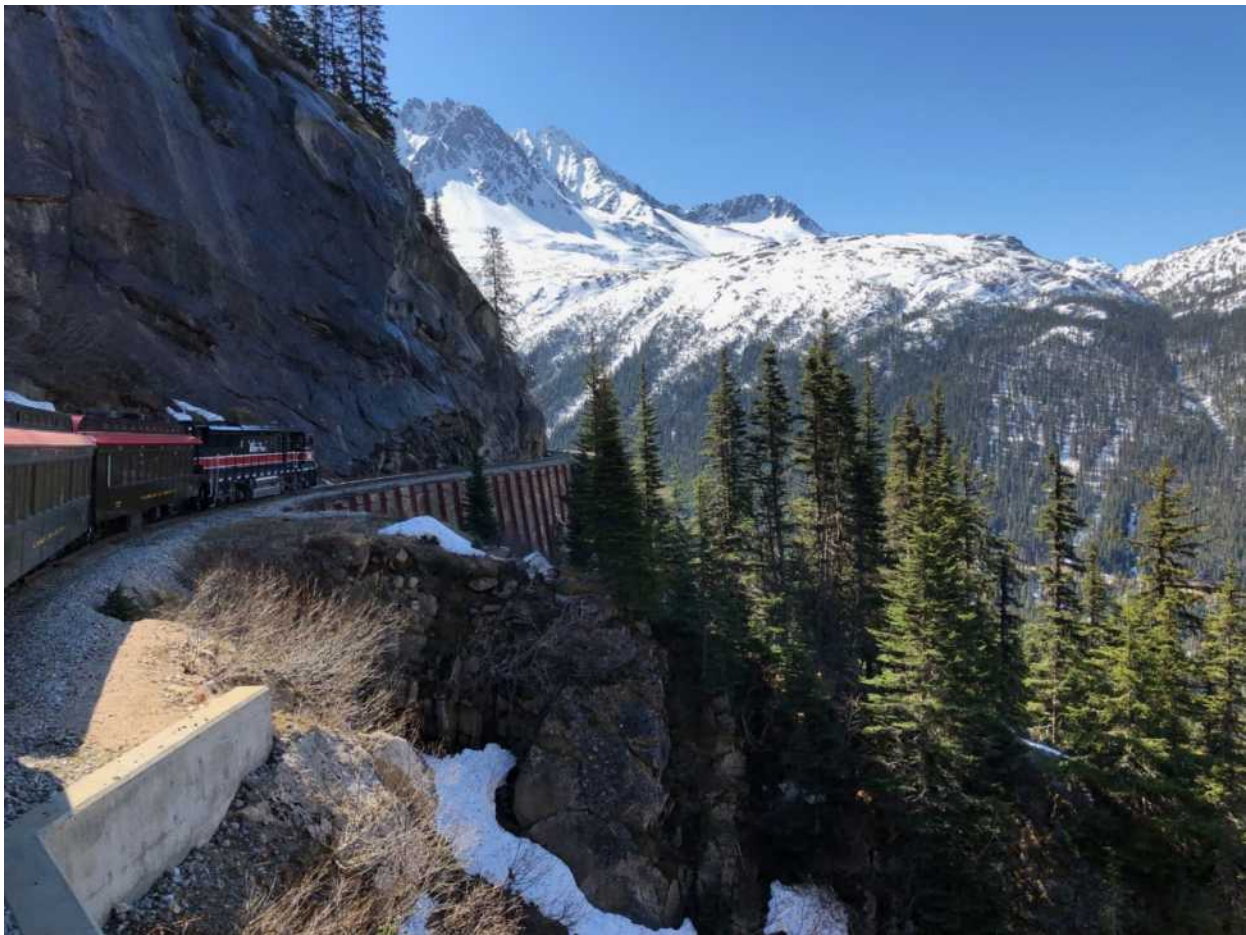
Next day dawned cool and clear. We strode down to the depot area to watch the parade of trains already leaving the cruise ship docks. We saw four to five cruise ships each day we were there—and we were not even in the high tourist season yet! We were instructed to load up for our 9 AM train over at a pavilion at the head of the old railroad dock. Further down that dock I could see four of the classic 90-series slant-nose GE diesels that were isolated by a recent rock slide. Those GEs were the mainstay motive power for many years after steam was replaced.

Our car for the trip was a coach with cushioned bench seating and a restroom. Other cars had parlor seating which I had experienced in my 1979 and 1982 WP&Y trips. A typical train had 8 or more passenger cars (of various vintage) pulled by one of the new (2020) National Railway Equipment 3000 hp locomotives or occasionally by older ALCO/MLW 100-series diesels.

More about the passenger cars: the WP&Y fleet is a mix of the modern and the vintage, the latter being an eclectic collection of castoffs from narrow gauge roads of yesteryear back to the 1880s. The roster includes cars from the Utah & Northern, Sumpter Valley, Nevada-California-Oregon, Stony Clove & Catskill Mountain, and other n.g. roads. Of particular interest to me were the two coaches on the roster from the **Texas & St. Louis**, a narrow-gauge Cotton Belt antecedent. [Those two have been sold or scrapped, unfortunately, in recent years.] From 1969 to 2020, newer all-steel cars have been built with the classic look of the older ones.

The most popular trip is the Summit Excursion. There are up to eight departures a day in the summer season with as many as six cruise ships in port. In addition, there are longer trips to Lake Bennett B.C. and Carcross, Y.T. as well as shorter trips for hikers. In 1979 I rode all the way to Whitehorse Y.T. in the mixed train. In 1982 I made two trips to Lake Bennett— one behind diesel and the other behind WP&Y Mikado #73. The latter was a special charter by one of the Railroad & Locomotive History Society (R&LHS) chapters which happened to star in a BBC documentary series called "Great Little Railways."

Our Summit Excursion started out on the flat alluvial plain by Skagway's old railroad dock. You are at the edge of the Tongass National Forest and the foot of the Coastal Mountains. The shops (elevation 56 ft.) are passed at milepost 2 and by milepost 6 the grade is nearly 3.95%. By the time our train reached a location at milepost 16 called **Tunnel** (for Tunnel Mtn.), the Skaguay River is far below, the line has made two large curves to gain altitude, and an original tunnel is passed through, all the while the train is hugging sheer granite cliffs. The vistas become even more spectacular, especially around **Inspiration Point!**



Inspiration Point on the Summit Excursion

I noticed that the current operators have installed a number of signaled sidings to accommodate all the excursion trains that now run. Back before all traffic closed in October 1982 there were comparatively fewer trains operating in a day.



Around milepost 18 and 19, we reached a section of the railroad (named **Cut-Off Gulch**) where there is an abandoned steel cantilever bridge (see above), another tunnel, and a former snowshed section. The summit is not far away at milepost 20 where a loop has been constructed in recent times for excursion trains to return to Skagway. We have reached Canada, but there is no opportunity to detrain. The train has reached **Summit** (altitude of 2856 feet above sea level) (see below) where the train turns on a loop to return to Skagway. The 40-mile roundtrip covers 40 miles in about 3 hours.



The history of the White Pass & Yukon is fascinating. In short, gold was discovered in the Yukon in 1896. Once the word spread, would-be prospectors flooded to the Northland. There were basically two options for man and beast to reach the gold fields other than a very lengthy all-water route via St. Michael Alaska: the White Pass from Skagway and the Chilkoot Trail from nearby Dyea. The endeavor was back breaking either way for men and pack animals. The idea of a railroad up the White Pass got started in 1898 and was completed in 1900—but only as far as Whitehorse Y.T. That remained the extent of the railroad through the WW2 years until 1982 when freight and passenger traffic ceased. It partially re-opened in 1988 as a heritage tourist railroad.

It was sheer coincidence that our Alaska trip happened in the centennial year of the **Alaska Railroad**. After nearly a week in Skagway we continued on to Juneau by another Alaska State ferry, *MV LeConte*. We spent a few days in the Alaska capital and then we flew to Anchorage to begin the mainland half of our adventure featuring the Alaska Railroad.

Ordinarily we plan all vacation activities and overnight accommodations ourselves. The Alaska RR offered such flexible packages we decided to select one of them that included hotels, train rides, and transfers that suited our budget and itinerary.

Our first night's lodging was in a motel just blocks from the Alaska RR depot in **Anchorage**. Next morning it was a convenient enough location for us to be at the depot in time for the 8:20 departure of the **Denali Star**. Quite a crowd was on hand the day of our departure! The Alaska RR has a smooth operation for passengers to pick up reserved tickets and check baggage. A gift shop and small concession stand inside the depot are open while passengers wait to board.



A typical **Denali Star** train consists of a pair of SD70MACs, a baggage car, a few bi-level Goldstar Service cars for premium class, a café car, an Adventure Class low-level chair car, a former NP or UP dome car, and then some dedicated bi-level cars for cruise ship passengers. It's a very impressive train in terms of looks, comfort, and amenities! I had ridden the **AuRoRa** back in 1982 when the railroad was operated by the federal government. It was a no-frills streamliner composed mostly of former Union Pacific equipment.



Awesome Views Looking Out the Alaska RR Cafe Car Window



Alaska RR Cafe Car Interior

We had chosen **Adventure Class** and were not disappointed. Our chair car (Korean-built in 1989) had wide windows, comfortable reclining seats, restrooms, and a luggage storage area. The café car was just ahead of us so we often paid it a visit for sandwiches, coffee, popcorn, and other snacks. The double bank of wide windows in that car was excellent for viewing the spectacular scenery and Alaskan wildlife while enjoying food and drink. My personal favorite though was a seat in the former Northern Pacific dome car behind our chair car.



Since we were traveling in May, there was still quite a bit a snow in the higher elevations of the mountains. Further north we would see ice in places along the rivers and lakes. It is hard to describe the train ride north of Anchorage except in superlatives. The mountains near Wasilla reminded me of the Tetons in Wyoming. In my estimation, the scenery exceeds what you would see from Amtrak's **Empire Builder** or **California Zephyr**.

Our first destination was the town of **Talkeetna**, the base camp for climbers venturing up Denali (formerly Mount McKinley). We stayed one night at the Talkeetna Lodge. Our room faced Denali and the surrounding mountains with a commanding view. We joined the "30% Club" of visitors who actually catch a glimpse of Denali.



One notable aside about Talkeetna: It is the southern terminus of the **Hurricane Turn** train which will stop anywhere along its 55-mile route from Talkeetna to the Hurricane Gulch bridge. It typically has a baggage car, a dome car, and a chair car. There is an ex-Amtrak F40PH at one end and a GP40-2 at the other. It operates 5 times a week in summer and once a week in winter.

Next day it was back on the **Denali Star** for a 4-hour ride to Denali National Park which included passage over the famous **Hurricane Gulch** bridge. On my 1982 trip there was a hotel at Denali Station and even some sleeping cars for use as accommodations. These are all gone. The Alaska RR package gave us a choice of places to stay outside the park. We chose the Denali Cabins which included transfers. Needless to say, the sight-seeing school bus tour into the park and the sled dog kennel tour are must-dos for any visitor.

A few days later we returned to Anchorage on the Denali Star. The weather was so clear we saw Denali from base to peak thereby elevating our status to the "10% Club." At Wasilla, I noticed the engine shed where Alaska RR #557 (a 2-8-0) is being restored. Its upcoming return to steam will be reason enough to come back for another visit. [I also would like to ride the Alaska State ferry route out along the Aleutians where my father ended his US Navy service training Russians in 1945 at Cold Bay AK in the use of lend-lease amphibious landing craft.]

While our train riding experiences were over for this vacation, we did rent a car to drive down south of Anchorage to Seward. Very spectacular! As part of my 1982 Alaska trip, I bought a ticket on the R&LHS charter train to Seward. This was at a time the Alaska RR had no regular passenger service to Seward. The trip included an ex-UP E-unit for motive power. The trip offered views of Turnagain Arm (inlet), the devastated settlement of Portage (casualty of the 1964 earthquake), the Whittier Cutoff, Spencer and Bartlett Glaciers, and the site of the Loop (replaced in 1951). I also recall seeing an Alaska RR parlor observation car in Seward in use by the Chamber of Commerce.

During the drive to Seward and back, we saw Alaska RR's **Coastal Classic** train at Seward and the **Glacier Discovery** train around Portage. Some say the former is an even more scenic route than the mainline **Denali Star** to Fairbanks. For the armchair traveler, I would recommend a copy of the *Ride Guide to the Historic Alaska Railroad* to vicariously discover the best of both routes.



Baldwin-built Consolidation No. 556 in Delaney Park

On our last railfan stop before we departed Alaska, we stopped at Delaney Park near downtown Anchorage to view the sister locomotive to No. 557 being restored at Wasilla. Baldwin-built Consolidation No. 556 is in fair condition out in the open. An informative display sign tells its story from U.S. Army to Alaska RR ownership.

The only major Alaska railroad that did not survive into the second half of the 20th century was the **Copper River & Northwestern Railway** from Cordova to Kennicott AK. Consequently there was no opportunity to ride it. One can, however, see the spectacular **Miles Glacier** bridge by boat or airplane. This railroad was built under the supervision of contractor Mike J. Heney who also built the WP&Y.



Copper River & Northwestern Million Dollar Bridge

Postscripts

Here are a couple of fine books covering the history of the **WP&Y** that I'd recommend:

White Pass: Gateway to the Klondike by Roy Minter

White Pass & Yukon Route Handbook by C.E. Mulvihill

I especially recommend this Yukon Gold Rush documentary narrated by Canadian Pierre Berton: "City of Gold": <https://www.youtube.com/watch?v=KGxHHAXInOY>

For early background history on the Alaska Central RR (later Alaska Northern) and Tanana Valley RR up to federal takeover of the line as the **Alaska RR**, consider reading this book:

Railroad in the Clouds: the Alaska Railroad in the Age of Steam 1914-1945 by William H. Wilson (Pruett, 1977)



Here is a link to an informative article on **Alaska Railroad's Loop District**:
<https://www.alaskarails.org/historical/the-loop/index.html>

Here is a National Park Service write-up on the CR&NW:
<https://www.nps.gov/articles/000/copper-river-and-northwestern-railway.htm>

And a vintage silent film about travel over the CR&NW:
<https://www.youtube.com/watch?v=NVaO4YTWMrU>



[Tri-State Scenic Steam Excursion:](#)
[Coming to Northeast Indiana](#)

Enjoy an all-day steam excursion on Father's Day featuring historic Nickel Plate Road steam locomotive no. 765!

This trip will treat passengers to a summer train ride from Edon, Ohio to Southeastern Michigan for a three-hour layover in the historic downtown of Hillsdale. Departing at 9:00 AM, the train will arrive in Hillsdale for lunch where guests can visit the local farmers' market, take a walking tour, and enjoy lunch on their own in a variety of area restaurants.

www.indianarailexperience.org

NRHS National Convention

The 2024 Convention dates are Monday, August 26st through Saturday, August 31th in Harrisburg, PA. Convention events are in the initial planning stages. We hope to see you in 2024 in Pennsylvania.

The host hotel will be the **Hilton Harrisburg Hotel** in downtown Harrisburg, PA. The Special NRHS member rate per night will be \$134.00 plus 11% state tax. To make a reservation with a hotel Agent is 1-800-Hilton, or 1-717-233-6000. The reference **Group Code is 900**.

To make an online reservation: [National Railway Historical Society Reservation Link](#) Type “900” in the Group Code field to receive the special rate.

Rooms must be booked by August 6th, 2024 to receive the discounted rate. Rooms booked after that date may be at a higher rate and subject to availability.

TRE Trinity Lakes Station



Trinity Railway Express now makes stops at a brand new station in Fort Worth – **Trinity Lakes Station**. Trinity Lakes Station is located east of Loop 820 at 7979 Trinity Boulevard, between the former TRE Richland Hills and Bell stations. The new station is part of a 1,600-acre master planned community that includes transit-oriented development – with retail and residential – called Trinity Lakes.

Portland Rails (Part 4 of 4): Washington Park and Zoo Railway

By Wayne Smith (Photos from July 2023)



The Washington Park & Zoo Railway is one of the oldest and most famous zoo/park railroads in the United States. The Washington Park & Zoo Railway is a 2 ft. 6 in. narrow gauge railroad in Portland's Washington Park. Check out the date on the Zooliner locomotive above from 1958. It looked like it had a brand new paint job when these photos were taken in July 2023. The train previously provided transportation between the Oregon Zoo, Hoyt Arboretum, International Rose Test Garden, and the World Forestry Center. The extended line through Washington Park, now out of service but still in place, was about 2 miles long. The extended line was closed for political reasons, as some want the line to be converted to a hiking trail. The service is currently operating on a 1/2-mile loop completely within the Oregon Zoo grounds.

The Zooliner locomotive and trainset is a 5/8-scale replica of the diesel-powered **Aerotrain**, which is famous for its unusual shape that was influenced by automobile designs of the period when it was built, considered futuristic at the time. The Aerotrain was a streamlined trainset that the General Motors (GM) Electro-Motive Division (EMD) introduced in 1955. Several railroads tested the trainsets, but the train never caught on due to flaws in the design, operation and maintenance of the trainsets. The Zooliner is one of three trains on the Washington Park and Zoo Railway and remains the primary train for the zoo.



Front view of the Zooliner with a fresh coat of paint and a “futuristic” look.



The rest of the train could have used some freshening up, but authentic at the same time.



The rear car had a dome and also contained a wheelchair lift as seen in the middle of the car.



View from inside the dome car.



The front of the train is seen while rounding a curve on a bridge.



The Washington Park & Zoo Railway has two other trainsets that are only used during peak times.



Another view of a trainset in a siding that is reserved for peak periods.



The Washington Park & Zoo Railway also possess a couple of small industrial diesel locomotives used for track maintenance and switching.

Rock Island Depot at Grinnell, IA
Submitted by Member Dennis Hogan



This former depot has been repurposed into a restaurant. The North/South line by the depot was the Minneapolis & St. Louis. The East/West line was the Rock Island. Union Pacific and Iowa Interstate still operate the lines.



BN Caboose Used as a Tourist Information Center

Submitted By Member Jon Shea



BN Caboose 12068, Thayer, MO. Used as a Tourist Information Center & Museum.



Track Maintenance Equipment at Ellinor, Kansas

Submitted by Member William Brown



A BNSF Surfacing Gang was working at Ellinor, Kansas on Tuesday March 12th, 2024 with a Jackson 6700 Tamper and a Kershaw Model 46 Ballast Regulator.



Amtrak to Introduce Second Train Between St. Paul and Chicago

By Railfan & Railroad Staff

Amtrak has begun selling tickets for a new state-supported passenger train between St. Paul, Minn., and Chicago, that will make its debut on May 21. The new train, dubbed the *Borealis*, will complement Amtrak's *Hiawatha* service between Chicago and Milwaukee and *Empire Builder* service between there and St. Paul.

The eastbound *Borealis*, No. 1340, will depart St. Paul, at 11:50 a.m., about three hours after the *Builder* does. The westbound, No. 1333, will depart Chicago Union Station at 11:05 a.m., about four hours before train No. 7. The new train will serve all stops that the *Empire Builder* and *Hiawatha* trains do.

“A second daily passenger rail service connecting St. Paul to Chicago via Milwaukee is a welcome addition to our transportation system, providing more choices and travel flexibility for passengers,” said Minnesota Department of Transportation Commissioner Nancy Daubenger. “We appreciate our partnerships with communities, federal, state and local governments, the host railroad CPKC, and Amtrak that were needed to get this service on track, and to provide another safe, reliable transportation option. We look forward to continuing these partnerships as we work toward further building out passenger rail options in the Midwest.”

Amtrak *Borealis* trains will offer Coach and Business Class in addition to a café car featuring regional items. Customers will enjoy wide reclining seats with ample legroom, no middle seats, free Wi-Fi, and views of the Mississippi River between St. Paul and La Crosse, Wisc., in daylight in both directions across Wisconsin.

Amtrak *Borealis* coach fares start at \$41 each way between St. Paul and Chicago for adults, with everyday discounts for children ages 2-12, students, seniors, veterans, military personnel and families, groups, and others.

This article was posted on: May 1, 2024

Minutes of the Trips & Events Committee Meeting of the North Texas Chapter NRHS

The Trips and Events Committee meeting took place at the Chill Bar in Grapevine, TX on May 7, 2024. Twelve (12) attended.

Chairman Bill Long called the meeting to order at 6:00 PM.

Here are the group's decisions/recommendations:

1. TEXAS STATE RAILROAD (TSRR) EXCURSION: That the Chapter go forward with planning an excursion on the Texas State Railroad, even though the trip will have to be made with diesel power.

An October or early November trip seems to be the favorite time. The trip should begin in Palestine with lunch in Rusk

The group should go first class with air conditioning and more comfortable seats. If available, we should ride in a dome car.

An overnight stay is recommended to avoid having to take an early morning trip, and a late night return.

A group trip on a motor coach would be a good way to get there and return without having to drive there.

Skip and Bill will contact the TSRR regarding group rates and dome car availability. Motor coach rates will also be investigated.

Bill and Skip will report on the results of the investigation at the June meeting.

2. CPKC STEAM LOCOMOTIVE DISPLAY IN SHREVEPORT: Not a lot of interest was shown regarding a group excursion there. Those who wish to view the display and follow the train will do it on their own.
3. BIG SANDY: There was support for having the Big Sandy event again this year. It is expected to take place the weekend after Labor Day. The Chapter will need to secure insurance, and plan logistics. Attendees should look into hotels.
4. 24 HOURS AT SAGINAW. Without access to the Saginaw depot and its facilities, cost to conduct the event is prohibitive. The committee recommended to forgo the event again this year.

The meeting adjourned at 6:53 PM.

Jerry Nunn
Secretary, North Texas Chapter, NRHS

Minutes of the May 2024 Meeting of the North Texas Chapter of the NRHS

The May 2024 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, May 7 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 14 attendees.

President Wayne Smith called the meeting to order at 7:34 PM.

Discussions

Pres. Wayne Smith.

Wayne began the meeting by discussing a trip he recently took to Lubbock. He visited the Buddy Holly Center, which is located in the old FW&D depot. He spent the night at the old Harvey House in Slaton, which is now a Railroad Museum and a B&B. (Secretary's note: Slaton is still quite active as a railroad facility. BNSF train crews from the south and east change at Slaton before they continue on to the Transcon at Texico).

Wayne also visited the National Ranching Heritage Center with a FW&D steam locomotive and additional Santa Fe rolling stock, FW&D cabooses, depot and other rail related items. The town square in Slaton has a Santa Fe steam locomotive on display.

Wayne picked up some books, brochures, postcards and fact sheets on the Buddy Holly Center and the Slaton Harvey house, which he passed around to the attendees.

Treasurer Bob Kennedy.

Bob commented on Wayne's work on the newsletter and how much the Chapter appreciates his efforts. All agreed.

Bob recently spearheaded an effort to purchase a Blu-ray and DVD player for the Chapter (thanks to AJ Roquevert for steering us to the machine). The cost was around \$96 on Amazon. We ask that in the future all who wish to make a video presentation use a DVD.

The Chapter has a new member, David Richter from Dallas. His contact information is in the Chapter's membership list. Welcome aboard, David!

There is a video of the CPKC chase on the NTX website.

National Representative Bill Long

The NRHS Spring Conference took place in Cedar Rapids, IA earlier this month. ***See separate report below for details.** Activities included an inspection trip on Iowa Interstate, plus an exclusive visit to Railroading Heritage of Midwest America's shop in Silvis, IL.

There is a video on the NRHS website of the visit the Iowa Interstate facilities, and a photo of their new GE locomotive. Skip passed around a photo of the locomotive.

The NRHS National Convention will take place August 26-31 in Harrisburg, PA. Refer to the National NRHS website for details on accommodations, agenda, and excursions.

Chapter members in most chapters are spread far and wide, which often has an adverse effect on attendance. To address this obstacle, some chapters have been videotaping their meetings and playing them on YouTube.

VP Skip Waters

Even though there has been some negative feedback, the 24 Hours at Saginaw will be cancelled again this year, due to prohibitive costs of renting and erecting a tent for shelter, and renting portable restrooms, in addition to securing insurance.

The Big Sandy event is on for this year, with a tentative date of 9/13-14.

Skip, Bob, and Bill will help with the cost analysis, logistics, and timing of the proposed Texas State Railroad tour for the Chapter.

Dennis Hogan made a presentation on the railroads in the Terrell area on 5/9/24.

The National NRHS is considered to be in good shape financially, although it is unclear how much money is in the Society's General Fund. There is \$1.2 Million in the Endowment Fund and \$970,000 of it is unrestricted.

The National NRHS recently presented a 60-year membership pin to one of the members. This has to be close to (if not already) number 1 on the membership seniority roster.

The NRHS Fall Conference will be held in Wilmington, DE 10/5-6.

Three National NRHS board members (including Skip) are retiring this year. Is anyone interested in becoming a national board member?

Elden Baker

There was a recent derailment on the short line Dallas, Garland, and Northeastern (DGNO) a couple of miles north of downtown Anna that put 8 cars on the ground and blocked two country roads. Fortunately, there were no injuries. The line was cleared 5/6/24.

Evening Program

Video: "Amtrak Chief"

The meeting adjourned around 9 PM.

Jerry Nunn
Secretary, North Texas Chapter, NRHS

Cedar Rapids, Iowa NRHS Spring Conference Sunday May 5, 2024

Advisory Council Meeting Report

This meeting was held in the morning and the HRHS board met in the afternoon.

Meeting lasted 2 1/2 hours (attended via laptop video).

- 1) RailCamp for 2024 is going forward. The slots have been filled for both East coast (23 students) and West coast (12 students). RailCamp is available to high school students.
- 2) Grants for 2024 by the NRHS have been made. Grants were about \$100,000. Details will be posted on the NRHS website.
- 3) Membership: The membership is down (over 3600 this year, compared to over 4,000 last year). This may be due to a better system (Neon), i.e. eliminating duplicate memberships. The database allows tracking of members; at large members can be identified in a chapter area.
- 4) The quarterly Bulletin publication is back on schedule (after Covid put it behind).
- 5) Film Library: The collection is currently housed in a Railroad station museum, that has a building that is in bad shape, i.e. having building renovation and restoration done. This has slowed work.
- 6) Awards: pins have been sent out. There was one pin for 60 years.
- 7) Financial: NRHS has over \$1 million dollars. Much of that is designated for heritage grants only. Good news is that the society has money. Good news: there was a donation of \$150,000 (\$50,000 for 3 years).
- 8) Advertising: The NRHS has discounts at 150 sites and attractions. The NRHS has sent out 7,000 application brochures.
- 9) Legal: The NRHS has insurance, i.e. for events, conferences, etc. (Does not extend to chapters.)
- 10) Future Conventions and Conferences:
 - a. 2024 Harrisburg, Pennsylvania: Monday, August 26 through Saturday August 31
 - i. Hilton Harrisburg Hotel in downtown Harrisburg, PA \$134.00 + 11% sales tax per night. Convention hotel reservations open now.
 - ii. Event to include: Strasburg Railroad, East Broad Top Railroad (no steam guarantees), Harris Tower Railroad Museum, No banquet. There will be an evening presentation.
 - b. 2024 Fall Conference in Wilmington, Delaware
 - c. 2025 NRHS Convention (NRHS 90th year birthday) Lansing, Michigan
- 11) Chapter Engagement Committee
 - a. Communicating with 77 chapters, 12 have had no response; still working on those 12.
 - b. Chapter Survey – General response from the chapters is lack of communication from national. Skip Waters reached out to the St. Louis chapter and did a “fireside chat” that had a good reception. Engagement Committee is working on ideas to help national reengage with the local chapters.
- 12) Carl Jensen a long time active member recently passed away. It was recommended the Heritage Grant committee have one grant per year as the Carl Jensen Heritage Grant to honor Carl.
- 13) There are YouTube videos of NRHS chapter meetings from several chapters.

Reported by Bill Long (North Texas Chapter National Representative)

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

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

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

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

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

North Texas Chapter History

Founded and chartered in 1996, the North Texas Chapter is a non-profit, 501(c)(3) educational organization incorporated under the laws of the state of Texas. Emphasis of the chapter is activity, history, and enjoyment of railroading past and present. Meetings are 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

Doodlebug News Briefs



MKT doodlebug M10

Tuesday, June 4th Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program Presentation: Video, Mojave Desert Rails, at the Chill Bar and Grill, Grapevine.

Tuesday, July 2nd Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program Presentation: Video, Big Boy on Tour 2019, Part II, at the Chill Bar and Grill, Grapevine.

August 26 through August 31, 2024, in Harrisburg, PA - NRHS Annual Convention (See top of Page 12 for details)

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.

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