

North Texas Chapter – National Railway Historical Society



September Chapter Meeting:

When: Tuesday, September 3rd @ 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.

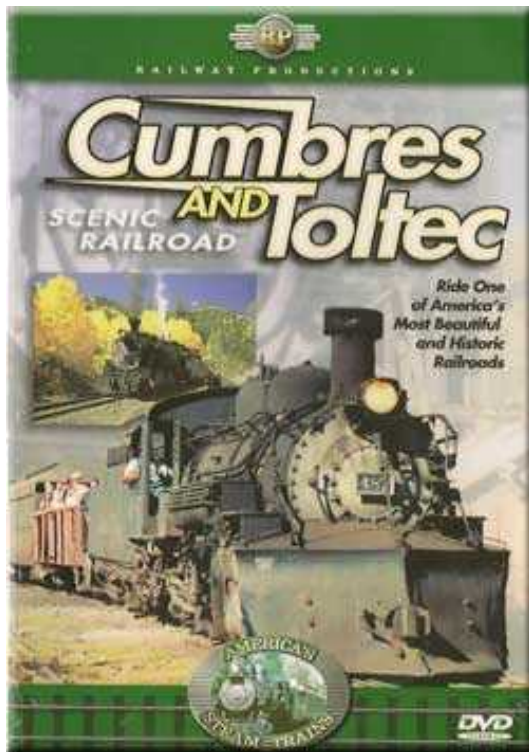


Table of Contents:

- September Meeting at Chill Bar & Grill.....Page 01
- The Texas State Railroad Piney Woods Express... Page 02**
- TSR Piney Woods Express Ticket Purchase Form. Page 04**
- A Visit to the Buddy Holly Center (FW&DSPRY).. Page 05
- A Short History of the FW&D S. Plains Depot.....Page 09
- About The Buddy Holly Center..... Page 10
- More on the FW&DSPRY Depot..... Page 10
- 6 National Parks You Can Visit by Amtrak..... Page 12
- Texas And Pacific Coal Company, Thurber TX..... Page 13
- Museum of North Texas History, Wichita Falls.... Page 15
- Rolling Stock of the Wichita Falls RR Museum.....Page 17
- Canadian Pacific 2816 in Winnipeg, Manitoba.... Page 18
- Big Boy is coming to “24 Hours @ Big Sandy”!... Page 21**
- North Texas Chapter August Meeting Minutes....Page 23
- Remember Last Years 24 Hours @ Big Sandy?.... Page 24
- Parting Shot: Did You Know?..... Page 25
- Chapter Directory/History/Doodlebug News.....Page 26

The C&TS RR is one of the best preserved steam railroads to be found anywhere, running through the West's finest scenery. This DVD shows the entire line from Antonito, Colorado to Chama, New Mexico from the train and trackside. This is one of the most rugged railroad lines in the country, something that you won't want to miss! Lots of smoke, steam, and pretty golden October trees. Includes snow scenes and the Rotary Snowplow.

NORTH TEXAS CHAPTER, NRHS

Presents

The Texas State Railroad Piney Woods Express

The North Texas Chapter, NRHS has scheduled an all-day event at the Texas State Railroad (TSRR) on Saturday, October 5, 2024. We will leave by Chartered Motor Coach from Grapevine, TX for the drive to the TSRR Palestine Depot in Palestine, Texas. We have reserved First Class seats on the Piney Woods Express for a 4 hour round trip to the TSRR Rusk Depot in Rusk Texas and return to Palestine. A box lunch will be provided at the Rusk Depot as part of your ticket price.

Here are the details of our event:

- 1) Date: October 5, 2024
- 2) Time: Motor Coach leaves Grapevine Convention Center parking lot **PROMPTLY at 7:30 am. Please be prompt!** Returns to Grapevine around 6:15 pm.
- 3) Departure Location: Grapevine Convention Center, 1209 South Main St, Grapevine, TX 76051, **EAST PARKING LOT.**
- 4) Venue: Texas State Railroad, Palestine to Rusk and return to Palestine on the Diesel-powered Piney Woods Express in a First-Class, Air Conditioned Coach.
- 5) Cost for members is only \$95.00 per member or their guest for a First-Class ticket with box lunch provided at Rusk. Purchase your tickets now through August 31 by mail or bring your completed form and check to our Chapter Meetings on July 2 or August 6.
- 6) Ticket sales will be opened to non-members starting July 16 through August 31. Ticket price for non-members is \$111.00 per person for a First-Class ticket with box lunch provided at Rusk and includes a North Texas Chapter membership.

7) See how & when to purchase tickets below.

SCHEDULE:

Leave Grapevine (Convention Center) - Motor Coach	7:30 am	Arrive Palestine	10:20 am
Leave Palestine	- TSRR 11:00 am	Arrive Rusk	12:20 pm
Leave Rusk	- TSRR 1:40 pm	Arrive Palestine	3:00 pm
Leave Palestine	- Motor Coach 3:30 pm	Arrive Grapevine	6:15 pm

MOTOR COACH: The Chapter is subsidizing some of the Motor Coach cost so that we can have a comfortable, enjoyable trip to and from Palestine. We will also be able to watch DVDs while on the Motor Coach. Non-Alcoholic beverages are permitted on the Motor Coach, but only in containers with screw on caps, no cans. Here are some of the Motor Coach details:

- Air conditioning
- PA systems for tour guides or announcements
- DVD/Blu-Ray players with over-sized flat screen monitors

Wi-Fi from front to back
110-volt outlets at every seat
On board restroom
Seats 56

LUNCH SELECTION:

- 1) A box lunch is provided at Rusk Depot and is included in the ticket price. You must make a box lunch selection when you purchase your tickets.
- 2) Selections are:
 - a. Ham Hoagie with provolone cheese, lettuce and tomato, chips and drink.
 - b. Turkey Hoagie with provolone cheese, lettuce and tomato, chips and drink.
 - c. Pulled Pork sandwich bun, with onions and pickles on side, chips and drink.
 - d. Crispy chicken strip sandwich on jalapeno cheese bun with pickles on side, chips and drink.
 - e. Chicken salad sandwich on jalapeno cheese bun with lettuce, chips and drink.
 - f. Mac & Cheese with three chicken strips, drink.
 - g. Hot Dog Meal: hot dog with chips and drink.
 - h. Veggie Wrap: avocado spread, tomato, cucumber, onion, and spinach on a tortilla wrap, chips and drink.
 - i. Chef Salad: lettuce salad mix, tomato, cheese, ham & turkey, egg, bacon, croutons, drink, choice of dressing.
- 3) There is a concession (snack) car on the train: snacks, drinks, candy bars, ice cream, popcorn; items not included in the ticket price

HOW TO PURCHASE TICKETS:

- 1) **Complete your ticket & lunch choice purchase(s) using the attached registration form.**
- 2) Members only: Members only will have the opportunity to purchase tickets through July 15, 2024.
- 3) Ticket purchases beginning July 16, 2024, through August 15, 2024, are open to all members and non-members.
- 4) All ticket purchases must be received by August 31, 2024.
- 5) Reservations are on a paid first come, first serve basis and are limited to 56 members/guests and non-members.
- 6) All reservations must be paid and received by Saturday, August 31, 2024.

QUESTIONS:

Contact Bob Kennedy at rckennedy48@verizon.net or 214-497-7745

Thanks very much.

Bob Kennedy, Treasurer
North Texas Chapter, NRHS

NORTH TEXAS CHAPTER, NRHS
The Texas State Railroad Piney Woods Express Event
Ticket Purchase Form

Complete the following information (PLEASE PRINT):

Number of tickets*: _____

Name*: _____ Phone*: _____

Address: _____

City: _____ State: _____ Zip code: _____

E-Mail Address*: _____

Spouse/Guest's Name*: _____

*Required fields.

PLEASE INDICATE YOUR BOX LUNCH CHOICE(S) BELOW*:

- ___ Ham Hoagie with provolone cheese, lettuce and tomato, chips and drink.
___ Turkey Hoagie with provolone cheese, lettuce and tomato, chips and drink.
___ Pulled Pork sandwich bun, with onions and pickles on side, chips and drink.
___ Crispy chicken strip sandwich on jalapeno cheese bun with pickles on side, chips and drink.
___ Chicken salad sandwich on jalapeno cheese bun with lettuce, chips and drink.
___ Mac & Cheese with three chicken strips, drink.
___ Hot Dog Meal: hot dog with chips and drink.
___ Veggie Wrap: avocado spread, tomato, cucumber, onion, and spinach on a tortilla wrap, chips and drink.
___ Chef Salad: lettuce salad mix, tomato, cheese, ham & turkey, egg, bacon, croutons, drink, choice of dressing.

Please make your check for the total amount of your tickets, payable to

North Texas Chapter, NRHS

MEMBERS/GUESTS: \$95.00 per person

NON-MEMBERS: \$111.00 per person

Mail your check or money order and this completed form to:

BOB KENNEDY, NTC NRHS TREASURER

3304 CROSS BEND ROAD

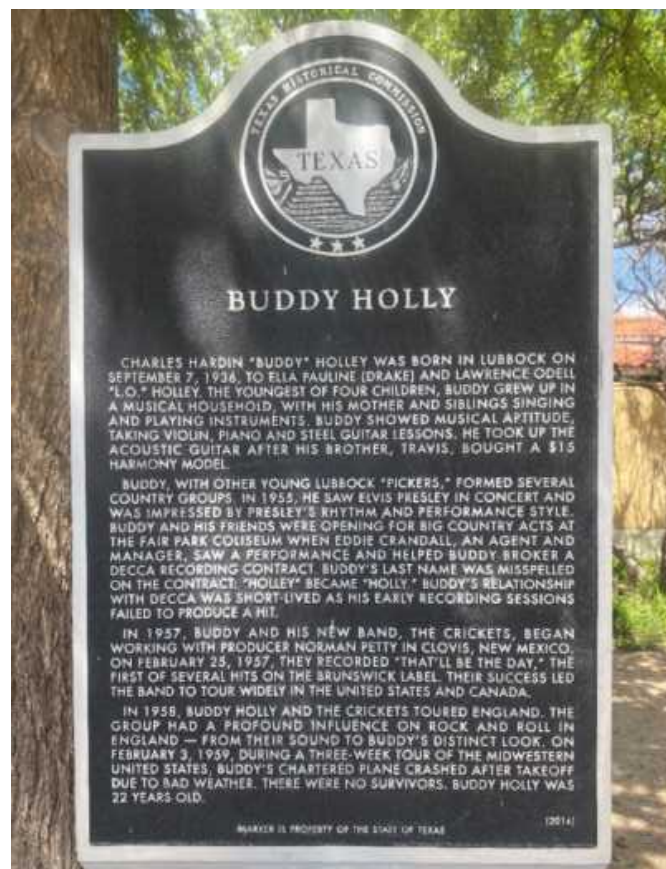
PLANO, TEXAS 75023

- 1. Reservations are on a PAID first come, first serve basis and are limited to 56 members/guests and non-members.
2. All reservations must be paid and received by Saturday, August 31, 2024.

Have You Visited the Buddy Holly Center in Lubbock, TX?

By Wayne Smith

If so, then you have also been to the former **Fort Worth & Denver South Plains Railway Depot**. My dad's first job with the FW&D was at the Lubbock depot. The FW&D South Plains Railway was one of the subsidiaries of the FW&D. See the complete history of the combined passenger and freight depot on page 9. When the depot was closed in 1953 my dad was transferred to the FW&D depot in Amarillo, TX. After multiple uses over the years, it was renovated, restored, and expanded, and reopened in September of 1999 as the Buddy Holly Center.





The front side of the depot is seen above. The passenger section is in the middle, with the freight area on the right side of the structure. The left side wing of the structure contained office space for the railway.





The combined passenger and freight depot is now used as an art gallery. The wing off one end of the depot was used to house the FW&DSPRY general offices. It is now used as the Buddy Holly book store and gift shop. The actual gallery that displays Buddy Holly’s personal artifacts was added later as an addition to the original structure and is not seen in the above photos. The combined structures are in a “U” shape.



In this photo, the courtyard is where track #1 for passenger trains and track #2 for freight trains were located. The wing on the right is where the general offices were located and the gift shop is currently located. The depot used to be a restaurant and beer garden, thus all the tables and chairs.



Doors to the freight section of the depot are seen above. Some of the original rails remain in the courtyard to remind visitors of the Buddy Holly Center's historical past.



A Short History of The Fort Worth & Denver South Plains Railway Depot

(Courtesy of Maria Elena Holly)

A rapid rise in cotton production on the Texas South Plains after World War I offered the Burlington Railroad an opportunity to service the growing market with an extended rail network. Connecting with the Burlington's Fort Worth & Denver City main line near the Red River at Estelline about 120 miles northeast of Lubbock, a new 204 mile system of branches stretched southwest through the South Plains region, with stops at Turkey, Quitaque, Silverton, South Plains, Sterley, Plainview, Dimmitt, Lockney, Petersburg, and finally, Lubbock, the branch terminus.

At the time of the railroad expansion, Lubbock was experiencing boomtown growth, indicated by a 408 percent increase in population during the decade 1920-1930. The entry of the Fort Worth & Denver South Plains Railway into Lubbock strengthened the city's position as the transportation and marketing center of the South Plains. Already the Santa Fe main line and six Santa Fe subsidiaries criss-crossed Lubbock. The laying of the Fort Worth and Denver South Plains Railway track added an eighth spoke to the wheel-like traffic configuration, reinforcing Lubbock's nickname, "The Hub" of the Plains.

Lubbock's growth and prosperity in the 1920's made it a logical location for the largest and most elaborate depot along the new line. The decision to locate this prominent depot was probably also influenced by the fact that Frank E. Clarity, Vice-President and General Manager of the Fort Worth and Denver South Plains Railway Company, was a member of the Texas Technological College Board of Regents.

The architectural firm Wyatt C. Hedrick Corporation of Fort Worth designed the Lubbock depot, as well as the other depots along the new line. Hedrick (1888-1964) had a long and varied career as a contractor and architect spanning from 1914 until his death. His designs include the massive 1931 Texas and Pacific Terminus Complex in Fort Worth and a number of other National Register properties across the state. Hedrick was well known in West Texas, particularly for his participation in the design and construction of the 1920's Spanish Renaissance Revival buildings at Texas Technological College in Lubbock.

The legislature's 1923 decision to place a new state college in Lubbock was a mark of prestige and a source of civic pride, as was the arrival of the new railroad line in 1928. Thus, it was not surprising that the depot warranted the same architectural vocabulary so suitable for the Texas Tech campus. In the popular and idealized interpretation of the time, the Spanish Renaissance Revival style suited the history and character of the High Plains region. The depot's style continued a community motif begun with the construction of the Administration Building on the new college campus.

The brick and limestone depot exhibits features typical of the Spanish Renaissance Revival style, including a low pitched roof, no eave overhang, a red clay straight barrel tile roof, and an asymmetrical plan. Renaissance inspired carved stonework emphasizes the west facade street entrances and east track entrances.

For more than 20 years the depot served as the Fort Worth and Denver South Plains Railway Company's passenger and freight station in Lubbock. However, the needs of the railroad and city were changing, largely due to significant increases in automobile and truck use. The October 1950 discontinuation of passenger

service to Childress for connections with the main line reflected the decreasing need for railroads to provide passenger service. Shortly after, the State Highway Department opened 19th Street through the Fort Worth and Denver South Plains Railway Company yards because of significant increases in vehicular traffic. The Fort Worth and Denver South Plains Railway Company abandoned the Lubbock depot in 1953. Following its closure, the depot served as a warehouse for various businesses, then as a salvage yard, and gradually deteriorated.

Ronald E. Thompson of Thompson Enterprises purchased the building in November 1973 for \$64,500. As one of the first examples of adaptive use in the city, Thompson renovated the building into a restaurant and beer garden, retaining most of the distinctive exterior and interior details, with only one major structural addition to the rear. The Depot Restaurant and Bar was a popular meeting place and eating establishment for more than 20 years.

In August 1979, the Lubbock City Council designated the Fort Worth and Denver South Plains Railway Depot the first Lubbock Historic Landmark, formally recognizing the significant role of the depot in the city's economic development. The building was listed on the National Register of Historic Places on July 26, 1990.

The City Council agreed to purchase the building from Ronald Thompson in September 1997. The building was renovated and expanded for use as the Buddy Holly Center and the Lubbock Fine Arts Center. Architect for the renovation was Heather McKinney, Architect of Austin in association with Driskill/Hill Architects of Lubbock.

About the Buddy Holly Center

(Courtesy of the Buddy Holly Center)

The Buddy Holly Center provides an anchor for the Depot District and is located in the historic Ft. Worth & Denver Depot. Renovation of the building has provided the citizens of and visitors to Lubbock with a facility that features a wide array of programs encompassing music, music history, the visual arts, and educational and outreach initiatives. Visitors are presented with reminders of the railway's legacy and the building's history through the preservation of the Depot's historic characteristics.

Another Short History of the Fort Worth & Denver South Plains

Railway Depot

(Courtesy of the Buddy Holly Center)

Over ninety years ago the first railroad passengers disembarked onto the brick paved platform of the Fort Worth and Denver South Plains Railway Depot in Lubbock. Freight trains stopped on a second track behind the passenger train to have their cargo unloaded onto an elevated wooden platform, then carried through overhead doors into a large freight room. Designed by prominent Fort Worth architect, Wyatt C. Hedrick, in the Spanish Renaissance Revival style, this was the largest and most elaborate of the depots built along the Lubbock-Estelline branch of the Burlington Railroad's Fort Worth and Denver City line. With ornate carved limestone detailing, paneled wood doors, and clay tile roofing, the new building was evidence that Lubbock was not the same frontier town it had been a few years earlier and, perhaps, a precursor to other surprises to be found on the Texas South Plains.

In the years following its opening, the depot became less a forerunner of things to come and more an example of what neglect can produce. Abandoned by the railroad in the early 1950s, it became a warehouse for various businesses and then a salvage yard. The building was converted into a restaurant in the mid-seventies, one of the first successful examples of adaptive use in the city. In 1979, the Lubbock City Council designated it the first Lubbock Historic Landmark, and in 1990 the depot was listed on the National Register of Historic Places. A few years later it became the anchor and namesake for a multi-block entertainment area, the Depot District. Following the closure of the restaurant in 1997, the City of Lubbock purchased the building. Renovated, restored, and expanded, it reopened in September of 1999 as the Buddy Holly Center, a facility housing an extensive collection of Buddy Holly artifacts, and a Fine Arts Gallery that features changing exhibitions of contemporary visual arts.

Today, new surprises await visitors approaching the building atop a restored wooden freight platform. To the west, the clay tile roof, limestone details, and thick brick walls of the old depot remain beyond a brick paved courtyard where trains once parked. On the east side of the platform, a new wing contains a lobby, memorabilia exhibits, and support spaces. Drawing on the depot's architectural vocabulary, the design of the addition incorporates brick, stone, and clay tile roofing, though providing improved environmental and security controls necessary for the artifact collection. While the old building features a stone and brick frieze with a series of paired decorative pilasters, the new addition's frieze is punctuated with projecting steel Stratocaster guitar forms, a reference to Buddy Holly's own guitar exhibited inside.

The Buddy Holly gallery itself is shaped like a guitar, defined by curving, piano-finished cherry wood exhibit cases on three sides and a gloss black display wall on the fourth. Exposed steel trusses with an industrial feel support the roof, contrasting with the elegant finishes of the exhibit cabinets. These structural components allude to the exposed steel beams in the waiting rooms of the original depot.

North of the lobby in the wing that once held freight are office spaces and a gift shop. A new ramp connects the raised floor of the addition and administrative spaces to the lower west wing. On the south side of the ramp, windows open out to the courtyard. On the other side, large sheets of unframed glass have replaced the overhead doors, providing both light and views into the gift shop.

High-ceilinged spaces in the west wing that were formerly public waiting rooms and the trainmaster's office are now galleries for changing exhibits of contemporary art by local, regional and national artists. The original west entrance lobby also remains, in this case as a more intimate space with gallery wall surfaces above original built-in oak benches. No longer sidetracked, the old depot is once again a destination, with both memories and surprises.



6 National Parks You Can Visit By Amtrak Train

Story by Purity Gacheri (Edited for content and accuracy by Bob Kennedy)

- National parks can be accessed by Amtrak, providing a scenic way to reach stunning natural wonders.
- Travelers can explore iconic parks like the Grand Canyon and Glacier National Park via Amtrak routes with affordable ticket prices.
- Amtrak train rides offer breathtaking views of the American West while taking passengers to famous national parks for outdoor adventures.

National parks are great places to vacation and explore the country's most stunning natural wonders without too much hustle. However, the challenge is that most of these national parks are far away. So, when people think of how to get there, some are discouraged. Many travelers opt for a road trip or RVing to these parks, and some take day trips to parks that are close to where they stay.

But there's one way that has been getting Americans to national parks for hundreds of years: Trains. On Amtrak train rides, vacationers can explore the country and enjoy breathtaking views of the surrounding landscapes. Here are seven national parks that can be accessed by Amtrak routes.

Grand Canyon National Park, Arizona - Accessed by the Amtrak Southwest Chief, which runs between Chicago and Los Angeles

The country's top attraction, Grand Canyon National Park, doesn't need an introduction. It's the prime destination for family vacations and one of the most visited national parks. Boarding the Southwest Chief takes travelers to this most visited natural wonder in the world. The train passes through eight states and iconic cities like Albuquerque.

Gaze outside the window to understand what makes the American West majestic. Passengers are rewarded with views of mountain ranges, canyons, and deserts. The Southwest Chief stops at the Flagstaff Amtrak Station. From there, visitors can drive 1.5 hours to the national park and enjoy this amazing natural wonder.

Yosemite National Park, California - Ride Amtrak San Joaquins to get here

Yosemite National Park is one of the oldest parks in America. It certainly knows how to wow visitors with its cascading waterfalls, majestic granite cliffs, and giant sequoias. The park offers many outdoor adventures, including rafting, horseback riding, rock climbing, and water activities. Visitors can also pursue the scenic hiking trails in Yosemite National Park.

A ride on the Amtrak San Joaquins from Oakland is a hassle-free way to this natural wonder. The train goes through San Joaquin Valley, where passengers can see fields of tomatoes, almond orchards, and peach trees. Once travelers reach the Merced station stop, a YARTS bus (usually included in the train ticket) takes you to Yosemite in 2.5 hours.

Glacier National Park, Montana - Book the Empire Builder

The Empire Builder travels daily from Chicago to Portland, or Seattle. This train journey offers a chance to experience the rugged beauty of the American West. Major portions of the Lewis and Clarke Trail and Big Sky Country in Montana are some of the attractions found along the way.

Passengers going to Glacier National Park are dropped at the East Glacier Station. After arriving at the park entrance 12 minutes away, spend time getting up close and personal with this natural wonder. Tour

the cedar and hemlock forests in the park, learn about the history of Two Medicine Valley, or ride Red Buses and see why the park is referred to as the Crown of the Continent.

Crater Lake National Park, Oregon - *Accessible by the Coast Starlight Line*

Oregon's bluest lake, Crater Lake, is one of the deepest lakes worldwide and is the deepest in the U.S., at nearly 2,000 feet. It was formed thousands of years ago after a massive eruption of Mount Mazama. The pressure from this eruption was so intense that the volcano collapsed on itself, leading to Crater Lake's formation. The park is attractive to all outdoor adventurers and a common place for hiking, paddling, and camping.

The Coast Starlight presents a fantastic journey to this park arriving at Chemult, OR. It allows passengers to see the beaches of Southern Carolina and the forests and mountains of the Pacific Northwest. The 25 minute ride to the park entrance is scenic and inviting throughout.

Cuyahoga Valley National Park, Ohio - *Board the Lake Shore Limited*

Want to spend some days in dense forests and hills? Plan a trip to Cuyahoga Valley National Park, the only national park in Ohio. Packed with scenic hiking trails and different places to kayak, vacationing there is a fun-filled experience.

Amtrak Lake Shore Limited doesn't reach the gates of the park, but it takes passengers close to the park's gates. Travelers arrive in Cleveland and take a bus or taxi for an hour's drive to the park. The train connects New York and Chicago, offering a 19-hour trip filled with scenic natural beauty. Guests can see the pristine Great Lakes shoreline up close and the scenic Finger Lakes region.

Canyonlands National Park, Utah - *Ride the California Zephyr*

California Zephyr travels daily between Chicago and San Francisco. It's a cross-country train offering adventure filled with natural beauty. Along the way, visitors can see the Rocky Mountains, Sierra Nevadas, Nebraska plains, and the city of Denver, among other attractions.

Grand Junction, Colorado, about 2 hours away, is the best place to depart to explore the park's desert landscape. Canyonlands comprises canyons and mesas and is divided into districts by the Green and Colorado Rivers. Visit the Horseshoe Canyon Unit to see rock art panels from Native America or the Island in the Sky Unit for epic hiking with expansive views.

#####

Thurber, Texas and The Texas and Pacific Coal Company

Thurber is located 75 miles west of Fort Worth. It was, between 1888 and 1921, one of the largest producers of bituminous coal in Texas and the largest company town in the state, with a population of over 10,000.

Coal-mining operations began in Thurber in 1886 and reached a peak around 1920, when the town had a population of approximately 8,000 to 10,000, from more than a dozen nationalities, though Italians, Poles, and Mexicans predominated. At the peak, Thurber was one of Texas's largest bituminous coal-mining towns. Established as a company town, the mining operations in Thurber were unionized in 1903, and Thurber became the first totally closed shop town in the country. The Texas and Pacific Coal Company was not owned by the Texas and Pacific Railway, but it lay near its line and provided the trains of that company

with much fuel. The Texas and Pacific Coal Company created a subsidiary company, Texas Pacific Mercantile and Manufacturing Company, to operate its mercantile operation, with company-run retail outlets like the grocery, dry goods, hardware, and drug stores, as well as saloons and other establishments.

The company that owned the town, the Texas and Pacific Coal Company, also produced vitrified paving bricks that were used throughout Texas and the southern half of the United States. By 1920, conversion of locomotives from coal to oil reduced demand and lowered prices and miners left the area through the 1920s. The Texas and Pacific Coal Company was instrumental in discovering oil in the Ranger, Texas, area as part of the Texas Oil Boom; the company re-branded itself the Texas Pacific Coal and Oil Company, and, eventually, the Texas Pacific Oil Company.

Nationwide, there are several thousands of people whose roots go back to Thurber. There are several landmarks in Thurber, such as The Thurber Cemetery (which has over a thousand graves), the restored St. Barbara's Catholic Church, a restored and furnished coal miner's house, New York Hill, and much more. A historic Thurber smokestack can be seen from Interstate 20 near Thurber. Also at Thurber is the W. K. Gordon Center for Industrial History of Texas, a museum containing information on historical Thurber (operated by nearby Tarleton State University), as well as the historic Smokestack Restaurant (See below), and the New York Hill Restaurant built on what was once the site of the town's Episcopal Church at the top of New York Hill.

Source: https://en.wikipedia.org/wiki/Thurber,_Texas



Photo from Smokestack Restaurant in Thurber, TX taken by Dennis Hogan. The Texas and Pacific Coal Co. is shown in Thurber. It was a spur line that connected with the Texas and Pacific Railway.

The Museum of North Texas History in Wichita Falls, TX

By Wayne Smith

With the closure of the Wichita Falls Railroad Museum a few blocks away in March 2020 because of the COVID-19 pandemic, the Museum of North Texas History agreed to take responsibility for that collection. The Museum inventoried the collection in place, and now some of the artifacts are on display at the Museum of North Texas History.



The Arrivals/Departures Bulletin Board from the Wichita Falls Union Station is on display. It includes Fort Worth & Denver City Railway and one of FW&D's subsidiaries, the Wichita Valley Railway. The Katy also served Wichita Falls and shared Union Station.



Railroad lanterns, caps, misc. hardware and artifacts from Wichita Falls Union Station can be seen.



A painting of the no-longer existing depot is on display. The story has been repeated several times through the years that railroad officials offered to sell the depot to the City of Wichita Falls for \$1.00, and the city declined. It was a beautiful building, if you had the pleasure of seeing it in person.



A conductor's uniform is on display, as well as, a drawing of Union Station and a stock certificate from the Wichita Falls, Ranger & Fort Worth Railroad Co.

Rolling Stock of the Wichita Falls Railroad Museum

By Wayne Smith

Prior to closure in 2020, the Wichita Falls Railroad Museum was founded in 1980 to establish a museum of railroad, streetcar, and pioneer history. Even though the railroad artifacts were removed or stored or displayed at the North Texas Museum of History, remaining rolling stock include the Fort Worth and Denver Railway No. 304 steam locomotive, and the Missouri–Kansas–Texas Railroad ("Katy") diesel switcher 1029, as well as Commuter Cars, Pullman Troop Sleepers, Dining Cars, Post Office and Baggage Cars, Cabooses and more.



The Fort Worth and Denver Railway No. 304 steam locomotive located at the museum.



The Missouri–Kansas–Texas Railroad ("Katy") diesel switcher 1029.



Remaining rolling stock include Pullman Troop Sleepers, Dining Cars, Post Office and Baggage Cars, Cabooses and more.

CP No. 2816 in Winnipeg, Manitoba

Photos by Carolyn Wilkinson

Story by Wayne Smith

CPKC added a late Winnipeg stop during the return leg of its Final Spike Steam Tour with 4-6-4 No. 2816. The railroad announced that the locomotive would make a “special stop” in Winnipeg on June 30. The stop was delayed until Saturday, July 6. The tour’s events had been scheduled to conclude with the train’s arrival in Mexico City on June 4. The engine was on display at the railroad’s yard at 949 Jarvis Avenue from noon to 4 p.m. Thanks to one of your editor’s Canadian connections (He has cousins all over central and western Canada since his mother is from Canada), your editor is able to provide pictures from Winnipeg.



CP No. 2816 makes a visit to Winnipeg, Manitoba, Canada on July 6, 2024.



Canadian Pacific 2816, also known as the "*Empress*", is seen showing off for the crowd. She is a preserved class "H1b" 4-6-4 Hudson-type steam locomotive built by the Montreal Locomotive Works in December 1930 for the Canadian Pacific Railway. It is the only non-streamlined H1 Hudson to be preserved.



Several Canadian Pacific, Kansas City Southern (KCS) and Texas Mexican (TM) railroad artifacts were on display for visitors to enjoy. KCS bought out TM in 2005 and made Texas Mexican a wholly owned and consolidated subsidiary of its Kansas City Southern Railway.



This display case shows off one of the ceremonial “golden spikes” used to celebrate the merging of Canadian Pacific and Kansas City Southern. Canadian Pacific Kansas City is a Canadian railway that resulted from the merger of Canadian Pacific Railway and Kansas City Southern on April 14, 2023. It operates about 20,000 miles of rail in Canada, Mexico, and the United States, and is the only single-line railway ever to connect the three countries. CPKC is headquartered in Calgary, Alberta.

**IT'S HAPPENING!!! UP 4014 BIG BOY will STOP at
BIG SANDY for
the 2nd Annual "24 Hours @ Big Sandy" 2024**

**First - Join us for 24 Hours, 3pm to 3pm, Monday-Tuesday,
September 16th-17th, 2024 to Watch Trains!**

**Then - See UP 4014 BIG BOY do a Whistle Stop on
Tuesday, September 17th at 1:00pm for 45 minutes as part
of the "Big Boy Heartland of America Tour"**

**YOU DO NOT WANT TO MISS THIS YEAR'S
2nd Annual "24 Hours @ BIG SANDY" 2024!!!**

**THIS YEAR IT'S GOING TO BE BIG!!! NEW DATES - IT'S ON A WEEKDAY - MAY HAVE TO
GET OFF WORK OR SKIP SCHOOL TO ATTEND THE FULL SHOW!**

**WHY??? - WE WILL HAVE "BIG BOY" VISIT US ON TUESDAY, SEPT 17TH at 1pm - YOU
DO NOT WANT TO MISS IT!**

WHERE - BIG SANDY, TEXAS!!!

Dates are confirmed for the 2nd Annual "24 Hours @ BIG SANDY" 2024!

3:00pm Monday, September 16th through 3:00pm Tuesday, September 17th, at the Big Sandy Heritage
Center on Gilmer Street in Big Sandy, Texas (East, Texas).

This year will have an admission price for 24 Hours at Big Sandy events (to be announced). But, don't
worry, you can still see Big Boy for FREE!

The Heritage Center was built to serve as a Railfan Park, where train enthusiasts can view trains... this
means YOU!

The Heritage Center is located next to a major rail crossing for the Union Pacific Railroad in East, Texas.
The former Texas & Pacific and the Cotton Belt rail lines cross here. It is reported to have 30-35 trains pass
per day including Amtrak's Texas Eagle. You can view this rail crossing via a live railcam linked below.

Plan to join us in Big Sandy in September for Rail Fun with Rail Friends doing what we love to do best and
watch TRAINS from the back porch of the Big Sandy "Railfan Park" at the Heritage Center!!!

We are now accepting those who want to show a program or presentation that can be done inside the
Heritage Center! Video programs, Show N Tell, speakers, demonstrations or what have you are welcome.
The Heritage Center comes with a Big Screen, seating and restrooms....YES, INDOOR RESTROOMS (but
don't get crazy).

Come Play the Great Locomotive Race Trivia Game with new questions, and expect the usual great fun, friends and activities to keep you busy for 24 Hours... and lots of TRAIN WATCHING - PLUS SOMETHING BIG WILL BE THERE on TUESDAY!!!

Mark your calendars for September 16th & 17th, get your lawn chairs ready (sleeping bags too) because, it's TIME TO WATCH SOME BIG TRAINS... IN BIG SANDY!!!

Join the "24 Hours @ Big Sandy" Facebook page for the latest updates, (NOTE: This is also the Saginaw page, but that's how it goes for now) <https://www.facebook.com/24hoursatSaginaw>

PRESENTERS: We are now accepting presenters who would like to put on a program for this year's event. Please email me off list to: wgcrush@swbell.net to be on the schedule. We love live presentations, clinics, exhibits... it just has to be about trains and railroads. **Whatever you do... It's time to come out, time to show it and IT'S TIME TO WATCH SOME BIG TRAINS - IN BIG SANDY!**

Skip Waters

2nd Annual "24 Hours @ Big Sandy" 2024

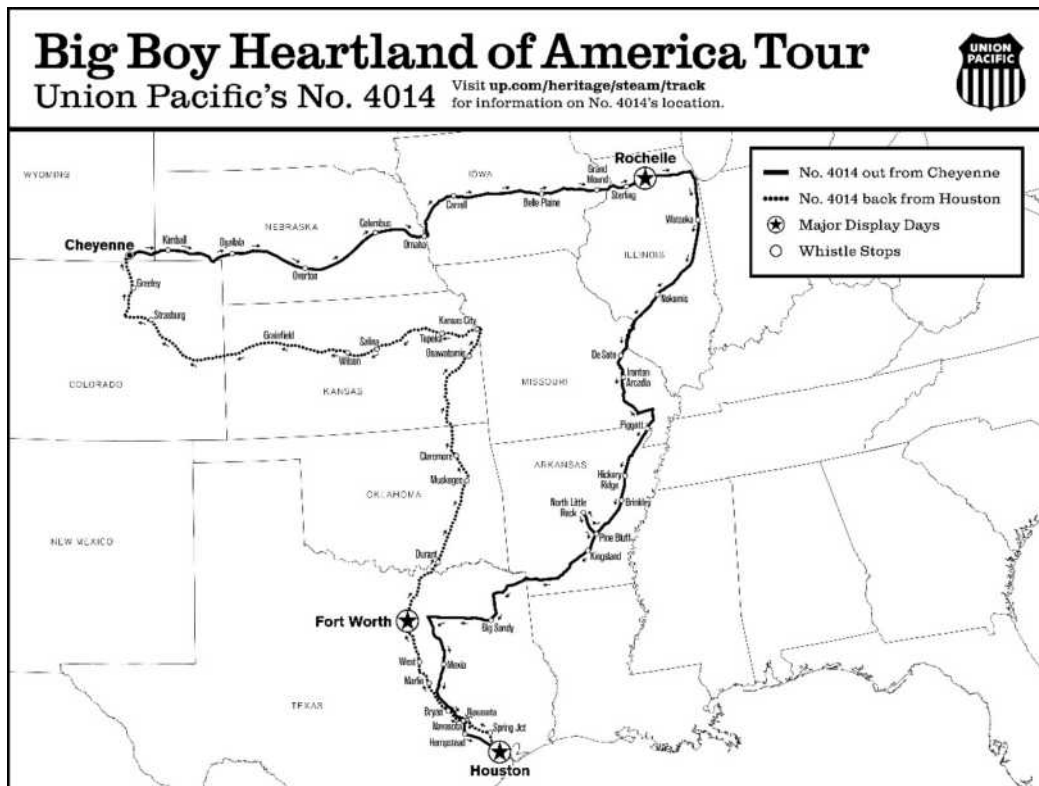
Chairman

North Texas Chapter, NRHS

www.ntxnrhs.org

P.S Also accepting gifts for door prizes! If you have some to offer, please contact Skip directly at wgcrush@swbell.net

P.P.S Big Sandy has a virtual railcam too! See a video about it here <https://youtu.be/GaCHSrdV4ZE>



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

The August 2024 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, August 6 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 19 attendees, including three guests.

Wayne Smith

President Wayne Smith called the meeting to order at 7:43 PM and welcomed our visitors to the meeting. He gave a preview of the evening's program about the Fort Worth and Denver and briefly discussed the multiple subsidiaries of the FW&D including the FW&D South Plains, FW&D Northern, Wichita Valley and Joint Texas Division/Burlington Rock Island.

Members were encouraged to purchase tickets now for the Texas State Railroad special event and asked event committee chair Bill Long to elaborate. We were well short of our goal of tickets sells, although several members did eventually purchase tickets that night.

The September program will be a DVD on the *Cumbres and Toltec* and the October program about *Pullman and the Railroad Rebellion*.

Jon Shea

Meetings the next 2 months will take place at the Chill Bar. All meetings will take place the 1st Tuesday of the month.

The November meeting will be moved to the 2nd Tuesday because of the election. Plans are to hold the November meeting at the Texas Western Model RR Clubhouse and conduct our annual auction. Jon will contact the Texas Western.

The December meeting is the Christmas dinner. It has been at the Babe's in North Richland Hills the last two years. Suggestions are welcome if anyone has any ideas for another location. No-one responded.

Bob Kennedy

Bob reminded the group of the Texas State Railroad (TSRR) excursion. The Chapter planned to purchase 22 tickets to get the group discount. We have sold 13 regular tickets and 2 ADA tickets, which do not count toward the group ticket purchase, by the end of the meeting. That leaves 7 tickets for purchase. Please pass the word!

Skip Waters

There is nothing new to report on Big Sandy. The event will still be held September 16 and 17. UP's Big Boy is scheduled to pass through Big Sandy on September 17, but no details are available pending UP's release of the Texas portion of the Big Boy's itinerary.

The National convention is in Harrisburg PA next week. Skip and Bill Long will attend. One of the hotels is sold out, but another close by hotel with the same rate is available. All tours are sold out.

Skip will be retiring as one of the National directors (his term is up), so be sure to fill out your ballots and send them in.

The Wichita Falls RR Museum is scheduled to reopen this fall. A mowing service has agreed to mow the museum grounds twice a week for the next year free of charge. Thanks to Edwin Pegelow, who donated \$100 to the museum!

The Abilene RR festival is scheduled for September 6 and 7. The Plano train Show will take place September 28 and 29. As always, we will need volunteers for the event.

Evening Program

Video: “Memories of the Fort Worth and Denver Railway”, a DVD produced by Steve Goen.

The meeting adjourned around 9:20 PM.

Jerry Nunn
Secretary, North Texas Chapter, NRHS



Remember the First Annual 24 Hours @ Big Sandy From Last Year?



Parting Shot: Did You Know?



In the early 1900's, one way to transport tons of materials and train parts was to suspend it hundreds of feet in the air and tow it across a canyon. Source: BuzzFeed

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, 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://The Zephyr Newsletter - North Texas Chapter, NRHS (ntxnrhs.org))

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

Doodlebug News Briefs



MKT doodlebug M10

Tuesday, September 3rd, Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program Presentation: DVD, Cumbres and Toltec Scenic Railroad, at the Chill Grill, Grapevine. See details on Page 1.

Monday, September 16th @ 3:00 PM through Tuesday, September 17th @ 3:00 PM – 2nd Annual 24 Hours @ Big Sandy, Big Sandy, TX. See details on Page 21.

Tuesday, October 1st, Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program: DVD, Pullman and the Railroad Rebellion, at the Chill Grill, Grapevine.

Saturday, October 5th, The Texas State Railroad Piney Woods Express – See details on Page 2.

#####

Index:

September Meeting at Chill Bar & Grill.....Page 01

The Texas State Railroad Piney Woods Express...Page 02

TSR Piney Woods Express Ticket Purchase Form.Page 04

A Visit to the Buddy Holly Center (FW&DSPRY).. Page 05

A Short History of the FW&D S. Plains Depot.....Page 09

About The Buddy Holly Center..... Page 10

More on the FW&DSPRY Depot..... Page 10

6 National Parks You Can Visit by Amtrak..... Page 12

Texas And Pacific Coal Company, Thurber TX..... Page 13

Museum of North Texas History, Wichita Falls.... Page 15

Rolling Stock of the Wichita Falls RR Museum.....Page 17

Canadian Pacific 2816 in Winnipeg, Manitoba.... Page 18

Big Boy is coming to "24 Hours @ Big Sandy"!.... Page 21

North Texas Chapter August Meeting Minutes....Page 23

Remember Last Years 24 Hours @ Big Sandy?.... Page 24

Parting Shot: Did You Know?..... Page 25

Chapter Directory/History/Doodlebug News.....Page 26

#####

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.