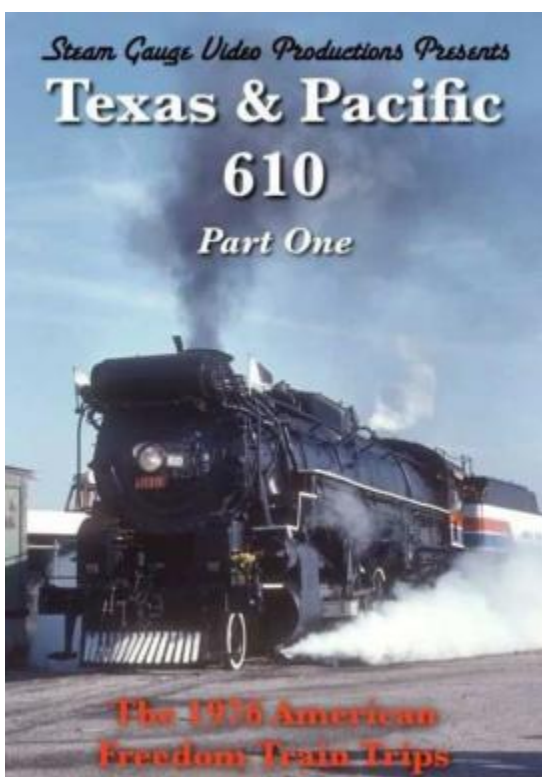


North Texas Chapter — National Railway Historical Society



February Chapter Meeting: Texas & Pacific 610 Part 1 The 1976 American Freedom Train



This DVD features T&P 2-10-4 #610 during her operations in Texas in January and February 1976. See her first steps at the Fort Worth Stock Yards, her break-in run up the FW&D to and from Wichita Falls where she once again pulled freight. Then we watch her and SP #4449 side by side at Austin where the 610 officially took charge of the American Freedom Train. Now pulling the Freedom Train we chase her between Austin and Houston via the MoPac on February 18th, 1976 and then between Houston, Temple and Fort Worth via the Santa Fe on February 25th.

**When: Tuesday, February 3rd @ 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/>

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Minutes of the January 2026 Meeting of the North Texas Chapter of the NRHS

The January 2026 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, January 6 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 12 attendees.

President Wayne Smith called the meeting to order at 7:53 PM.

ELECTION OF 2026 OFFICERS

The first order of business was the election of officers for 2026. Nominations Chair Elden Baker presented the slate of candidates:

President – Wayne Smith;
Vice President/Programs – Jon Shea;
Vice President/Trips and Events – Bill Long;
Secretary – Jerry Nunn;
Treasurer – Bob Kennedy;
National Representative – Skip Waters.

There were no further nominations. A motion was made and seconded that the candidates be elected by acclamation. The motion was carried by a show of hands.

ANNOUNCEMENTS

Dave Podrahsy has taken all the Chapter assignments for the Plano Train Show January 17-18. We have one 6-foot table to display our items. Don Novak and Jerry Nunn will be the primary table managers.

The annual slide show will take place Saturday evening January 17 at the Taco Joint in Addison. Presenters: Steve Grabman, Jerry Nunn, Thomas Burrows, and Steve Goen. Skip Waters, who has been planning and implementing the slide show, will surrender those duties after this show.

Skip noted that the National Chapter has been conducting “fireside chats” with selected local Chapters, which has become quite popular (no word on when our turn will come up).

There continues to be some interest in a return of “24 Hours at Saginaw”. Unless a sponsor comes forward to fund the event, it is not likely to take place. However, the Chapter will still participate in “24 Hours at Big Sandy”.

Bob Kennedy has an updated list of paid and unpaid Chapter members for 2026.

The Wichita Valley Chapter of the NRHS will meet on Saturday January 10 from 2-4 PM at the MKT Depot in downtown Burkburnett.

The Train Collector’s Association (TCA – 3rd rail) will hold their convention June 26-27 in Grapevine Convention Center.

SHOW AND TELL

Bill Long – American Freedom Train photos with T&P 610 & SP 4449, and Milwaukee Road skytop lounge car photos. Wintertime 1977 ride on Amtrak from Chicago to Milwaukee.

Bob Kennedy - His new Chessie T1 #2101 model. Also, discussion of Reading T1 #2124, and T1s #2102 and 2100.

Jon Shea – Framed placemat from the Katy-Frisco Texas Special.

Skip Waters – Small SP Daylight logo sign, plus full-size Daylight sign that came from an SP chair car 2429, originally assigned Los Angeles – San Francisco, later transferred to Sunbeam Dallas – Houston.

Sam Metzgar – Tarantula train history book, and experience of his first train ride.

Edwin Pegelow – Model of Weyerhauser 2-8-8-2 locomotive, the newest addition to his extensive collection of models.

The meeting adjourned at 9:10 PM.

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

IT IS THAT TIME AGAIN TO RENEW YOUR **NORTH TEXAS CHAPTER DUES** FOR 2026

Annual renewal of your North Texas Chapter Membership is due by **January 1, 2026**. Your annual dues are paid directly to our Chapter either by check, online, or by cash.

Membership dues are still \$16 for either a regular chapter membership or a chapter-only membership and still \$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**

1a. Do not mail your membership renewal to the Chapter Mailing Address as it will delay processing your renewal.

1b. If you are submitting or renewing a Family Membership by check, be sure you identify all members of your Family on a note with your check.

2. TO PAY ON-LINE:

Visit the Chapter's on-line store at:

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

or copy and paste this address into your browser.

2a. A small service charge (50 cents for individual, 75 cents for family) 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.

2b. If you are submitting or renewing a Family Membership on line, be sure you identify all members of your Family in the Orders Comments on your PayPal order form.

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 rbkennedy48@verizon.net or 214-497-7745.

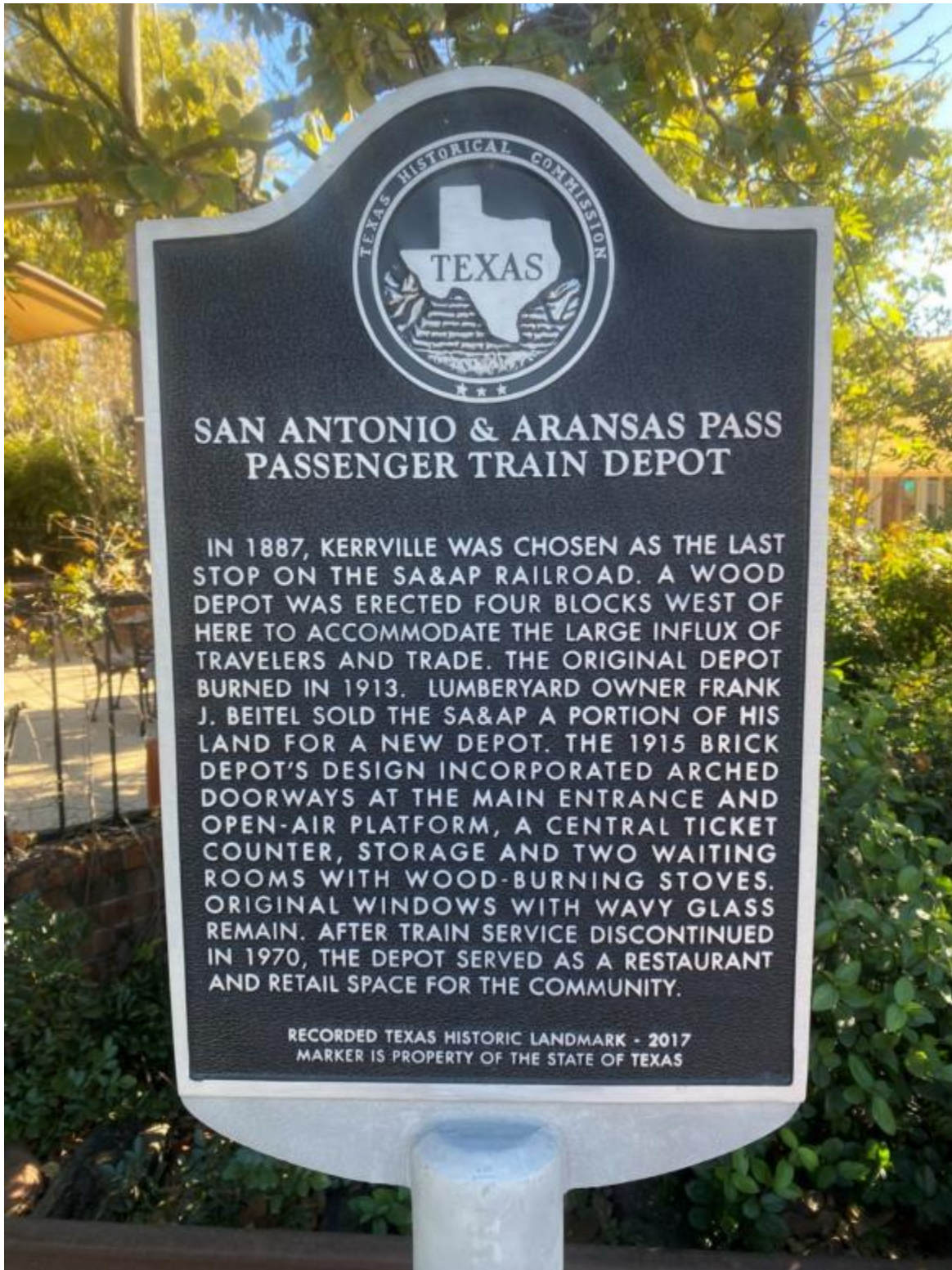
Please note that this request is for your CHAPTER DUES only.

You will be billed separately for your National NRHS dues by the National. National dues are paid and sent directly to the National by each member.

Thanks very much.

Bob Kennedy, Treasurer
North Texas Chapter, NRHS

Depot Hopping with Wayne Smith - Part II



The San Antonio & Aransas Pass Passenger Train Depot has been repurposed into a restaurant.



Entrance to Rails - A Café at the Depot, Kerrville, TX.





Interior of the Rails Café showing the dessert bar.



Enjoying dessert in the Rails Café at the Depot, Kerrville, TX.



Side shot of the former The San Antonio & Aransas Pass Passenger Train Depot, Kerrville, TX.



The Beitel Lumberyard's affiliation with the SA&AP Railroad.



An original building from the Beitel Lumberyard is used by the Rails Café with a historical marker indicating the Beitel Lumberyard's affiliation with the SA&AP Railroad.





FUN FACTS

Our SA&AP Depot will be 100 years old in 2015.

Fire destroyed the original depot in 1913. When this one was being built, the Mountain Sun reported, "The people of Kerrville have been patient and long suffering in the matter of passenger depot facilities, and we are now going to build them a depot that will be an ornament and a credit to the town."

Local children would run to the turnaround at the corner of Paschal and Schreiner Streets to help turn the train.

The Depot won Best Small Town Restoration in the State of Texas when completed in 2004.

The San Antonio & Aransas Pass Railway reached Kerrville in 1887 thanks to the vision of Uriah Lott.

The Lumberyard was built in 1889 by Frank Beitel

The lumberyard operated continuously for 103 years, making it one of the oldest in Texas. Ownership and the name of the lumberyard changed over the years. It was last owned and operated as a lumberyard by Gus Du Menil under the name, Hill Country Lumber.

Beitel sold a piece of his land to the SA&AP Railway to build this new passenger train depot after the original was lost to fire. As part of the deal, he also received a spur of the rail tracks on his land long enough for three cars to load and unload lumber. Beitel built two long buildings for retail space and lumber.

When Frank's son, Ally ran the yard, he referred to it as the "Old House." We respectfully continue that tradition and use it now as Rails Events Hall where the public can continue to enjoy one of Kerrville's oldest buildings.

The original cypress shingle roof can be seen on the overhang of the open outside patio.

The Mercantile was built in 1884 at 433 Water St.

This building was set to be torn down to make way for the library expansion. Instead, it was moved 1/4 mile to this location on June 30th, 2011.

Built by James Spicer as a mercantile known as "Old Dietert Stand", the building was also "Schreiner Bowling Alley", Morris apartments, restaurants & shops.

On Water Street, the mercantile had a basement used for cold storage. The walls were made of hand-cut limestone rocks, five of which are here at Depot Square.

In 1916 Louis Schreiner purchased this building and it became known as the Schreiner Bowling Alley. His children used the building as a hub for entertainment, hosting dances, bowling and playing ping pong here.

In 1926, George Morris, proprietor of the St. Charles hotel purchased the building and converted it into three apartments that are the shops today.

For history, restoration, current use, "Talking Walls" & "Around the Square" visit...
www.DepotSquareKerrville.com

More history on the SA&AP depot and affiliated lumber yard.



Some sort of freight platform and storage building alongside the Union Pacific, Hondo, TX.



A Union Pacific freight train rumbles by the platform in Hondo, TX.



The “controversial” Waiting Station in Sabinal, TX, currently sits alongside the Union Pacific tracks.

THE SABINAL WAIT STATION

There is considerable controversy concerning this unique little building. It has been known both as the "Wait" Station and the "Weight" Station. It has occupied several locations in Sabinal, making it ineligible to receive an historical plaque.

It was built in 1905 by Louis Peters and was originally located just South of the Sabinal National Bank Building (the present location of Sabinal General Supply). It is thought that its original use was as a "Wait" or waiting room for the train.

Joe Johnson owned the building in the 1920's but what he used it for is not known.

Later, the building was moved to Hondo Street behind the Sabinal National Bank Building.

At some point in time Ross Kennedy, Sr. used the building as a butcher shop and later Mr. Kennedy's son, Ross R. Kennedy, again used the building as a butcher shop along with Leroy Curzine and Hubert Tomerlin. It has also been occupied, at various times, by three or four doctors.

History of the Sabinal Wait Station.

In the 1930's Bill Whisenant was elected public weigher and bought the building for use as a "Weight" Station and Public Scale. He hired his daughter, Latheal, as clerk for 50 cents per transaction.

In the 1960's Hubert Waldrip bought the building and moved it from the south side of the railroad tracks near the train depot to the north side of the tracks. G.W. McMurry leased the building to store auto parts.

Hubert Waldrip's daughter, Peggy Stevens, offered to deed the building to the Sabinal Civic Club for the Club's preservation project. The Club voted to accept the gift on February 2, 1984. At that time, the building was moved for the last time to its present location.

Today the Sabinal Civic Club maintains the building as a reminder of our past. We are given a glimpse of that past when meat markets were separate from grocery stores and a doctor's office could be housed in an approximately 12' X 12' room. The building's size compels us to remember how much simpler our medical needs were. Compare this Spartan room with the complex offices of modern doctors.

Part Two of the history of the Sabinal Wait Station.

Annual Show and Tell



Left: Skip Waters gets animated while discussing two different sized Southern Pacific Daylight logo signs. The famous Southern Pacific Daylight passenger trains ran between San Francisco and Los Angeles. He showed a small SP Daylight logo sign, plus a full-size Daylight sign that came from SP chair car 2429, originally assigned to the Los Angeles – San Francisco train, and later transferred to the Sunbeam that ran between Dallas – Houston.

Right and below: Jon Shea proudly shows his framed placemat from the Katy-Frisco Texas Special that he obtained from a former Frisco employee from Springfield, MO.



Left: Bob Kennedy discussed his newly acquired Lionel model of the Chessie System T1 #2101 steam locomotive. #2101 as AFT#1 powered the eastern portion of the American Freedom Train. Bob and his dad's last railfan trip together was powered by Chessie System #2101 in 1977. In 1991 Bob and his son rode behind #2102 on the Blue Mountain, Reading & Northern. Bob has ridden behind 3 Reading T1'S: #2101, #2102 and #2124.



Left: Bill Long reminisced about seeing the American Freedom and a Wintertime 1977 ride on Amtrak from Chicago to Milwaukee. He presented internet photos including American Freedom Train photos with T&P 610 & SP 4449, and a Milwaukee Road skytop lounge car photo.



The T&P 2-10-4 #610 operations in Texas was an exciting event for Texans and railfans alike. We see her and SP #4449 side by side at Austin where the 610 officially took charge of the American Freedom Train.



The T&P 2-10-4 #610 is seen in Houston while pulling the American Freedom Train.





A beautiful and unique Skytop Lounge car is seen on the Milwaukee Road's *Twin Cities Hiawatha* on an obviously cold winter day in Columbus, WI.



Edwin Pegelow has a very beautiful collection of HO brass locomotives and rolling stock. Above is a model of a Weyerhaeuser 2-8-8-2 locomotive, the newest addition to his extensive collection of models. It is a traditon for him to bring one of his pieces to our Annual Show and Tell.

****Facebook Favorites****

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Train #2, the "Texas Zephyr," at Wichita Falls, TX; July 29, 1967. Tom Hoffman photo, Rick Burn collection.

<https://www.american-rails.com/tzr.html>



As a child, I always referred to the *Texas Zephyr* as my "Daddy's Train". Having lived in both Amarillo and Fort Worth, there were plenty of opportunities to ride the TZ from end to end. In Denver, the *Texas Zephyr* made connections with Union Pacific's *Portland Rose* to make additional connections to ride the Great Northern into British Columbia when visiting my mother's relatives.



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The "Texas Zephyr" led by E5A #9955 awaits departure at Dallas Union Station on March 25, 1967. Roger Puta photo.

<https://www.american-rails.com/tzr.html>



There is nothing more beautiful than *Texas Zephyr's* E5 passenger locomotives!

City of Fort Worth  · [Follow](#)2d · 

Longtime Fort Worth residents might remember the M&O Subway! From 1963 to 2002, this train carried shoppers from Panther Island straight into Leonard's downtown. Today, the tunnels are hidden, but a restored railcar and historical marker keep this unique piece of Cowtown history alive. Read more: <https://bit.ly/4rCZBVe>



Great childhood memories growing up in Fort Worth!



Texas Living · Follow

23h · 🌐



Women Awaiting a Passenger Train at the Fort Worth, Texas, Station (Date Unknown, NARA Record 556048)
A glimpse of travel history at the Fort Worth, Texas, train station. This terminal, which serves as a vital rail connection, has seen decades of passenger rail service. The federal government, particularly through Amtrak, has often funded renovations to preserve these historic train terminals, linking modern transit with the past.

[#FortWorth](#) [#TexasRailroad](#) [#Amtrak](#) [#TrainTravel](#)
[#HistoricStations](#)



This is the former GC&SF depot in Fort Worth that now serves as a private event venue. We used to take the *Texas Chief* on the Santa Fe from Fort Worth to Chicago when making other rail connections into Canada to locations such as Winnipeg, Manitoba.

Western Narrow-Gauge Railroad
Submitted by Jon Shea

The First Narrow Gauge Railroad in Texas.

"The pioneer narrow gauge railroad in Texas was the Western Narrow Gauge Railroad, chartered in 1875. Some 42 miles were built from Houston to Patterson in 1877. It could not subsist on local traffic and had no through traffic connection, so a 15-mile extension was built in 1880 to connect it with the Santa Fe at Sealy. Never successful, the line was abandoned in 1899."

From Texas Highways magazine January 1982. Speaking of Texas column.

Chapter Directory

North Texas Chapter Officers, 2026

- *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, February 3rd @ 7:30 PM (Meet "N" Greet at 7:00 PM), Program: DVD on Texas & Pacific 610 Part I The 1976 American Freedom Train at the Cotton Belt Room of the Chill Bar & Grill at 814 S. Main St (NW corner of S. Main St. & Dallas Rd), Grapevine, TX.

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Wayne Smith, North Texas News Editor
The North Texas Zephyr is the official newsletter of the North Texas Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Opinions expressed herein may not reflect the official position of the North Texas Chapter or the National Railway Historical Society. All content rights retained by original author. Every attempt has been made to comply with fair use and copyright laws.

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.