

North Texas Chapter – National Railway Historical Society



February Chapter Meeting:
Miss Katy: The Good Old Days
MKT Volume 5, 1991
 (A Steve Goen Production)

When: Tuesday, February 4th @ 7:30 PM
 (Meet N Greet at 7:00 PM)

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/>



Table of Contents:

Feb. Program: Miss Katy: The Good Old Days	Page 01
NT Chapter Meeting Minutes for January, 2025..	Page 02
Final Reminder to Renew Your Chapter Dues. ..	Page 05
ATSF 2926 in Albuquerque, NM	Page 06
Burlington-Rock Island Ad for the Texas Rocket..	Page 10
Santa s Favorite Toy?.....	Page 10
Pullman Foundation to Obtain 1899 Parlor Car	Page 11
Vintage Pullman Car Returning Home .	Page 12
Fort Worth & Denver Snow Plow.....	Page 13
Slaton Harvey House Becomes 40 th TX Hist Site..	Page 14
Wheels Museum, Albuquerque, NM. ..	Page 15
Ex-T&P Business Car Returns Home .	Page 18
Rockport RR Depot Restoration Continues .	Page 20
NRHS Media-Slide Show & Open House	Page 22
Chapter Directory/History/Doodlebug News	Page 23

Minutes of the January 2025 Meeting of the North Texas Chapter of the NRHS

The January 2025 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, January 7 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 16 attendees.

President Wayne Smith was unable to attend as he was recuperating from recent surgery. VP Jon Shea conducted the meeting. Jon passed a get-well card for Wayne for everyone to sign.

The first order of business was the election of officers for 2025. The nominees were:

President

- Wayne Smith

Vice President / Programs

- Jon Shea

Vice President / Trips and Events

- Bill Long (to replace Skip Waters)

Secretary

- Jerry Nunn

Treasurer

- Bob Kennedy

National Representative

- Skip Waters (to replace Bill Long)

There were no opposing nominations. A motion was made and seconded that all nominees be re-elected by acclamation. The motion was approved by vote of the Chapter membership.

TRIPS AND EVENTS

New VP Bill Long said he would like to organize small subcommittees to plan and organize future trips and events. Contact Bill if interested to help. Kim Hays said she could help with the phone calls that might be needed. Thanks so much, Kim!

PLANO TRAIN SHOW

The Plano Train Show will be at the Plano Event Center January 18-19. The Chapter will have a table to sell donated items. Any donations for the Chapter to sell would be appreciated. President Wayne Smith will be unable to attend, so it is very important to have someone to man the table as Wayne manned it. Jerry Nunn, Don Novak, and Edwin Pegelow volunteered to handle the table management. Thanks guys! Dave Podrahsky has volunteered to fill the 18 hours of assignments mandated by the North Texas Council, so there is no need to fill slots such as ticket sales, etc. Thank you Dave! Jerry, Don, and Edwin would certainly appreciate any assistance in manning the Chapter table. Let one of us know if interested.

SLIDE SHOW

The Chapter will host their 19th Annual Dallas Area Media-Slide Show at the Taco Joint, 14999-C Preston Road, Dallas, TX 75254, Saturday, January 18th, from 6 PM to 9 PM. We have four presenters lined up. Any others interested may contact Skip Waters or a Chapter board member. Skip will publish a list of the presenters names and presentation titles in a later release.

NORTH TEXAS COUNCIL OF RAILROAD CLUBS

The North Texas Council of Railroad Clubs, the sponsor of the Plano Train Show, is considering new by-laws going forward. The Chapter is a member of the Council. Among the most impactful of these proposals is that a club representative must attend every Council meeting. If a representative misses one meeting, the organization is put on probation, two misses, and the organization is removed from the Council. Dave Podrahsky has been attending the Council meeting as a Chapter representative.

If the proposal passes, we must ensure that a representative attends each meeting. Otherwise, we risk losing our annual seed money and our annual income from the shows.

There was also some discussion about revenue from the train shows. That depends on attendance and table sales. The Plano Event Center gets paid, regardless.

LOCOMOTIVE 201 AND HERITAGE MUSEUM IN ANNA

Elden Baker, who is now the Deputy Mayor of Anna (congratulations!), reports that the city is considering the purchase of an additional acre of land to add to the city park and build a museum annex there. If that happens, the non-rail artifacts in the depot can be moved to the new location.

Elden has found a foundry that can make a replica of the 201 number plate. Anyone wishing to purchase a duplicate can obtain one for an estimated price of \$125-\$150. Elden does require a commitment from prospective buyers. Contact Elden for details.

KATY FLYER, KATY CALENDARS, AND POSSIBLE WAXAHACHIE TOUR

VP Jon Shea has issues of Katy Flyer magazine, and 2025 Katy calendars, which are \$12 each. Jon does not make a profit from the sales. Let him know if interested.

Jon recently received a message from someone in Waxahachie with their rail museum, offering a behind-the-scenes tour of the depot and museum. This might be an opportunity for the Chapter members interested to drive to Waxahachie and take a Saturday tour

CHAPTER MEMBERSHIP AND GRANTS

Bob Kennedy reports that in 2025 the Chapter has 27 paid up memberships. Last year we had 28 members, of which two left, and we gained an additional member.

The Chapter has received requests to endorse two NRHS Heritage Grant Requests, one from the Louisiana Steam Train Association/Garyville Timbermill Museum Joint Venture and one from the Railroad and Heritage Museum in Temple. The Chapter has approved the endorsement of both requests. A request for an application for the Chapter's Leroy O. King Grant has been forwarded to the Abilene Heritage Museum.

Bob reminded the members that the Chapter keeps close track of the disposition of the funds, and does not make any more grants than previously approved.

NATIONAL CHAPTER ITEMS

Skip is no longer the National Board representative. Those duties have been handed over to Bill Long. However, Skip is the focal point for Chapter development for the national Chapter.

WICHITA VALLEY NRHS CHAPTER

The Wichita Falls Chapter has been renamed the Wichita Valley Chapter. Skip is the VP. The next meeting is to take place on Saturday, January 11, 2025 @ 2 PM.

SAGINAW

Skip still receives requests for a reinstatement of the 24 Hours at Saginaw event. The Chapter membership, however, is not supportive due to the excessive costs of the event, the lack of support at the city level, and the lack of support and participation from many of those who just come to camp out next to the tracks. There is much more membership support to continue with the annual Big Sandy event, since we have access to a building and a great relationship with the city officials. Skip has promised to see if anything has changed at Saginaw, and make a scouting report at the next meeting.

MOBILE AREA MUSEUM

Don reports that there is a museum north of Mobile that has railroad artifacts that they are willing to donate. Skip would be willing to go to Mobile to pick the items up. The Chapter asked that Don take some photos of the items the next time he goes to that area.

SHOW AND TELL

Jon Shea Book on the Liberation Army of railroad workers who maintained and operated the railroads for the U. S. Army in WWII. 1948 photo of the Richardson interurban station.

Bill Long Magazine on the history of the Milwaukee Road station in Milwaukee, WI.

Sam Metzgar Cotton Belt items: booklets, medallion, brochures.

Dave Kohler An old Greer RR spike.

Skip Waters Video of Skip s commentary on the Crash at Crush on the Mysteries of the Museum series on the Travel Channel.

NEXT MEETING

Tuesday, February 4 at the Chill Bar in Grapevine.

Submitted by Jerry M. Nunn, Secretary

North Texas Chapter - NRHS

Final Reminder!!

2025 North Texas Chapter Dues Renewal

Annual renewal of your North Texas Chapter Membership was 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 rkennedy48@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

Atchison, Topeka and Santa Fe 2926 Photos by Wayne Smith

Like many railfans that I know personally, myself included, we've been watching and anticipating the restoration of ATSF 2926 since that restoration project began in 2008. I had a chance to see 2926 up close and person in July of 2018. Staff went out of their way to be courteous and hospitable to this railfan. One volunteer gave your editor a tour of the engine shed/shop area. I was allowed to take pictures everywhere except inside the engine shed. Approximately a month later, On August 20, 2018, the boiler of ATSF No. 2926 was fired up for the first time in sixty-five years. The locomotive was scheduled for a test run on March 20, 2020, when it would move under its own power for the first time since 1953. However, that event and most other restoration efforts were suspended due to the COVID-19 pandemic in New Mexico.



Finishing touches are being made to 2926 in July, 2018 in preparation of firing up the boiler for the first time in sixty-five years.

Atchison, Topeka and Santa Fe 2926 is a class "2900" 4-8-4 type steam locomotive built in May 1944 by the Baldwin Locomotive Works for the Atchison, Topeka & Santa Fe Railway (ATSF). It was used to pull passenger and fast freight trains, mostly throughout New Mexico, until retired from service in 1953. In 1956, ATSF donated no. 2926 to the City of Albuquerque for static display.

In 1999, the non-profit *New Mexico Steam Locomotive and Railroad Historical Society* purchased no. 2926 for restoration. In 2021, no. 2926 moved under its own power for the first time in over 70 years. It is the world's heaviest 4-8-4, and the sole operating class 2900 locomotive among the last six in existence. The *Society*, under the trade name *New Mexico Heritage Rail*, plans to operate historic rail excursion trains behind no. 2926 between Albuquerque and Las Vegas, New Mexico.

No. 2926 was among the last group of steam passenger locomotives built in 1944 by the Baldwin Locomotive Works in Eddystone (Philadelphia), Pennsylvania for the Santa Fe Railway. This class of locomotives comprised the heaviest 4-8-4's built in the United States, and among the largest. The railroad used the locomotive in both fast freight and passenger service, and it accumulated over one million miles of usage before its last revenue run on December 24, 1953. Equipped with the latest Timken roller-bearing tandem side-rods between 1946 -1948, it was then approved for 110-mph speeds with the Santa Fe's crack passenger trains: up from 100-mph when delivered with its original side-rods.



Exploring AT&SF Locomotive 2926 from cab to pilot (cowcatcher).

The locomotive and a caboose were donated to the City of Albuquerque, New Mexico in July 1956 to recognize the city's 250th anniversary, and placed in Coronado Park. The city displayed the locomotive as a static exhibit in the park until it was sold for \$1.00 to the *Society* on July 26, 1999. On June 23, 2000, the locomotive was moved by Messer Construction Company to a BNSF Railway rail siding just south of Menaul Boulevard. The locomotive has been listed on the National Register of Historic Places since October 1, 2007.

In May 2002 the locomotive was moved by the railroad to its current location near the intersection of 8th Street and Haines Avenue, where it underwent a complete restoration to operating condition by the *Society*. When the restoration was completed in July 2021, No. 2926 became the largest operating 4-8-4 steam locomotive in the United States.



Inside the cab of 2926 - A worker is seen installing a more modern braking system. Also, see next page.



A new braking system was being installed on 2926 on the day your editor visited.

On February 11, 2016, House Memorial Bill 100, introduced by Don L. Tripp and adopted by the New Mexico Legislature, recognized the Santa Fe No. 2926 steam locomotive as "New Mexico's steam locomotive and a representative of the railroads' contributions to the economic and cultural growth and stature of New Mexico".

In January 2018, it was reported that the restoration was nearing completion, and that the locomotive could be operational by the end of the year. As of that date, NMSL&RHS members had put in 166,000 hours of volunteer labor and spent over \$2.8 million on the project.

On August 20, 2018, the boiler of ATSF No. 2926 was fired up for the first time in sixty-five years. The locomotive was scheduled for a test run on March 20, 2020, when it would move under its own power for the first time since 1953. However, that event and most other restoration efforts were suspended due to the COVID-19 pandemic in New Mexico.

On July 24, 2021, the No. 2926 locomotive moved under its own power for the first time in sixty-eight years.

On May 6, 2023, No. 2926 visited a nearby brewing company for a fundraiser, a distance of about four blocks. The same visit happened two more times, on August 26, 2023, and May 4, 2024.

On September 30, 2023, No. 2926 returned to the mainline on a 2.5-mile excursion to the Albuquerque Rail Yards to attend the New Mexico Railroad Days event.

Data Source: https://en.wikipedia.org/wiki/Santa_Fe_2926



B-RI Texas Rocket on exhibition ad (1937). Submitted by Dennis Hogan.

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Santa says Ship it on the Frisco! Submitted by Dennis Hogan.

The Historic Pullman Foundation has Secured an Agreement for 1899 Parlor Car

By Trains staff | December 14, 2024



The Historic Pullman Foundation has secured an agreement for this parlor car from 1899 to be donated for display at the Pullman National Historical Site. Submitted by Dennis Hogan.

CHICAGO The Pullman National Historical Park and State Historic Site has secured its first Pullman railcar for display at the site of the factory that produced rolling stock for decades.

The Historic Pullman Foundation announced in November that it has completed a Letter of Intent to Donate with owner David Hoffman for a wooden parlor car built by Pullman in 1899 and placed in service on the Rock Island in 1900.

Ownership of Chicago, Rock Island & Pacific Parlor Car No. 699 will be transferred, and the car will be relocated to the north wing of the Pullman factory, once funding has been secured for environmental remediation at the site.

We owe a debt of gratitude to Dave Hoffman for the generous offer of this rare gem, Joseph C. Szabo, Pullman Foundation board member and former head of the Federal Railroad Administration, said in a press release, While the interior will need a full restoration, the frame and body are in remarkable shape for a railcar that is 125 years old.

Szabo is leading an effort to bring Pullman cars to the site for interpretive displays; Norfolk Southern made a \$250,000 donation to support that effort when it was announced last year. While we still have much work to do, securing the rights to this car is a key milestone in our efforts, Szabo said.

Hoffman said Pullman is the perfect home for the CRI&P No. 699. I'm thrilled to know it'll be preserved and appreciated as part of the Pullman story and its contributions to American history.

The Pullman site was designed as a National Monument by President Barack Obama in 2015 and designated a National Park by Congress in 2022. More information on the National Historic Park [is here](#) and on the State Historic Site [is here](#). For more information on the Historic Pullman Foundation, the park's support group, [visit its website](#). Article Submitted by Dennis Hogan.

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A vintage railcar built in 1899 by the Pullman Company is on track to come home to Pullman National Historical Park & State Historic Site



November 25, 2024 A vintage railcar built in 1899 by the Pullman Company is on track to come home to Pullman National Historical Park & State Historic Site. Built for the Chicago, Rock Island & Pacific (CRI&P), the wooden railcar entered service as *CRI&P Parlor Car #699* in January 1900, providing first-class day service on the Rock Island *Express* operating daily between Chicago and Omaha.

A Letter of Intent to Donate has been executed between the railcar s owner, David Hoffman, and the Historic Pullman Foundation (HPF) and paves the way for the eventual transfer of ownership and the relocation of the railcar to the North Wing of the historic Pullman Factory, once funding has been secured for environmental remediation of the site.

Built during a pivotal era in American railroad history, the *CRI&P #699* reflects Pullman s prominence in luxury passenger-car manufacturing and the significant role railroads played in shaping the nation s economy and culture. The railcar s presence at the park will deepen visitors understanding of this important chapter in history.

We owe a debt of gratitude to Dave Hoffman for the generous offer of this rare gem, said Joseph C. Szabo, HPF board member and former head of the Federal Railroad Administration. While the interior will need a full restoration, the frame and body are in remarkable shape for a railcar that is 125 years old.

Szabo has been tasked by the National Park Service (NPS) and Illinois Department of Natural Resources (IDNR) to lead a working group to bring historic railcars to the site for interpretation. While we still have much work to do, securing the rights to this car is a key milestone in our efforts, he said.

David Hoffman, the railcar s current owner, expressed his excitement for the partnership. It s the perfect home for the *CRI&P #699*. I m thrilled to know it ll be preserved and appreciated as part of the Pullman story and its contributions to American history, he said.

America s stories live in Pullman, and through this classic Parlor Car, visitors will learn of the Industrial Revolution, the evolution of rail travel during the Gilded Age, and the on-board service provided by Pullman Porters, said Maria P. Hibbs, president of the Historic Pullman Foundation. We are delighted to secure this artifact for the benefit of the National Park and State Historic Site.

The partners will now focus on securing funds to prepare the North Wing of the factory site for display. Consistent with NPS and IDNR interpretive plans, the restoration work on *CRI&P #699* is envisioned to be a living exhibit showcasing the craftsmanship of Pullman factory workers in the 1890s.

Source: [Rare vintage railcar on track to come home to Pullman National Historical Park & State Historic Site | Historic Pullman Foundation](#)
Submitted by Dennis Hogan.

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FW&D SnowPlow

[Fort Worth & Denver City, Maintenance of Way Tool Car S-3]



Source: digitalcollections.smu.edu Submitted by Dennis Hogan

Slaton Harvey House Becomes 40th Texas Historic Site

by the Texas Historical Commission



Welcome to the THC, Slaton Harvey House!

The Slaton Harvey House located in Slaton is now officially the Texas Historical Commission's 40th State Historic Site! Established in 1912, the Slaton Harvey House was originally one of several restaurants constructed along the Santa Fe Railway route. This beautiful example of Mission Revival architecture was designed by renowned architect Louis Curtiss, known as the "Frank Lloyd Wright of Kansas City." This two-story West Texas structure served as one of Fred Harvey's iconic "eating houses" along the Atchison, Topeka, and Santa Fe Railway for over 30 years. Saved from demolition, it now stands as a living museum, events venue, and bed & breakfast. This site preserves aspects of our state's history, including the impact of railroads, women's roles in early 20th-century society, and business innovation during a transformative era. Today, the 1912 Slaton Harvey House is an historic one-of-a-kind bed and breakfast, event center, and railroad museum. The structure, one of only six Fred Harvey Eating House locations remaining in Texas, has been lovingly restored as a living history museum, with five beautifully appointed rooms for travelers and a spacious Events Center for special occasions. All rooms are handicap accessible by elevator, but there are no wheelchair accessible showers. Guests have access to our living area with a table for games, reading about railroad history, and a seating area with north views for train watching on an active Burlington Northern Santa Fe railyard. We hope you choose to visit us at the Slaton Harvey House and enjoy being surrounded by a unique part of our Texas history.

Wheels Museum, Albuquerque, NM

By Wayne Smith

When your editor visited Albuquerque in 2018, he also visited the Wheels Museum located in the old Santa Shops. At the time, the museum collected anything on wheels. Now their focus has changed to more railroad specific items.

The Historic Locomotive Shops on the Rail Yards site were built by the AT&SF Railway between 1914 and 1924 as a maintenance and repair facility for steam locomotives that served the southwestern United States and was one of only four such facilities built for that purpose. (The other three being located in Topeka, Kan., Cleburne, Texas, and San Bernardino, Calif.).

The shop complex was outfitted with the latest engineering technology for locomotive repair and industrial efficiency. As such, the shops were an integral part of the AT&SF's railroad transportation system, which provided freight and passenger service for more than six decades.

The Locomotive Shops also played an integral part in the economic history of Albuquerque by their status as the second largest industrial complex in the state and the city's largest employer. The shops played a major role in the city's economic development, particularly in the adjacent neighborhoods of Barelas, South Broadway and San Jose.

Wheels Museum is a nonprofit organization in the Albuquerque Rail Yards dedicated to collecting, preserving, and creating educational exhibits about the history of transportation in Albuquerque and New Mexico with emphasis on the impact on the development of the area. Their collections embrace the history of the railroads, the impact of the rail yards on Albuquerque, as well as automobiles, horse and wagon, and other modes of transportation.

Wheels Museum is located on the site of the historic Santa Fe Railroad Shops in downtown Albuquerque, New Mexico. Built-in 1914, the Albuquerque shops serviced steam locomotives operating on the Santa Fe Railroad.

Wheels Museum is currently housed in what the Santa Fe Railyards once referred to as The Storehouse, a long and narrow structure built in 1914, in which was kept an enormous inventory of all manner of parts and supplies for the larger maintenance shops and the entire Santa Fe railroad system in general.



In 2018, museum staff reported that the Santa Fe turntable was intact and operable.



Above and below: The Wheels Museum is comprised of anything that moves on wheels.





Train Arrival, Cloudcroft, NM (It s a cool place to visit).



The Wheels Museum collection includes vintage railroad signs and railroad memorabilia.



Model of UP Big Boy #4007.

Ex-Texas & Pacific Business Car Returns to Texas

A former Texas & Pacific business car is back on the rails in Texas after a 97-year journey that took it to California.

The California State Railroad Museum recently gifted former T&P Business Car No. 2 to the [Museum of the American Railroad](#) in Frisco. The car, which frequently roamed the rails in Texas and the Southwest, arrived Sept. 6. No. 2's return is the result of years of partnership in preservation between the museums.

Built in 1928 by American Car and Foundry in St. Louis, T&P No. 2 was one of a pair of business cars assigned to upper management. It likely was occupied by railroad legend and former T&P president John L. Lancaster, who's credited with pulling the T&P out of financial straits and securing major investments in new passenger station and freight facilities in Fort Worth.



The California State Railroad Museum recently gifted former Texas & Pacific Business Car No. 2 to the Museum of the American Railroad in Frisco, TX. The car is back on the rails in Texas after a 97-year journey that took it to California. It arrived Sept. 6. Museum of the American Railroad

Designed for end-of-train service, UP No. 103 has an open rear platform, typical of most business cars. Its interior floor plan includes private accommodations, including staterooms, rear salon/office, formal dining room, and galley with crew's quarters. The car defines opulence of the era, when railroads were at the pinnacle of growth and their managers traveled in style tending to business and entertaining shippers.

Like all business cars, UP No. 103 was meticulously maintained, and received numerous upgrades throughout its career. The car was extensively modernized by the T&P in 1964, with the addition of a new streamline style roof, Thermopane windows, air conditioning, and modern trucks. It was conveyed to the Missouri Pacific Railroad and re-numbered 10 following the line's absorption of the T&P. It became part of Union Pacific's business car fleet following the merger with MP in 1982.

After Union Pacific acquired the T&P, the car was repainted UP No. 103 and maintained its classy look with the latest in all-steel construction and fine hardwoods throughout its interior.

UP No. 103 was retired in 1992 and donated to the California State Railroad Museum. The car was well-cared for during the ensuing years, but a shift in focus and space constraints led to discussions with the Museum of the American Railroad about giving it a new role in Texas. Given its provenance on the T&P, the museums decided to bring the car home.

Union Pacific and BNSF worked together to bring the car to Texas.

Working with their public affairs, operating, and mechanical folks, the lines provided seamless transportation at reduced cost, delivering 103 without a scratch, the Museum of the American Railroad said on its website. We are very grateful to everyone at both railroads for their support.

UP No. 103 joins [the museum s collection](#) as a significant piece of Texas railroad history, representing the T&P when it was an independent road and connected Texarkana, Dallas/Fort Worth and El Paso. The line put North Texas on the map when it crossed the Houston & Texas Central in 1873, creating the first major rail junction in Dallas.

The H&TC was constructed a year earlier on its way from Houston to the Red River and points north.



Following extensive modernization, Texas & Pacific business car No. 2 pauses at Dallas Union Terminal likely bringing up the rear of the Texas Eagle. The paint scheme is T&P s famous blue and cream with buff accent stripes from the line s streamliner era. Museum of the American Railroad

Rockport Railroad Depot Restoration Continues

Oct 25, 2023



The Rockport Cultural Arts District (RCAD) continues its work with state and local historical preservationists and historians, supporting foundations and friends on its restoration of Rockport's landmark San Antonio & Aransas Pass Railroad Depot.

Since 2017, RCAD envisioned acquisition, restoration and sharing this unique historical asset to locals and visitors. RCAD's visionary goal was to restore and utilize the historic Depot as a central hub for the Heritage and Cultural Arts District, as well as provide parking for the new Civic Core and Center for the Arts Complex.

This vision mirrors the growth and positive role of the railroad in Rockport in the 1890s, bringing business and tourists to area hotels, restaurants and merchants, for hunting and fishing, and musical and theatrical events. Rockport's population grew from 600 in 1888 to 2500 just two years later in 1890.

Hurricane Harvey badly damaged the Depot in August 2017. RCAD received funding to stabilize the building and begin restoration, including a Cultural District Project Grant from the Texas Commission on the Arts (TCA). This grant was made possible by the establishment of the Rockport Cultural Arts District in 2016. Since that time, RCAD also received generous support from the Margaret Sue Rust Foundation, Texas Historical Foundation, Coastal Bend Community Foundation, The Summerlee Foundation, Castaways Thrift Store, Ed Rachal Foundation, H.E.B., the Nystrom Foundation, Salemi's Ace Hardware, City of Rockport, Aransas County, and generous private donors.

RCAD has continually worked to restore and repurpose the Depot located in the center of the District at 105 N. Magnolia Street. In May 2020, RCAD opened the Rockport Railroad Depot Museum, showcasing railroad artifacts and providing educational displays of Rockport's unique heritage.

Restoration has attracted cultural and heritage tourists, including the significant existing network of railroad enthusiasts, museum and history buffs, families and students. The most recent restoration of the front entrance replicates the original entrance shown in the attached photos.

Simultaneously with the opening of the Railroad Depot Museum, RCAD initiated the Passport to the Past Program in partnership with the Fulton Mansion, the Texas Maritime Museum, and the History Center for Aransas County. This Program is designed to encourage visiting each of these important historical venues, learning of our rich heritage, and then receiving a small prize at the last venue visited.

RCAD is one of only 54 Cultural Districts in the state and was the first on the Coastal Bend. It focuses on preserving and promoting the unique cultural heritage of Rockport by sparking economic development, attracting artists and cultural enterprises, preserving and reusing historic buildings, encouraging business and job development, establishing tourism destinations, and fostering local cultural development.



Submitted by our roaming reporter extraordinaire: Dennis Hogan

19th Annual Dallas Area Media-Slide Show & NRHS Open House 2025!

After the Dallas Area Train Show on January 18th, the chapter held its Open House on Saturday night at the Taco Joint in Addison. The event was coordinated by Slideshow Chairman Skip Waters and featured Dennis Hogan, Jerry Nunn, Gary Pacutte and Jon Shea as presenters. Photos submitted by Skip Waters.



Left: Skip Waters, Slideshow Chairman is seen setting up the A/V equipment for the Media-Slide Show. Right: Dennis Hogan is seen presenting rare and unusual slides of railroads in Texas and New Mexico in the late 80s and early 90s.



Left: Jerry Nunn is seen setting up for his presentations on Amtrak personnel in Ft. Worth, graffiti covered railcars and BNSF warbonnet engines. Right: Gary Pacutte is seen showing slides on the Denver and Rio Grande through the Colorado Rockies from his trip in 1981. Not Pictured: Jon Shea also brought The Hurricane Express , starring John Wayne.

Last, many thanks to chapter members **Jon Shea, Jerry Nunn, Edwin Pegelow and Don Novak** for manning the table at the Dallas Area Train Show in Plano on January 18 & 19. And an extra special thank you to **Dave Podrahsky** for his contribution in assisting in the overall management of the Train Show.

Chapter Directory

North Texas Chapter Officers, 2025

- *President, Wayne Smith, 940-300-4407
- *Vice President/Programs, Jon Shea, 972-948-2413
- *Vice President/Trips and Events, Bill Long
- *Vice President/Communications, Vacant
- *Secretary, Jerry Nunn
- *Treasurer, Bob Kennedy
- *National Representative, Skip Waters,
wgcrush@swbell.net
- *Webmaster, Kim Hays, kimhays516@gmail.com
- *Zephyr Editor, Wayne Smith

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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>

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Doodlebug News Briefs



MKT doodlebug M10

Tuesday, February 4th, Chapter Meeting @ 7:30 PM (Meet N Greet at 7:00 PM) Program Presentation: Video, Miss Katy: The Good Old Days, at the Chill Grill, Grapevine.

Tuesday, March 4th, Chapter Meeting @ 7:30 PM (Meet N Greet at 7:00 PM) Program Presentation: Video, TBD at the Chill Grill, Grapevine.

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Index:

Feb. Program: Miss Katy: The Good Old Days	Page 01
NT Chapter Meeting Minutes for January, 2025..	Page 02
Final Reminder to Renew Your Chapter Dues. ..	Page 05
ATSF 2926 in Albuquerque, NM	Page 06
Burlington-Rock Island Ad for the Texas Rocket..	Page 10
Santa s Favorite Toy?.....	Page 10
Pullman Foundation to Obtain 1899 Parlor Car	Page 11
Vintage Pullman Car Returning Home .	Page 12
Fort Worth & Denver Snow Plow.....	Page 13
Slaton Harvey House Becomes 40th TX Hist Site..	Page 14
Wheels Museum, Albuquerque, NM. ..	Page 15
Ex-T&P Business Car Returns Home .	Page 18
Rockport RR Depot Restoration Continues .	Page 20
NRHS Media-Slide Show & Open House	Page 22
Chapter Directory/History/Doodlebug News	Page 23

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Wayne Smith, North Texas News Editor.

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