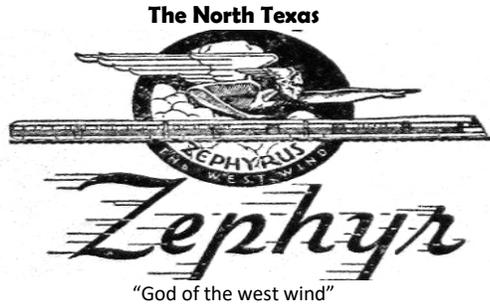


North Texas Chapter –
National Railway Historical Society

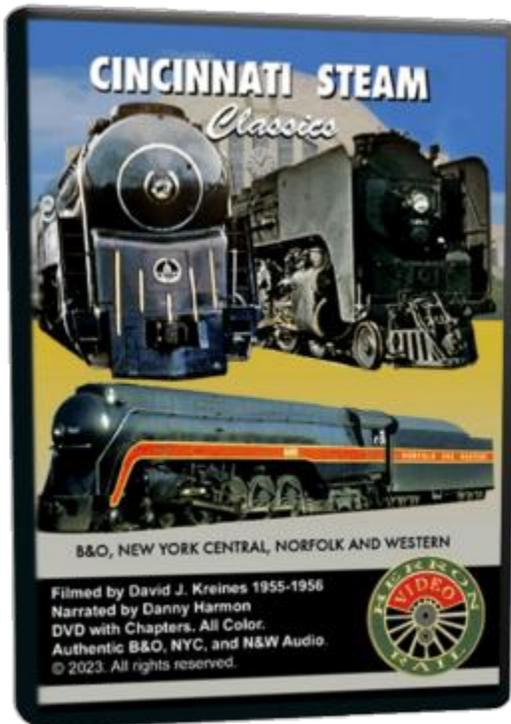


September Chapter Meeting:
Cincinnati Steam Classics, B&O, NYC,
N&W, L&N in 1955 & 1956

***Please Note – We had a special last-minute program in August and the showing of this DVD was postponed until the September meeting.**

When: Tuesday, September 2nd @ 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}



Cincinnati Steam Classics takes you to the Queen City when Norfolk & Western was 100% steam, with the New York Central and Baltimore and Ohio still running steam locomotives on some of their passenger trains.



Link to Website:

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

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HEAR YE, HEAR YE!!!

The countdown has started to attend the **3rd Annual**

"24 Hours @ BIG SANDY" 2025!!!

IT'S TIME TO WATCH SOME TRAINS...

In BIG SANDY, TEXAS!!!

Dates are confirmed for the **3rd Annual "24 Hours @ BIG SANDY" 2025!**

7:00pm Friday, September 5th through 7:00pm Saturday, September 6th,
at the Big Sandy Heritage Center on Gilmer Street in Big Sandy, Texas (East, Texas).
Heritage Center - 162 E Gilmer St, Big Sandy, TX 75755

The BEST PART --- One of the main reasons for building this Heritage Center was to have it as a Railfan Park, where train enthusiasts can view trains... This is FOR REAL!!!

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 50-60 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).

POP UP TENTS -- YES, We can have pop up tents... BUT, IT'S LIMITED TO THE FIRST 10 TENTS. Sorry, City Rules.

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!!!

So, mark your calendars for September 5th & 6th, get your lawn chairs ready (sleeping bags too) because, it's **TIME TO WATCH SOME 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 TRAINS - IN BIG SANDY!**

Skip Waters
3rd Annual "24 Hours @ Big Sandy" 2025
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>

Ride Amtrak's Heartland Flyer and GVRR Trinity River Excursion on the "North Texas Rail Ramble II"

Join the members of the North Texas Chapter,
National Railway Historical Society and take a Ride on
the Rails!

When: Saturday, November 8, 2025

**Time: Start at Grapevine Convention Center at
8:30am, Arrive back by 5:30pm**

Our Trip:

8:30am: Meet group leader at Grapevine Convention Center and board Bus. Depart Convention Center at 9:00am to Gainesville. Depart on Amtrak's 821 Heartland Flyer to Fort Worth at 11:03am. Arrive at Fort Worth Central Station and board Bus again at 12:30pm, ride to Fort Worth Stockyards for fun and Lunch between 1:30-3:00pm. Depart GVRN Stockyard Station at 3:00pm on Trinity River Excursion. Board Bus at 4:00pm and return to Grapevine by 5:30pm to end the day.

So come ride the North Texas Rail Ramble II with fellow Rail-friends on a Saturday. Start your day at the Grapevine Convention Center. Begin a fun filled trip of North Texas sights via Heartland Flyer. Have lunch at the Fort Worth's Stockyards, then ride the GVRN Trinity River Excursion Train. You'll be back home via Motor Coach to Grapevine Convention Center in time for Dinner.



Limited to only 50 people!



Group trip pricing, photo ops along the way. Riding with old and new friends!

Cost:

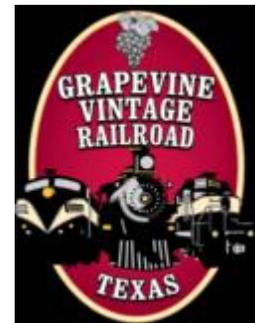
\$69.00 per person for Amtrak trip, bus ride and GVRN Excursion trip.

Must pay for ticket by October 6, 2025. Trip may cancel if not enough tickets are sold.

North Texas Chapter members **discount price is \$64.00**. Lunch is On-Your-Own.

Purchase your ticket by going to: www.NTXNRHS.ORG/RailRamble

Y'all Come Ride and Have Fun Now, Ya Hear?



Abilene Railroad Festival 2025

Friday, September 12, 2025 to Saturday, September 13, 2025



Related Links: [Registration](#)

Historical Presentations:

- Dennis Hogan: Midland's Other Railroad: Midland & Northwestern Railway
- Steve Goen: Along the Cisco & Northeastern Railway
- Dusty Garison: Street Railways of the Big Country
- Gerald Hook: Rails To Desdemona: Wichita Falls, Ranger & Fort Worth Railway
- Wichita Valley Chapter of NRHS: TBD

Historic Amtrak Locomotives Donated to Illinois Railway Museum



Dynamic Rail Preservation announced last week that it was donating two ex-Amtrak locomotives that it had saved to the Illinois Railway Museum. *Photo by Chris Fussell.*

Dynamic Rail Preservation announced last week that it was donating two ex-Amtrak locomotives that it had saved to the Illinois Railway Museum. The locomotives are Amtrak 231, an F40PHR built in 1977, and Amtrak 644/BNSF 6976, an SDP40F built in 1974. Locomotive 231 is one of only two Amtrak F40PHR locomotives preserved intact, while 644/6976 is the only remaining SDP40F, making both engines nationally significant as representatives of early Amtrak motive power.

“Having been involved in rail preservation for 25 years, and contemplating the future of the saved Amtrak locomotives, I am thrilled to see they have been accepted at IRM,” said Chris Fussell, DynaRail founder. “After attempting to find a home for them at three publicly run museums, the challenges the locomotives faced only served to prove that IRM, a privately operated organization, is a home that guarantees their preservation, plus the decades of work and donations that have gone into them will not be for naught. I have confidence in their organizational structure, security, and longevity for future generations; plus, the donation agreement assures that the DynaRail founders will still be fully involved in the ongoing care and operation of the locomotives, which was a critical component in the quest of finding a home. Thank you, IRM, for helping ensure 231 and 644’s preservation for generations to come!”

The two locomotives are currently at the Nevada State Railroad Museum. IRM reporting marks were recently added to the locomotives before their move east.

“IRM is extremely grateful to Chris and DynaRail, both for making sure these units were preserved in the first place, and of course for donating them to our organization,” said Jamie Kolanowski, Curator of the IRM Diesel Department. “These are our first Amtrak passenger locomotives, so as large as our diesel collection is, this was really something we were lacking. We’re thrilled to be able to give these two engines a permanent home.”

IRM plans to use both locomotives on its 5-mile demonstration railroad. —*Justin Franz*

First Phase of VIA Heritage Train Makes Debut



The VIA Historical Association (VHA) unveiled the first phase of its heritage train during a ceremony at VIA Rail Canada’s Toronto Maintenance Centre, celebrating the facility’s 40th anniversary. Photo by Kevin J. Holland.

The VIA Historical Association (VHA) unveiled the first phase of its heritage train during a ceremony at VIA Rail Canada’s Toronto Maintenance Centre, celebrating the facility’s 40th anniversary.

VHA is presently building an early 1980s-era long-distance train that they hope will be ready to celebrate VIA’s 50th anniversary in 2028. The train will be a mix of former Canadian National cars in VIA blue and yellow, which VHA is restoring, and stainless steel former Canadian Pacific cars, which are still in service. The first phase of the heritage train included FP9A 6539, baggage car 9604 and Dayniter coaches 5700 and 5714. VHA has acquired additional cars, and those are currently being restored.

During the event on June 25, the 6539 and train were posed alongside modern VIA equipment. The heritage train is not presently accessible to the public, but that is expected to change as the anniversary nears. —*Justin Franz*

**Amtrak Mardi Gras Service
Schedules between New Orleans and Mobile
Effective August 18, 2025**

	Mobile, AL	Pascagoula, MS	Biloxi, MS	Gulfport, MS	Bay Saint Louis, MS	New Orleans, LA
Westbound	MOE	PAG	BIX	GUF	BAS	NOL
Amtrak Mardi Gras Service Train 23 Originates in MOE	6:30 AM	7:13 AM	7:45 AM	8:11 AM	8:42 AM	10:30 AM
Amtrak Mardi Gras Service Train 25 Originates in MOE	4:30 PM	5:13 PM	5:48 PM	6:11 PM	6:42 PM	8:13 PM

	New Orleans, LA	Bay Saint Louis, MS	Gulfport, MS	Biloxi, MS	Pascagoula, MS	Mobile, AL
Eastbound	NOL	BAS	GUF	BIX	PAG	MOE
Amtrak Mardi Gras Service Train 24 Originates in NOL	7:35 AM	8:59 AM	9:31 AM	9:55 AM	10:29 AM	11:18 AM
Amtrak Mardi Gras Service Train 26 Originates in NOL	5:31 PM	7:00 PM	7:32 PM	7:56 PM	8:28 PM	9:14 PM

Amtrak service between New Orleans and Mobile, Ala., is set to begin on August 18, following years of delay. Amtrak announced it was selling tickets for the train beginning July 1, during a series of media events along the Gulf Coast route. The train will run twice daily, with departures from New Orleans and Mobile every morning and evening.

“We encourage customers to get their tickets now to experience this new, comfortable, and scenic service, and have the first opportunity to travel by train on the Mississippi Gulf Coast in nearly 20 years,” said Amtrak President Roger Harris. “Guests can plan travel for football trips this fall, for November and December holiday travel – and even Mardi Gras Season next year.”

Amtrak last ran east of New Orleans in 2005, until Hurricane Katrina damaged the route between there and Mobile. While freight service was eventually restored, passenger service never resumed. It took years of negotiations with Amtrak and the two host railroads, Norfolk Southern and CSX, to get the track back.

Adult coach fares end-to-end start at \$15 each way, and less for shorter distances. The train will make five stops in Mississippi, including Bay Saint Louis, Gulfport, Biloxi, and Pascagoula.

Visit Amtrak.com for more information.

—Justin Franz

Santa Fe Railroad Depot, Weatherford Texas

Submitted by Dennis Hogan



Old Santa Fe Depot in Weatherford, Texas.

The depot was built in 1908 by the Gulf, Colorado and Santa Fe Railway (GC&SF), a subsidiary of the Atchison, Topeka & Santa Fe Railway (AT&SF). The railroad station was designated as a Recorded Texas Historic Landmark in 1962 and was listed on the National Register of Historic Places as a contributing resource to the Weatherford Downtown Historic District in 1990.

Built as a modern station under Jim Crow laws, the Santa Fe Depot showcases the architectural style typical of small-town depots, with pressed red brick construction and southwestern design influences. Its interior featured three segregated waiting rooms, divided by a ticket and telegraph office, which still holds the original station master's desk. The brick loading platform remains fully intact, and the building itself is exceptionally well preserved. The depot's last train departed in 1959, and it was designated a historic landmark the following year, in 1960. Today, it houses the Chamber of Commerce, continuing to serve the community while preserving its historical significance.

In 1961, the depot was opened as the Texas Railroad Museum. It existed for several years until the museum was disbanded.



The Santa Fe Depot now serves as the Weatherford Chamber of Commerce.



*Note – See Page 18 for picture of former T&P Depot in Weatherford.

Santa Fe Railroad Depot, Garland Texas

Submitted by Jon Shea



Garland Santa Fe Depot (GC&SF) was repurposed as the Garland Landmark Museum.



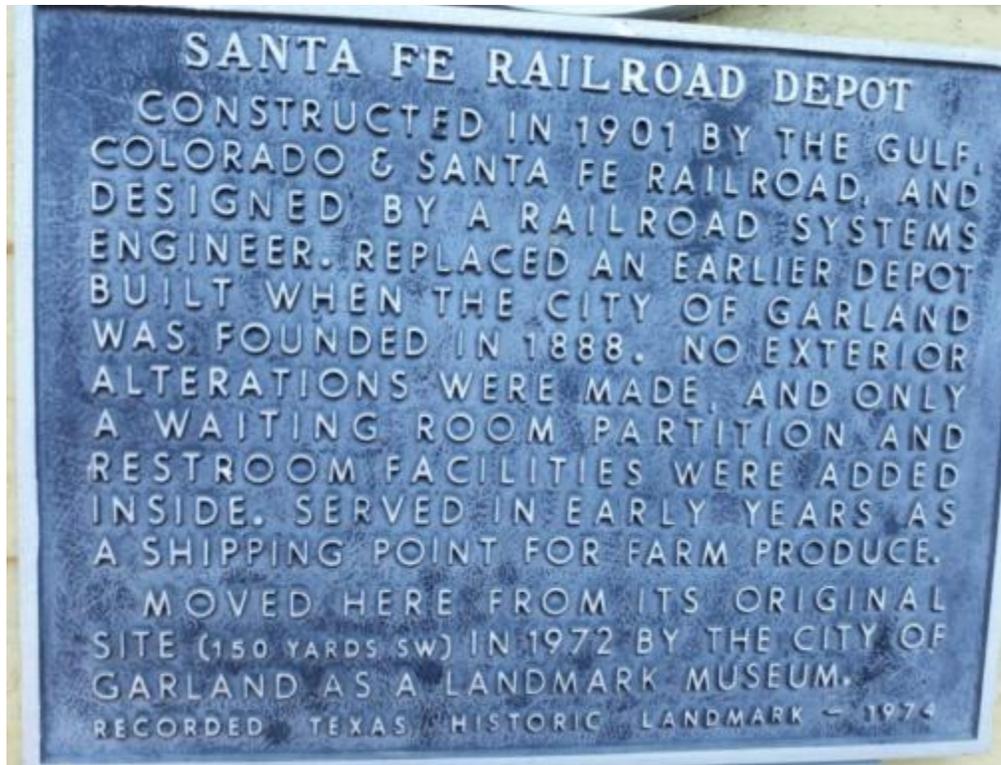
“Santa Fe” and “Katy” Streets in downtown Garland.

The Santa Fe DEPOT

The original Santa Fe depot was built soon after the Santa Fe Railroad came to town in 1886. The depot's waiting room included cozy reclining seats and a warm stove. It was located between Main Street and Avenue A, just east of Fifth Street. In January 1901, the depot burned down. The origin of the fire was unknown, although there were suspicions that the depot was robbed and then set on fire. A replacement depot was not completed until late July 1901. In the interim a boxcar was used, which had many residents complaining about the construction delay.

The new depot was seen as quite an improvement from the old one. While the location and exterior were the same, the new depot was 20 feet longer and 6 feet wider. There were two segregated waiting rooms, one on each side of the ticket office. The ticket office, with the bay window, included a telegraph and office space for the workers. Toward the back of the depot was the freight room, an elevated room where packages and luggage would be loaded and unloaded from wagons and trains.

With the end of passenger trains in the late 1960s, the depot closed. In 1973, it was acquired by the City of Garland and moved to Museum Plaza, behind City Hall. During this relocation, bathrooms and a partition wall in one of the waiting rooms were installed. The newly established Garland Landmark Society opened the Garland Landmark Museum inside the historic depot on Sept. 29, 1974. In May 2013, the Santa Fe Depot was moved to its current location at Heritage Crossing and continues to serve as a museum for Garland's history.



The GC&SF Depot in Garland is a Texas Historic Landmark.



Pullman Coach-Smoker #582 residing in front of the Santa Fe Depot in Garland.

Pullman Railcar

COACH-SMOKER #582

Built in 1910 by the Pullman Company, this train car was labeled no. 582 and classified as a coach-smoker. It represents a period in which a rapid transition was being made from all wood to all steel construction in railroad passenger cars; the 582 has a steel underframe with a wood body. A partition midway in the car divided the smoking and nonsmoking sections. Stained glass "eyebrow" windows served as roof ventilators representing the "air-conditioning" of the early 1900s. The car had a maximum seating capacity of 80 passengers with two additional placed seats for porter or train crew use. Restrooms were located at each end, and the water system was gravity fed from roof tanks. It came equipped with steam heat supplied by the steam locomotive and electric lights supplied by a generator. Electricity was not fully trusted in those days, so two ceiling-hung kerosene lamps were included as backup or emergency.

From 1910 until 1930, this car was used in mainline service behind steam locomotives on the Santa Fe, making numerous trips between Chicago, the West Coast, and the Gulf, playing a vital role in troop transportation during World War I. In 1930 it was renumbered 1000, and the steam heat was replaced by a coal-fired water circulating system. In 1949, it was assigned a third number, 193965, and was removed from passenger service and rebuilt as a work train car with living accommodations for a bridge foreman and his family. In this last remodeling, it was divided into five rooms, including a bathtub, cook stove, hot water heater, and other furnishings. The car would have been scrapped years before if it had not been diverted to work service. It continued in this service until retirement in 1974.

The Santa Fe railroad donated the car for use at the Garland Landmark Museum in 1978.

Ellis County Museum, Waxahachie, TX

Submitted by Jon Shea



Special Rates on the *Texas Electric Railway* to the State Fair of Texas.



Meet the *New Texas Special Streamliners*.



Katy's "Texas Special" in the Glory Days of Steam.



The Sunbeam Between Houston-Dallas.

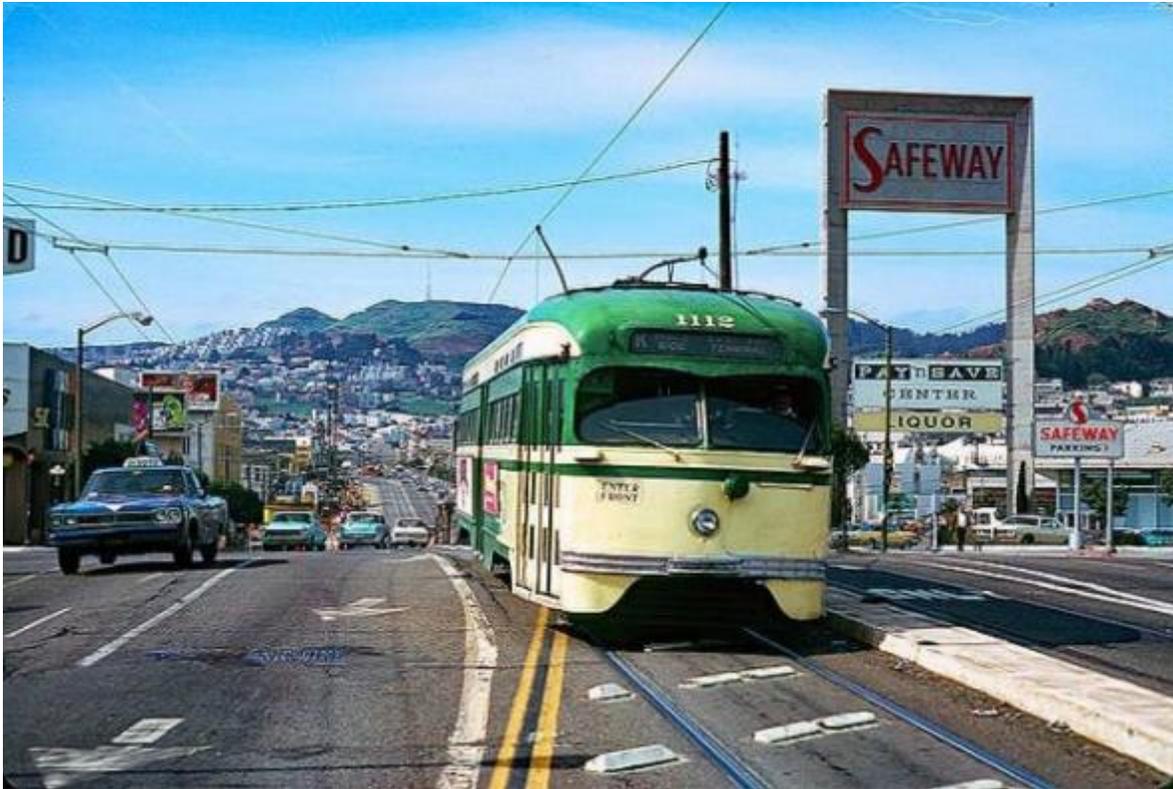


Model of Texas Electric Railway Car.

Blast From the Past
(Photos of Yesteryear)



A post-Amtrak San Diegan heading South, 1973. Photographer unknown.



Street Car in San Jose, California, 1973. Photographer unknown.



T&P Depot in Weatherford, TX.

Source: <https://www.texaspacificrailway.org/structures/tx/weatherford>

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

The August 2025 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, August 5 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 17 attendees.

President Wayne Smith called the meeting to order at 7:30 PM.

PRESIDENT WAYNE SMITH

Wayne kicked off the meeting by recognizing Chapter member J.V. Prater, who retired from Amtrak on August 1 after 58 years of railroad service. His length of service earned him the number one slot on the Amtrak engineers' seniority roster, a spot he held since 2018. His last trip was on the inbound Heartland Flyer on Friday, August 1. When he brought the train into Ft. Worth, a group of family, friends, Amtrak colleagues, and well-wishers were on the platform to greet him. There was an informal pizza lunch and reception following the train's arrival. **A more detailed article will be published in the newsletter. [Please see below!]**

Two important events upcoming in September are 24 Hours at Big Sandy on the 5th and 6th, and the Plano Train Show on the 27th and 28th.

Regarding Big Sandy, we don't expect the huge crowds we had last year when the UP 4014 Big Boy paid a visit. There is more about Big Sandy in Skip Waters' comments.

For the Plano Train Show, we need volunteers to man ticket windows, among other things. Wayne passed around a sign-up sheet for positions. We will also need someone to be present at the Chapter information table for the duration of the show.

NATIONAL REPRESENTATIVE SKIP WATERS

Skip just signed on a new chapter member who has volunteered to stay overnight at the Big Sandy Heritage Center so we won't have to close it in the evening [overnight]. He recently visited Big Sandy and reports the city officials are expecting us.

Note that there is track construction at the interlocking. If one looks on the Big Sandy Camera, you will notice track panels and other equipment placed in such a way that it will limit the perimeter and as a result limit the number of overnight camper slots.

The Mexican restaurant and the outdoor burger joint are now closed. But there are a couple of places to get food in Big Sandy. The pizza place is still there, as well as the Subway.

Also, Wayne and Secretary Jerry Nunn will go to Big Sandy on Thursday the 4th to set up perimeters for the attendees.

The proceedings at the recent National meeting proceeded rather rapidly. Finances are in good shape, and a new Chapter has organized.

Due to recent hospital expansion, the Louisiana Steam Train Association has been given six months to vacate the grounds where the Association keeps their equipment. More details will follow as they become available.

VP/TRIPS AND EVENTS BILL LONG

Funds made available by the North Central Texas Council of Governments have insured another year of operation of the Heartland Flyer. The Chapter has chosen to sponsor a “North Texas Rail Ramble II” involving a trip on the Heartland Flyer, the GVRR Trinity Excursion and a visit to the stockyards on November 8th. Tickets can be purchased for \$69 each through the Chapter website. Chapter members receive a \$5 discount. Be aware that there is a 50-person limit because of the motor coach capacity.

VP/PROGRAMS JON SHEA

Jon is looking into a series of informal excursions to locations such as the DeGoyler library and the Waxahachie RR Museum. Such trips would take place on a Saturday afternoon, and attendees would take themselves to the locations. More details will be forthcoming.

A new IMAX video “Trolley” was made available to the Chapter for the evening’s program. The attendees voted to show the IMAX video in place of the planned steam train video.

The evening program was the IMAX video.

Next month’s meeting will take place at the Chill Bar on Tuesday, September 2. The program will be the steam train video previously scheduled for the August meeting.

The meeting adjourned at the conclusion of the program.

Jerry M. Nunn, Secretary, North Texas Chapter, NRHS

NUMBER ONE AMTRAK ENGINEER PASSES THE REVERSER LEVER TO THE NEXT GENERATION By Jerry Nunn

North Texas Chapter member J. V. “James” Prater retired from Amtrak on August 1, 2025 with 58 years of service. James held the number one spot on the Amtrak engineers’ seniority roster since January 1, 2019. With James’s retirement, engineer Greg Luise from the Los Angeles crewbase now holds the coveted seniority spot.

Upon his return to Ft. Worth on the Heartland Flyer from Oklahoma City on August 1, family, friends, colleagues, and well-wishers gathered on the platform and greeted James with signs, balloons, and whistles. His wife Mary and family were also there to greet him. Some passengers even stopped to wish him congratulations on his retirement and years of service. After a short impromptu reception at the platform, James climbed the ladder into Amtrak 142 engine cab to take the train one more time to “park it in the barn”.

There was a pizza and cake lunch in the crew room after the train was parked. Approximately 25 people were in attendance. The cake was specially decorated honoring James’s 58 years of service. In a short ceremony, Amtrak Government Affairs Director T. L. Stennis III from New Orleans presented James with a plaque containing a congratulatory letter signed by Fort Worth mayor Mattie Parker. When asked what he plans to do now that he is retired, James said “stay inside”. Even though he is a native Texan, he is still not at all fond of Texas summers.

Special recognition and thanks go to conductor Angie Hicks, who with T. L. Stennis III spearheaded the effort to plan and bring about the reception.

James began his railroad career with the Santa Fe Railroad in Brownwood, Texas on August 19, 1967. His duty stations shifted between Brownwood and Temple during his Santa Fe years. As he was near the bottom of the seniority roster early in his career, he was laid off several times. During the time he was laid off, he worked several jobs ranging from a position in a Western Auto store to a drive-in theater employee.

James's first job was as a fireman on the midnight switcher in Brownwood, where the switch engine handled primarily passenger cars. Back then, the duty hours could be as long as 16 hours. The fireman's job was a 5 day per week job, so James had two days to "rest up". The engineer's job, however was 7 days per week. He recalls that his engineer did not take off at all and worked those 16-hour shifts day after day. Train crews finally got some relief in 1970, when the maximum service hours were reduced to 14. In 1972, they were further reduced to 12 hours, where they remain today.

James entered engineer training in Temple on October 5, 1970. He was a student in the first class that trained on a locomotive simulator that was designed and built by the Santa Fe. The simulator James trained on was in a converted passenger car with about a dozen classroom seats and the simulator. After 7 weeks of classroom instruction and simulator training, James and his classmates were promoted to engineer on November 20, 1970.

Upon graduation, James was force assigned to the midnight switch engine job in Temple. It is also likely that the rest of his classmates were assigned to other "desirable" jobs on the Santa Fe system.

Being promoted to engineer with only three years of service was highly unusual at that time. Before about 1970, it took at least 20 years for firemen to be promoted to engineer. Dramatic changes took place in the train crew consist, as railroads completed the transition from steam to diesel locomotives. James and his young colleagues were beneficiaries of the changes.

James, being so young among a group of white-headed hoppers, was given the moniker "Incubator Prater".

James transferred to Amtrak on November 9, 1988, where he says the duty hours were "much better" than those hours in freight service. He started in San Antonio, later working out of Dallas, Oakland, CA. before transferring to Ft. Worth. Except for a short stint in Portland, OR, he worked in Ft. Worth for 26 years.

From September 2011 to December 2021 James and fellow Chapter member Don Novak both held down the two engineer slots on the Heartland Flyer, with James returning to Ft. Worth about midday, and Don departing for Oklahoma City at 5:25 PM that afternoon. They changed positions the next day, with Don returning, and James departing. This rotation continued until December 2021 when Don retired.

While James will be missed, with his retirement there will be an opportunity for those lower on the seniority to hold down a job and step up from the extra board.

The North Texas Chapter wishes James the best in his retirement years. May they be most enjoyable, and may you see nothing but high greens in the years ahead! [See Related Pictures Below!!]



Left Photo: James' final run from OKC was on #142 seen pulling into Ft Worth. Right Photo: James (Center) and his family pose beside Amtrak #142 on point for the *Heartland Flyer*.



Left Photo: From 2011 to 2017 James (right) and fellow Chapter member Don Novak (left) both held down the two engineer slots on the Heartland Flyer. Right Photo: The HF conductor.



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

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 \(ntxnrhs.org\)](#)

Zephyr Archives: [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 2nd, Chapter Meeting @ 7:30 PM (Meet "N" Greet at 7:00 PM) – Program Presentation (DVD): *Cincinnati Steam Classics at the Chill Grill, Grapevine.*

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Wayne Smith, North Texas News Editor
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Contributing to The North Texas Zephyr
We welcome all submissions! The deadline for submitting material to the editor is the 12th day of the month in the month prior to the respective cover date. Please contact President Wayne Smith for more information. Time-sensitive news items will be given priority over general interest subjects. The editor reserves the right to edit, hold or omit material at his discretion.