

North Texas Chapter – National Railway Historical Society



December Chapter Meeting: Annual Christmas Dinner and White Elephant Gift Exchange

When: Tuesday, December 3rd @ 7:00 PM

Where: Babe's Chicken, 6700 NE Loop 820,
North Richland Hills, TX 76180

Phone: (817) 428-4298

Menu: places.singleplatform.com

*****Please bring an individually wrapped gift per
attendee valued at approximately \$10.00 - \$15.00**



Merry Christmas Y'all!

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G Scale Trains at Clark Gardens

By Wayne Smith



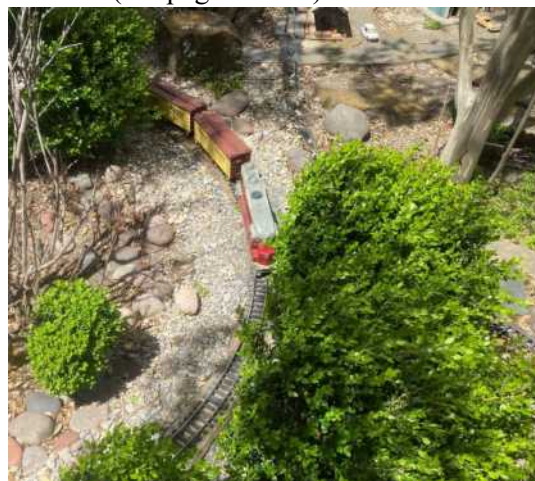
Surrounded by native woodlands and tucked away down a country road between Weatherford and Mineral Wells, Texas, is Clark Gardens. Max Clark is the co-founder of Clark Gardens. His late wife, Billie Clark, and he built the gardens as a private garden in their backyard. In 1999, Max and Billie established the Max and Billie Clark Foundation and donated 143 acres, including the gardens, to this new non-profit organization. Later on, in 2000, the gardens were opened to the public. Max is 92 years young and loves working in the gardens. Sure enough, when we visited in March of this year, he was pulling weeds at the main entrance to the gardens. Our guide introduced us to him and he was a very kind and humble man. Mr. Clark came into money when he invented/perfected a rock saw used to cut a trench in rock to place buried cables, fiber optics, pipe and other buried utilities. The trench is fairly narrow measuring 6” – 12” in width and up to 48” deep. One of Mr. Clark’s original rock saws is on display at the gardens (see below).



And On To The Trains...



One of the most popular areas of Clark gardens is the spectacle of three different G Scale Model Garden Trains on 700 feet of track that meander through a landscape of natural vegetation, trestles and small streams. Paths weave under seven foot high willow trestles next to a six foot waterfall and over little bridges in the garden train area. "Clark Station" houses incredible towns of scaled-down building made of plant materials such as poppy seeds, acorns, grapevine tendrils, cinnamon sticks and pinecone scales (see pages below).







Trains pass overhead and at your feet at the same time.



The trains are staged and stored inside Clark Station with models depicting Mineral Wells and Weatherford, TX. The famous Baker Hotel in Mineral Wells is depicted above.



You can see through the windows and tunnels how trains travel inside and outside through Clark Station.



Many structures are handmade from natural plant materials.





There is a small Lionel layout inside the confines of Clark Station.



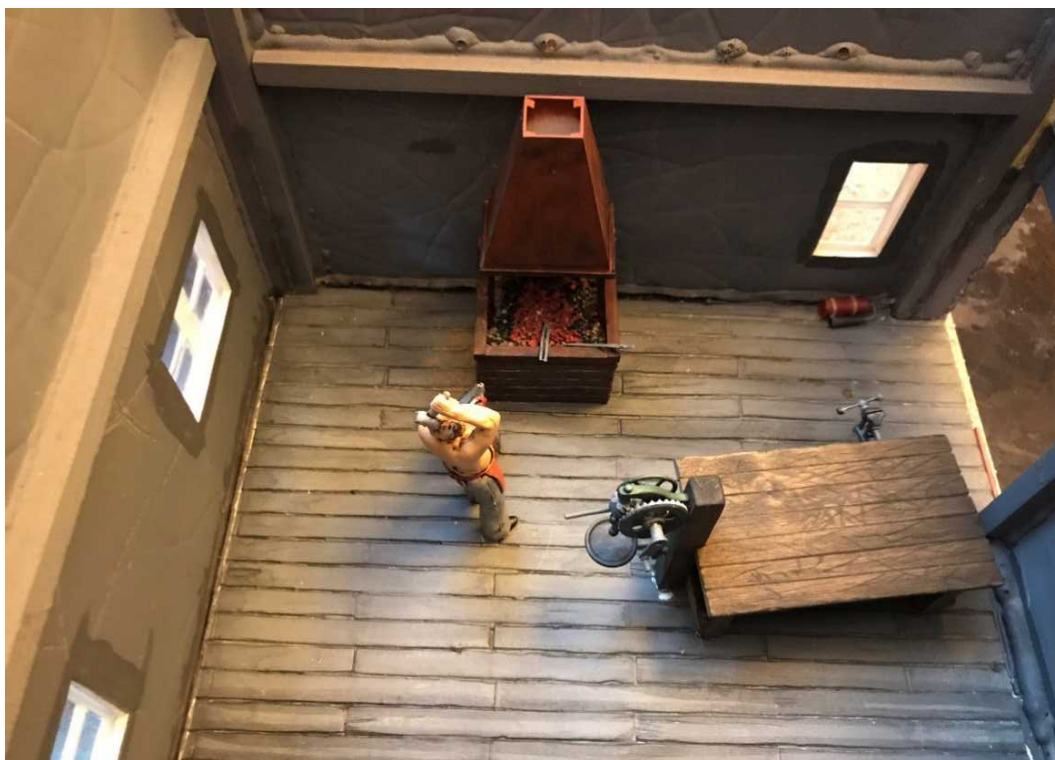
Clark Station has an indoor N scale modular layout geared for small kids, thus the dinosaur invasion!

Speaking of Garden Trains...

Larry, the late husband of your editor's cousin, Sharon, was a Master Garden Railroader. Both Larry and Sharon were huge into Garden Railroading. Larry built a model of Sharon's and your editor's grandfather's blacksmith shop for their garden railroad. Photographs by Wayne Smith.



The blacksmith shop was located in Clanwilliam, Manitoba, Canada. Clanwilliam is a small rural farming community northwest of Winnipeg.



The roof comes off of the model and reveals details inside.



Fine details really add to the realism of scratch built structures.



Yes, this was the actual moto of John Wilkinson's business, "We Weld To Make Ends Meet".

New York Central 4-8-2 “Mohawk” to be Restored to Operation

By Justin Franz and Otto M. Vondrak

**Note - After the “Mohawk” was retired from service in 1957, it was put on display at the Texas State Fairgrounds. The NYC locomotive was modified to look like a T&P engine, and renumbered #909 (see page 12 below).*

ELKHART, Ind. — The Fort Wayne Railroad Historical Society announced Wednesday that it had acquired New York Central L-3a “Mohawk” 3001 and planned to restore the 4-8-2 locomotive to operation for use on its popular Indiana Rail Experience excursions.

The 3001 is the largest surviving NYC steam locomotive and the only member of the L3a class to escape the scrapper’s torch. The locomotive was under the care of the City of Elkhart, Ind., and has been on display at the National New York Central Museum for decades.

FWRHS owns three other steam locomotives, most notably Nickel Plate Road 2-8-4 765, which it has operated since the 1970s. For the last few years, it has managed the Indiana Rail Experience, an excursion operation on the Indiana Northeastern Railroad, which has trackage in Indiana, Ohio and Michigan. Much of that track is former NYC, meaning locomotive 3001 will be right at home. NYC 3001 will also join the fleet of seven Budd streamlined cars built in 1941 for the NYC “Empire State Express” and purchased from Rochester & Genesee Valley Railroad Museum in 2023.

While FWRHS made the announcement on Wednesday, the effort to acquire the locomotive dates back more than a year. The City of Elkhart approved the sale of 3001 in September 2023. Although the transaction was noted in publicly available documents, it was never widely shared. The deal includes locomotive 3001 and tender, plus an auxiliary tender. In return for the locomotive, the National New York Central Museum will receive a cash donation of \$20,000; the City of Elkhart will receive help with creating a strategic plan for the future of the museum and its equipment; and the promise that when restored, FWRHS will do its best to bring 3001 back to Elkhart for a visit (although the deal notes that is entirely dependent on the engine being allowed to operate on Class I rails, specifically Norfolk Southern, which runs past the museum).

“We have been the stewards of the Mohawk for many years,” said Elkhart Mayor Rod Roberson in a press release. “Although we have had no shortage of pride and admiration for this historic machine, we lacked the expertise to be able to preserve it in the way it deserves. We are thrilled to be able to announce this partnership and a new life for the Mohawk.”

According to FWRHS, a mechanical evaluation of the locomotive has been performed by FMW Solutions with financial support from former Norfolk Southern CEO Wick Moorman. The group estimates that it will take \$4.3 million to restore the locomotive to operation and FWRHS has issued a \$100,000 challenge grant with the goal of raising \$500,000 by May 3, 2025. Donations can be made online at AmericanLoco.org. FWRHS is also encouraging people to join its pledge list.

“Rather than manage an unknowable ebb and flow of contributions, we encourage backers to join our pledge list,” said FWRHS Executive Director Kelly Lynch. “We are planning pledge drives at the outset to meet our first critical fundraising milestones and to measure the feasibility of fundraising for such a massive project. The effort will not be able to move forward without broad and consistent donor support, which we believe we can forecast from the pledges. As much as this effort may be driven by emotion and history, it has to be driven by data and logic, too.”

The Mohawk was among the pinnacle of steam power on the Central, alongside its famous 4-6-4 Hudson and 4-8-4 Niagara. The first 4-8-2s were delivered to NYC by American Locomotive Company in 1916, part of an order for 129 class L-1 freight locomotives. The 300-unit L-2 class that followed between 1925 and 1930 was updated with longer fuel tenders, larger boilers, feedwater heaters, and booster engines.



New York Central L-3a 3024, a sister locomotive to 3001 currently in Elkhart, Ind., is seen in service leading a train near Peekskill, N.Y. Photo by Donald W. Furler/Collection of the Center for Railroad Photography & Art.

However, it was the L3a class Mohawks that were among the Central's most famous steam locomotives of the modern era, built for both freight and passenger service. In 1940, American Locomotive Company built 25 dual-purpose 4-8-2s for the railroad. Designers borrowed heavily from the railroad's most famous class of locomotive, the J-3 Hudson, when creating the new L-3a. Equipped with 69-inch drivers, and a modern design that concealed most outside piping and a sunken feedwater heater, this class became the face of NYC freight and passenger service until the end of steam. While most 4-8-2 locomotives were dubbed "Mountains," the Central decided to name theirs after the scenic river its main line followed in upstate New York.

"The L-3a *looks* like a passenger engine," *Trains* Editor David P. Morgan once wrote in one of his most famous articles titled "The Mohawk That Refused to Abdiccate, and Other Tales" in 1955. "After all, from the drop-coupler pilot back to the third pair of disc drivers she smacks of Hudson design in a blueprint that resists straight lines and luxuriates in smooth contours and subtle, feminine curves. No wonder Central publicists threw the word 'Mountain' out of their dictionary. Aside from the fact that The Water Level Route never let you forget it, an L-3a is the last locomotive on earth anyone would think of as a mountain engine. She is grace and speed, an aristocrat of multiple-track main lines and water troughs that would look as out of place on Tennessee Pass as a K-4 in Miami."



FWRHS Executive Director Kelly Lynch announces the plan to restore New York Central 3001 on Wednesday. —*Photo by Otto M. Vondrak.*

While the majority of steam operations on NYC lines east of Buffalo came to an end in 1953, steam sporadically continued being used across the system until May 1957, with NYC 3001 operating until retirement in February 1957. While one other NYC 4-8-2 survives (Class L-2d 2933 at the National Museum of Transportation near St. Louis), 3001 in Elkhart is the only modern Mohawk that remains. **After it was retired from service in 1957, it was sold to Texas & Pacific Railroad to replace a heavily vandalized 2-10-4 on display at the Texas State Fairgrounds. The NYC locomotive was modified to look like a T&P engine, and it also got a new number, 909. After that, the locomotive changed hands multiple times before ending up on static display in Elkhart.** For decades, steam fans have dreamed that an operational restoration would someday come for the locomotive. Of the dozen or so known preserved examples of NYC steam, none are currently operational. Only two 4-8-2 locomotives have operated in North America in the preservation era: Frisco 1522 and Canadian National 6060, the latter of which is currently undergoing an operational restoration in Alberta.

“We treat this collaboration and the acquisition of the 3001 with great excitement and seriousness,” Lynch said of the effort to restore the Mohawk. “The locomotive’s future has been uncertain for decades, but with consistent and demonstrated donor support, we believe it can become a major attraction as part of an authentic and immersive experience that will welcome thousands of people from around the world.”

This article was posted on: October 9, 2024

A Trip to New Mexico

By Dennis Hogan



No trip to New Mexico is complete without seeing the “Mother Road” herself by taking Route 66. The first stop on Dennis’ trip was Tucumcari, NM.



This is the former SP/RI depot in Tucumcari.



Fine examples of vintage signals are on display.



Santa Fe depot area in Santa Fe, NM.



Old depot in Santa Fe used by Rail Runner and Sky Railway.



New Mexico Rail Runner Express locomotive.



Above and below: Sky Railway (formerly Santa Fe Southern) is using a “skeleton” crew. [Humor by Dennis Hogan] The crew was prepping for Halloween, but were told to remove the two skeletons (holding on the grab irons) because it was a violation. But they found a new home (see below).





Lounge car "Acoma" in use by the Sky Railway on their excursion train.



Next stop was Lamy, NM. It is still used as an Amtrak depot.



The Southwest Chief stops twice a day in Lamy, NM.



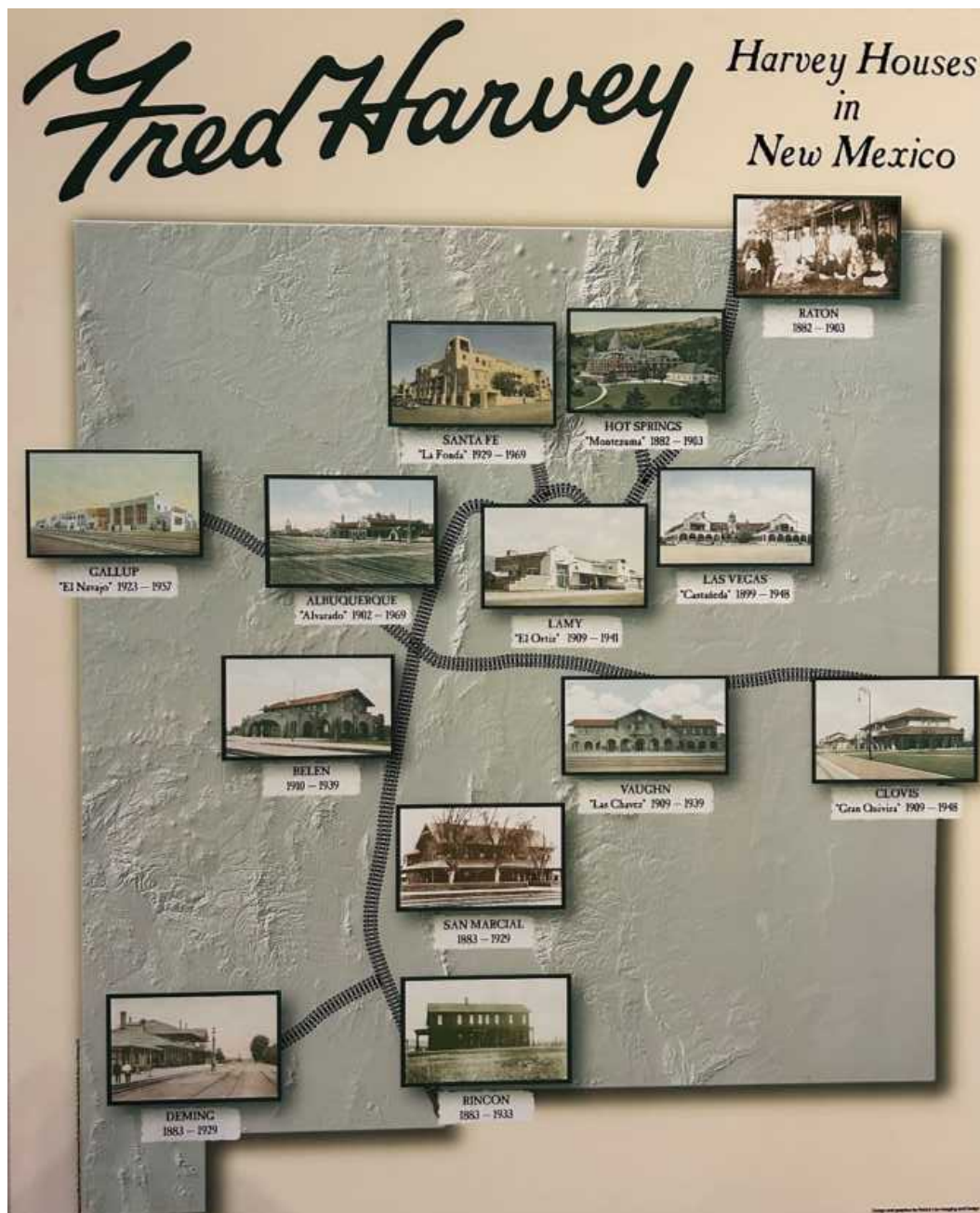
Had it not been 4 hours late, Dennis would not have caught the eastbound Southwest Chief at Lamy.



Driving back to Albuquerque with wind and rain in the distance.



This photo taken at Rio Puerco, NM.



Poster from Belen Harvey House Museum in Belen, NM.



The museum in Belen, NM is a “must see” museum.



Above left: This carillon once announced time and chimed Christmas carols at the Albuquerque depot. Above right: This copper water pot is from the Houston Harvey House.



M-190 doodlebug in Belen, NM.



Front view of the M-190 doodlebug.

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Speaking of Fred Harvey Houses...

Photo by Wayne Smith



Here is a model of the Temple Harvey House at the Temple Railroad & Heritage Museum. The Harvey House in Temple sat adjacent to the Santa Fe depot (see next page) which currently serves as a museum and Amtrak depot. “From the late 1890s through the 1930s—which is when the Harvey House here was open—Temple also was the home of the sprawling Harvey farm, which produced all the milk, ice cream, eggs and poultry for the dining cars, eating houses and hotels for this part of the Harvey system, which extended all the way to Galveston.”

Santa Fe Park, Depot and Harvey House, Temple



More Big Boy Sightings

In Fort Worth, TX:



Big Boy was on public display on October 10 and October 11 near the former T&P Depot in downtown Ft Worth. Photos in Fort Worth by Dennis Hogan.





In Kansas City, MO:



Big Boy was open for viewing only on Wednesday, Oct. 16 at Union Station. Big Boy departed KC on 10/17/24 and was captured passing through Santa Fe Junction. Photos in Kansas City by Brenda Davis.





Soon after these photos were captured from the Santa Fe Junction Railcam, Big Boy 4014 would pass over the KCT - Highline (ATSF Double Deck Railroad) Bridge. The bridge is a two-level truss bridge, and passes over the Kansas River on the KCT Rwy in Kansas City. The bridge is also known as the KCT/Kansas River Bridge and the KCT/Armstrong Yard Highline Viaduct. It is a vertical lift bridge that only lifts for floods. The bridge connects Kansas City, MO to Kansas City, KS. It was built in 1917 and rehabilitated in 2005. See Google image on the next page for a photo of the Highline Bridge crossing the Kansas River.



Letters (Emails) to the Board Regarding the Texas State RR Trip

On Sunday, October 6, 2024 12:03 PM, Judy Habel wrote:

Thank you for putting together a great trip. This trip far exceeded what I anticipated. The trip to the locomotive shop was definitely the highlight.

Here are a few photographs I took [One is included below]. I included a couple with people so you can see the scale of these beauties. I hope no one is concerned about that.

Again, thank you for a great and flawless trip.



Judy Habel

On Oct 6, 2024, at 10:25 AM, Lenore Klausner wrote:

We second that, David!

John and I enjoyed the day and want to especially thank Wayne and Robert for the excellent communication and organization.

We very much appreciate you sharing the photos in your email too. I was happy to capture the Maydelle Turntable [Turntable photo included in the November Zephyr] and Petticoat Junction [Attached below] from my window seat.



Sincerely,

Lenore and John Klausner

On Sun, Oct 6, 2024, 10:09 AM David Ricker wrote:

Greetings Gang!

It was great to meet folks in person yesterday at a fantastic outing riding the rails. The highlight was getting to see the locomotive shop! Thanks for putting this together and I look forward to seeing everyone again.

Regards,

David W. Ricker, AIA

Letter to the Board Regarding 24 Hours @ Big Sandy/Big Boy 4014



October 4, 2024

Mr. Wayne Smith
4302 Tree House Ln.
Corinth, TX 76208

Dear Wayne,

WOW, what a day with the Big Boy No. 4014...and so many train lovers! Your group added so much to this historic event and *your* knowledge of trains is just amazing. Can't wait for y'all to come back next year and we're happy to provide the perfect train venue for the group.

I'm thankful for your dedication to our little town and look forward to working with you in the future. Again, thank you for helping the City of Big Sandy.

Sincerely,

A handwritten signature in black ink, appearing to read "Linda Baggett".

Linda Baggett, Mayor
City of Big Sandy, Texas

PO Box 986 | Big Sandy, Texas 75755 | 903.636.4343

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

The November 2024 meeting of the North Texas Chapter of the NRHS was held on Tuesday, November 12 at the Texas Western Model Railroad Club in Forest Hill, TX. The meeting was scheduled on the second Tuesday of the month instead of the traditional first Tuesday due to the national elections. There were 16 attendees. Four of the attendees were also members of Texas Western. We had four guests, including David Crumpton, Chief Executive Officer of Texas Western. Prior to the start of the meeting, David donated multiple books to the chapter for its annual auction.

President Wayne Smith called the meeting to order at 7:05 PM. Wayne thanked David Crumpton for Texas Western's usual hospitality and for the generous donation of books to the chapter. The North Texas Chapter has held multiple meetings with Texas Western. Typically, they are closed on a Tuesday night, but open their doors for us with open arms.

The member selected to be the Nominations Chair for the upcoming chapter election was not able to keep his commitment due to prior commitments. **The chapter is seeking a responsible member to present the slate of candidates at the January elections and to accept any nominations from the floor the day of the elections.**

The Chapter Trips Committee consisting of Bob Kennedy, Bill Long and Skip Waters were thanked once again for putting together the awesome excursion on the Texas State Railroad.

Jon announced the next two upcoming meetings: Tuesday, December 3rd, is the Annual Chapter Christmas Dinner and White Elephant Gift Exchange at Babe's Restaurant in North Richland Hills. It starts at 7:00 PM. Don't forget to bring an individually wrapped gift per attendee valued at approximately \$10.00 - \$15.00 for those that want to participate. In January, the Chapter meeting will be back at Chill Bar and Grill in Grapevine which includes our Annual Officer Elections and Show "N" Tell. This is your time to bring a favorite item or tell a favorite railroad story.

At the meeting, the chapter approved to be a sponsor for the Louisiana Steam Train Association for an NRHS Heritage Grant.

The majority of the evening was our annual chapter auction lead by Skip Waters and Wayne Smith. Skip did his usual amazing job as chapter auctioneer. Thanks Skip! As was advertised, everyone was guaranteed a bargain at the auction and it held true this time as well. We raised \$370.00 for the chapter's Heritage Grant Program. Items included multiple books, magazines, VHS tapes, prints, posters, pictures, railroad manuals, BNSF commemorative plates, railroad collector's cards and playing cards. All items were railroad related, except for a few general travel books. We sold a few *24 Hours @ Big Sandy/Big Boy* souvenir buttons as well.

Meeting Minutes submitted by Wayne Smith, Chapter President/Editor

THE ANNUAL ELECTION OF CHAPTER OFFICERS WILL OCCUR AT OUR CHAPTER MEETING ON JANUARY 7, 2025.

The Board of Directors wants to make sure that all Chapter Members know the requirements for a member to vote in the Chapter Election, to run for a Chapter Office or to hold a Chapter Office as specified in the current Chapter By-Laws.

- 1. In order to vote in the Chapter Election, your 2025 Chapter dues must be paid prior to the START of the January 7, 2025 meeting.** See the dues renewal notice in this issue of the Zephyr for how to pay your Chapter dues.
- 2. Family membership is entitled to one vote per Family.** Individual family members do not get individual votes.
- 3. In order to run for or hold an office in the chapter, you must be a member in good standing of the NRHS and the Chapter and your annual National and Chapter dues must be paid prior to the START of the January 7, 2025 meeting.**
Your National dues can be paid on-line at nrhs.com. The National will send you an e-mail indicating that your payment has been processed and that your membership has been successfully renewed. Having a copy of this e-mail with you at the January 7 meeting will provide the required information for the Chapter. ***NOTE: Your National dues must be paid directly to the National and cannot be accepted by the Chapter.***
- 4. Any problems, questions or challenges at the meeting regarding voting eligibility of any Member or eligibility of any Member to run for or hold a Chapter Office will be resolved by the current Board of Directors in accordance with the current By-Laws, and their decision will be final.**

If you have any questions or concerns, please contact Bob Kennedy, Chapter Treasurer, at rckennedy48@verizon.net.

Thank you.

Current Slate of Candidates for January Elections

President - Wayne Smith (Incumbent)
Vice President/Programs - Jon Shea (Incumbent)
Vice President/Trips and Events - Bill Long (Currently held by Skip Waters)
Secretary - Jerry Nunn (Incumbent)
Treasurer - Bob Kennedy (Incumbent)
National Representative - Skip Waters (Currently held by Bill Long)

2025 North Texas Chapter Dues – Renew Now

Annual renewal of your North Texas Chapter Membership is due by **January 1, 2025**. Your annual dues are paid directly to our Chapter either by check, online, or by cash. Please renew now.

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

1. TO PAY BY CHECK:

Make your 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**

Do not mail your membership renewal to the Chapter PO Box Mailing Address as it will delay processing your renewal. If your check does not clearly indicate who the member is, please add a memo note with the member's name.

2. TO PAY ON-LINE:

Visit the Chapter's on-line store at:

<https://ntxnrhs.org/store/#!/Membership-Dues/c/15877014>

Copy and paste this address into your browser. A small service charge of 50 cents for individuals and 75 cents for families is added to your dues payment to help partially cover the processing fees for using a credit card. You do not need to be a PayPal member to pay on-line.

3. TO PAY BY CASH:

Your dues can be paid at any Chapter Meeting. Please have the **exact amount** and pay the Treasurer or any Chapter Officer.

If you have any questions about membership, please contact me directly at rckennedy48@verizon.net or 214-497-7745.

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 NRHS dues are sent directly to the National.

Thanks very much.

Bob Kennedy, Treasurer
North Texas Chapter, NRHS

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

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

North Texas Chapter History

Founded and chartered in 1996, the North Texas Chapter is a non-profit, 501(c)(3) educational organization incorporated under the laws of the state of Texas. Emphasis of the chapter is activity, history, and enjoyment of railroading past and present. Meetings are usually held 7:30-9:30 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, December 3rd, Annual Chapter Christmas Dinner and White Elephant Gift Exchange at Babe's Restaurant in North Richland Hills. Starts at 7:00 PM.

Wednesday, December 25th – Merry Christmas!

Wednesday, January 1st, 2025 – Happy New Year!

Tuesday, January 7th, Chapter Meeting back at Chill Bar and Grill in Grapevine – Annual Officer Elections and Show "N" Tell.

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Wayne Smith, North Texas News Editor.

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