

North Texas Chapter – National Railway Historical Society



The Cover of Frisco Employees' Magazine for October 1925

In This Issue: It's Fall -- A look at October in the Past, Football Specials, FW&D Roundhouse in Ft. Worth and Recap of "24 Hours in Big Sandy" and more.....



October 2026 Chapter Meeting

Tuesday, October 6, 2026 — 7:30 pm (Meet & Greet at 7:00 pm)

Location: Cotton Belt Room, Chill Bar & Grill, 814 S. Main St. (NW corner of S. Main St. and Dallas Rd.), Grapevine, TX. Website: chillbardfw.com

Evening Schedule

- 7:30 pm — Chapter Member Meeting
- 8:30 pm - Featured Presentation — a showing of *Train Time*, the 2022 IMAX documentary directed by Stephen Low, exploring the modern American railroading industry and the Burlington Northern Santa Fe (BNSF) Railway. Special thanks to AJ Roquefort for securing this special viewing for the Chapter.



North Texas Rail Ramble III

The North Texas Chapter of the National Railway Historical Society, in partnership with the Anna Area Historical Preservation Society and the Red River Railroad Museum, invites members and rail fans to join the North Texas Rail Ramble III on Saturday, November 7, 2026.

The day-long excursion departs from the Plano Interurban Museum at 8:00 am and returns by 4:30 pm, carrying participants by motor coach to explore historic Texas Electric Railway sites, with stops in Van Alstyne, Denison, Sherman, Anna, Allen, and Plano — including three rail museums and five historic rail stops along the route, with plenty of photo opportunities. Lunch will be available at attendees' own expense at the George Tavern in Denison.

Details

- **Departs:** 8:00 am, Plano Interurban Museum
- **Returns:** By 4:30 pm
- **Cost:** \$56 per person (\$51 for North Texas Chapter members)
- **Register by:** October 8, 2026, at www.NTXNRHS.org/RailRamble
- **Capacity:** Limited to 50 people — early registration is encouraged

Note: The trip may be canceled if we don't sell enough tickets. Ride the rails and reconnect with old friends and new!

Minutes of the September 2026 Meeting

Submitted by Jerry M. Nunn, Secretary

The September 2026 meeting of the North Texas Chapter, NRHS, was held Tuesday, September 1, in the Cotton Belt Room of the Chill Bar & Grill in Grapevine, Texas. There were 16 attendees. President Jon Shea called the meeting to order at approximately 7:30 pm.

President's Report — Jon Shea

Wayne Smith Collection: Lana Smith asked the Chapter to help sell Wayne Smith's extensive collection of railroad books and artifacts; the Chapter will receive 20% of the sale proceeds, and the remainder will go to Lana. Chapter members Jon Shea, Skip Waters, Jerry Nunn, and Bill Long will travel to Lana's home on September 2 to begin documenting the collection.

24 Hours at Big Sandy: This year's event is scheduled to begin at 7:00 pm Friday, September 10, and conclude at 7:00 pm Saturday, September 11. Several Chapter members will travel to Big Sandy on Friday morning to set up the parking lot perimeter and railroad safety zone before the event starts. We will add water and ice to the Chapter's Styrofoam cooler, as hot weather is expected.

Annual Christmas Dinner: Babe's in Carrollton will host this year's Christmas dinner in December, with a White Elephant gift exchange. Details will be announced as the date approaches.

Newsletter Submissions and Katy Calendars: Members interested in submitting photos, articles, or other railroad-related items should send them to John Bagwell at john@bagwell.com. The Katy Railroad Historical Society also has 2027 calendars for sale—contact Jon Shea if you're interested in purchasing one.

Vice President's Report — Skip Waters

NRHS National Board: Congratulations to Skip Waters, who has been elected to the NRHS National Board. Because he now serves on the National Board, he can no longer serve as a Chapter Board member or on the Advisory Council, and the Chapter will need to fill these positions.

New Member: The Chapter welcomes Ron Gawedzinski, who joins us from the St. Louis Chapter, where he served as a representative to the National Chapter. Welcome aboard, Ron!

Trips and Events — Bill Long

Plans are still being prepared for this fall's museum trip. Tickets should be available for purchase next month, with cost, itinerary, and other details to follow in next month's newsletter.

Other Items of Interest

Member News: Steve Goen is back home after an extended hospital stay and is now on dialysis. James (J.V.) Prater is still recovering from a compound ankle fracture and has been, or will soon be, released from inpatient rehabilitation.

Evening Program

Dave Steckler presented a video of operations and maintenance activities at the Illinois Railway Museum.

Next Month's Program

AJ Roquefort will show the movie *Train Time*, the same film shown previously at a special theater screening.

The meeting adjourned at approximately 9:00 pm.



Group photo of those in attendance at September, 2026 Meeting



24 Hours In Big Sandy

The Fourth Annual "24 Hours in Big Sandy" is in the books. You will find a full report on the event later in this issue, but before you get there, I want to spend a minute on something that never shows up on an event schedule: the railfan experience itself.

Railfans are a diverse and eclectic group. We come to the hobby from every direction and for every reason, and you cannot pick us out of a crowd until the horn sounds.



Editor John Bagwell and his friend, Micky Dailey

When I first mentioned to my friends that I was going to spend a day watching trains, I got the blank look—the one that says, "You are going to do *what*, exactly?" Then I mentioned it to my friend Micky Dailey, and to my amazement he said, "Count me in."

Micky had never thought of himself as a railfan. He liked trains well enough. He had seen them all his life, the way most of us in this part of the country have. But sitting down for the express purpose of watching them had never crossed his mind. Big Sandy was his first time.

What impressed me was not the motive power that rolled through. It was how quickly the crowd made

room for him. Nobody asked how long he had been at this or quizzed him on what he knew. People pointed out what was coming up the line, explained what they were hearing on the scanner, and generally went out of their way to make sure he had a good time. By the end of the day, he was the one calling out headlights.

We were all there to do the same thing. And there is something magic about that.

As a kid in a small Oklahoma town, I used to count the cars at the crossing and wonder where they were going. Chicago. Kansas City. Anywhere that was not where I happened to be standing. I did not have the vocabulary for any of it then — I could not have told you a GP7 from a GP9 — but the crossing was a kind of promise that the world was bigger than my town, and that it ran on a schedule, and that it came right past me day and night.

That is the part I think we forget when we get deep into the details. At Big Sandy, the railfans came from all across the spectrum. Some have limited knowledge of the industry. Others are walking encyclopedias who can give you a locomotive's model number, horsepower, wheel arrangement, and build date before it clears the crossing.

And then somebody will point and say, "Look, it's a yellow train." And somebody else will answer, "I saw a red engine the other day." Nobody corrects anybody. Both of them are having exactly as good a day as the fellow with the roster notebook.

We enjoy trains. That is the whole of it, and that is what makes train watching fun.

So my thanks to everyone who turned out this year, to the folks who organized it, and to the people who made a newcomer feel at home without being asked to. If you know somebody who has never done this, bring them along next year. We will make room.

See you trackside.

Thirty Thousand Readers: *The Frisco Employees' Magazine*, October 1925

By John Bagwell

October was always a good month on the Frisco. The harvest was moving, the Florida season was opening, and the company's own magazine began a fresh volume year. The issue dated October 1925 carries the number "1" on its masthead — the start of a new volume — and it is one of the fullest numbers the Frisco ever put out: eighty-two pages of news, portraits, verse, cartoons and advertising, published from Room 827 of the Frisco Building in St. Louis under editor Wm. L. Huggins, Jr., with Martha C. Moore as associate editor and Wm. McMillan selling the ads.

How the employee magazine came to the railroads

Company magazines were not a railroad invention, but the railroads made them their own. By the 1890s, a handful of carriers were issuing monthly journals for their people, and in the first two decades of the twentieth century nearly every large system in America had one—the Santa Fe, the Union Pacific, the Burlington, the Southern. The reasons were practical. A railroad was a scattered thing. A section foreman in the Ozarks, a yard clerk in Memphis and a dispatcher in Oklahoma might all work for the same management and never meet a single officer of the company. The magazine was how headquarters spoke to the whole property at once.

It was also, and openly, a public relations instrument. Railroads spent the years after 1900 under sustained public suspicion—rate regulation, safety legislation, strikes, and the federal seizure of the entire network during the World War. When the roads returned to private operation in 1920, they returned to a public that had to be re-courted and a workforce that had to be re-enlisted. Employee magazines carried the company's case on fuel economy, safety, courtesy, and on-time performance, and they carried it into the employee's home, where his wife and children read it too. The Frisco magazine printed a standing notice inviting the press to reprint anything in it, with credit. That line tells you everything about the intended audience: the magazine was meant to travel well beyond the payroll.

The Frisco's own tradition

The Frisco began publishing for its employees early. *The Frisco-Man*, a monthly issued from St. Louis, was running by about 1907; the March 1918 number is Volume XII, and describes itself as devoted to the interests of the 23,000 employees of the Frisco System. It carried the mixture readers would recognize a generation later — company news, division notes, safety preaching, and the railroad's standing promotional message about settlers and industries along its lines.

The Frisco-Man did not survive the turbulence of federal control and the reorganization that produced the St. Louis-San Francisco Railway Company in 1916, and it lapsed in the early 1920s. In 1923 the company revived the idea under a new title, *The Frisco Employees' Magazine*. By October 1925 the masthead claimed more than 30,000 active and retired employees. It went free to Frisco people; outsiders paid fifteen cents a copy or a dollar and a half a year. Employees were invited to write for it, and many did.

Lee Overalls



THOUSANDS of railroad men are wearing Lee Overalls, because they *know* the extra-long wear, good workmanship and solid comfort of this quality work garment—made by the largest work garment manufacturer in the world. Lee Overalls are Union made and quality-built—close-woven, hard finish, long staple cotton fabric, jeweler's brass rustproof buttons, lined hip pockets, reinforced strain points—fully guaranteed to give complete satisfaction. Ask your dealer for a pair of Lee Overalls. Slip into them and notice the many special features not found on ordinary overalls. Then you will know why they are the world's standard overalls. But be sure to demand the genuine Lee Blue Ribbon garment—Look for Lee on the buttons.



THE H. D. LEE MERCANTILE COMPANY Kansas City, Mo.

Trenton, N. J.
Minneapolis, Minn.

South Bend, Ind.
San Francisco, Cal.

Lee Work Shirts are full cut—especially popular with big men. Made from a special pattern, they are properly proportioned to give the fullest comfort and fit. Guaranteed, of course. Lee Union Alls are the same as Lee Overalls in quality of materials and workmanship. Many prefer the one-piece garment—and in Lee Union-Alls you get the original and genuine one-piece work suit.



Twenty New Locomotives Delivered to Frisco Lines in September From Baldwin Works

Five Mountain and Fifteen Mikado Type Engines Have Many New Improvements—Under Construction Since April 1

FINAL delivery the first of September of the twenty new locomotives ordered from the Baldwin Locomotive Works of Philadelphia, Pennsylvania, by the Frisco Lines, terminated the contract with that company, which has kept it busy since the first of March, 1925, with the construction of these locomotives.

Although the five Mountain and fifteen Mikado type engines are of the same size and general construction as the engines delivered to us in 1923, there are a number of changes which required the preparation of a practically new set of drawings and this engineering work has spread over many months.

While the engineering department at Philadelphia was busy preparing orders for materials and requisitions for specialties, the specialty manufacturers submitted designs of such parts as superheaters, thermic syphons, reverse gears, exhaust steam injectors and boosters, all of which had to be incorporated in the various drawings so that final assembly at the Eddystone erecting plant would proceed smoothly and furnish the completed machine conforming to the agreed specification.

Considerable effort has been made in carefully inspecting and testing materials used in boiler, frames and forgings of these engines so that we may expect a long life and safe and dependable service.

Began Early in April

Actual work at the Baldwin shops began the first part of April, at which time about half of the locomotive frames had been delivered from Burnham, Pa., and the work of machining the various steel and iron castings was begun. On May first, the frames for

fourteen of the Mikado engines and for two of the Mountain engines had been machined. About ninety per cent of the various materials going into the construction of the boilers had been received and the work of laying out the sheets from the design was begun.

On May fifteenth all of the frames had been machined and work started on the various machinery parts and the tenders. The parts furnished by the

various manufacturers, such as syphons, boosters, reverse gears and feed water equipment were being sent in from various directions.

In the latter part of May, many of these machine parts, which were prepared at the Philadelphia



The Mikado type freight engine, shown above, is one of the fifteen of its kind delivered to the Frisco last month. It embodies the latest locomotive improvement, and was constructed by the Baldwin Locomotive Works at its Eddystone plant.

shops, were sent out to the Eddystone plant and erection of frames and cylinders begun.

On June twelfth, five sets of the Mikado frames had been erected and in the latter part of June the first Mikado boiler was mounted on frames and erection of the first Mountain type engine begun.

These engines differ very little from the ones purchased in 1923. The five new Mountain type passenger engines will burn oil, while the fifteen Mikado type will burn coal.

They will also be used in through passenger service, covering distances of some 542 miles without change of engines. Their hauling capacity, measured in terms of pounds of pull behind the tender, is 54,100 lbs., which is maintained on the steep grades, with a train of some twelve heavy steel cars, without a helper. Under maximum working conditions a horse power of 2,800 is developed.

Frisco announced the purchase of new locomotives in this issue.

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New Passenger Station of Mission Style Under Construction at Springfield, Mo.

Old Building Which Has Served for Forty-three Years to Be Completely Remodeled—Work Now Under Way

FOR forty-three years, the Frisco passenger station at Springfield, Mo., has served a rapidly increasing traveling public. Built in 1882, the commodious station has felt the ravages of time, and is now to be replaced.

A modern passenger station is being constructed in place of the present building, and its beautiful mission style of architecture will make it a distinct asset to Springfield.

According to plans and specifications in the office of R. C. Stephens, architect, the mission style structure will have three wings, the center portion two stories in height. The east

The floor elevation will be raised above its present level and a long porch will cover the entrance to the station.

A graded park will be laid out at the east end of the building for loading and unloading of taxicab passengers, and the taxicab dispatching offices will be located at that end.

Another improvement over the present station arrangement will be the entrance to the dining room and lunch room, which can be made from the waiting room.



NEW FRISCO STATION UNDER CONSTRUCTION AT SPRINGFIELD, MO.

end will be devoted exclusively to Fred Harvey for dining rooms and lunch counter, and refrigeration plant, and the western wing will be set aside for baggage. The second floor will be occupied by the Harvey manager, and accommodations will also be made for the Harvey employees.

A commodious main waiting room will occupy the first floor of the main building, with ladies' rest room, ticket office, telegraph office and telephone booths. The building will have large space to care for waiting passengers, and adequate facilities will be provided for checking grips through windows direct from the waiting room. The building will be lighted with Frisco standard electric fixtures.

The mail and express building is now being constructed so that this portion of the new plant can be utilized during the remodeling of the present passenger station. As soon as the express building is completed, the work will be started on the passenger station. The Fred Harvey quarters in the eastern end of the building will then be completed and that portion now occupied by the Harvey people will be torn down to make room for the baggage building. The central portion will be started immediately following the completion of the baggage building.

"We have arranged the procedure of our construction so that it will discommode the public as little as possible," Architect Stephens said.

President Coolidge Receives 136 Pound Watermelon From Ozark-Frisco City

THE Frisco Railway may run mostly through Democratic territory, but a Republican president of the United States was reminded of this railway on September 5, when he received a "wonder watermelon" weighing 136 pounds and grown at Hope, Ark., on Frisco lines. The melon was sent to the Coolidge by Carter Gibson, of the John Deere Company at Hope, and

is believed to be the largest melon ever raised in Arkansas. The incident was recorded in the press throughout the United States, and Gibson received a letter from President Coolidge's secretary, thanking him for the melon and sending his congratulations. The melon was grown on the Hugh Laseter farm at Hope. Edgar Laseter, a brother, recently shipped a 123 pound melon to Henry Ford.



Homemakers' Page



MISS LORETTO A. CONNOR, Editor

A PIPING HOT DISH

Mrs. N. V. Allebach Recommends Spanish Sauce for Cool Days

Wife of Well-Known Springfield Engineer Gives Favorite Recipe to Frisco Wives

NOW that the wintertime is approaching, let us turn an eye to some hot dishes which will take away the sting of a sharp north wind.

Mrs. N. V. Allebach, wife of N. V. Allebach, well-known engineer, who



MRS. N. V. ALLEBACH

resides at Springfield, Mo., makes a most delicious Spanish sauce of which she says, "Tested for engineers and recommended for others".

Mrs. Allebach gives here recipe with the endorsement of Mr. Allebach, who claims there is nothing like it:

Take as much as two tablespoons of clear, unscorched bacon fryings, into which you cut two onions into bits and fry until tender.

Add one can or its equivalent in fresh tomatoes.

Cook until thick as marmalade, stirring to prevent scorching.

Season while cooking with one teaspoon of salt, same amount of sugar and half as much pepper.

After trying, vary seasoning and proportions to suit taste.

Use same recipe for preparing cooked tomatoes for table—only leave bits of bacon in the fat and when nearly done add bits of dry bread.

HOW'S YOUR FRENCH TODAY?

Have you ever picked up a menu card and found that it was difficult to order many of the dishes because of the numerous French terms?

It is often embarrassing to ask just what each one is. Of course, they make a charming menu display, but when you ask the waiter to kindly tell you what "Blanch Mange" is, he'll reply with a very indifferent stare that it is a dessert made of gelatin or cornstarch and milk. Plain enough, if you know.

Here's another one, "Bisque", which means a thick, rich soup made of shellfish, birds or rabbits.

"Casserole" is perhaps one of the more familiar ones and means a baked dish of meat or vegetables with bread crumbs.

"Cecils" is only another way of announcing that the balls of minced meat are served with bread crumbs.

Then there is the word "Compote", which is a mold of jelly, relish or fruit.

A small cube of toasted bread is called a "Crouton" and is served with soups.

Food which is seasoned with curry leaves and spices is termed "Curried."

"Entree" means a side dish.

"Glace" means covered with a coating of sugar.

There is a mint, used in flavoring which is often found on the menu, the French term being "Marjoram".

Another familiar one is "Puree"—a thick cream soup.

"Rechauffe" doesn't mean a thing—except that the dish is warmed over.

"Saute" means to cook in a little fat.

A spongy dish made of eggs, milk and flour, beaten light, is termed "Souffle".

With these few hints it should not be hard to get a square meal out of a complicated French menu card.

Frisco Twin Daughters Are Contest Prize Winners

Death Claimed Beverly Jean in July and Betty Jane Is "Carrying On" Alone

Beverly Jean and Betty Jane Clark, twin daughters of Mr. and Mrs. Roy M. Clark of 1610 West 41st Street, Kansas City, Mo., were perhaps the best known twins in that city.



Beverly Jean (left) and Betty Jane Clark of Kansas City, Mo.

They can be claimed, rightly, Frisco products, for Mr. Clark is a conductor for the Frisco, and they are the grandchildren of "Mother Clark", who took such a prominent part in the Third Veterans' Reunion.

Beverly Jean and Betty Jane were the winners of six Better Children Contest prizes in one year, the last one being a diamond ring given in a Shriners' contest.

On June 25 they celebrated their fourth birthday, and there never were two happier, healthier children. On July 1, Beverly Jean contracted membranous croup, which claimed her life, in spite of everything that could be done for her.

The accompanying photograph was taken on June 20. They enjoyed a wide acquaintance, and Beverly Jean shall be greatly missed by all Frisco folk, and her many, many other friends.

Every woman has a pet dish of good food. Railroad wives are known the world over for their ability as cooks. Why not pass your favorite recipe around to other Frisco women. Send it to Miss Connor, care of the Magazine, St. Louis.

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Frisco Babies

1—Jean William, age 8 months; daughter of Wm. Fiekie, conductor on Southern Division local. 2—Robert, Harold and Elise; children of Bob King, Birmingham. 3—Billie; son of W. P. Roberts, Hope, Ark. 4—Naomi, age 14 months; daughter of Biri Thompson, Chaffee, Mo. 5—Gala, age 3 years; son of Dean Underwood, Chaffee, Mo. 6—Jas. Edgar Keys, Kansas City, Mo. 7—Charles, age 1 year; daughter of C. F. Corbin, Tulsa, Okla. 8—Marjorie, age 13 months; granddaughter of Adam Erlinger, foreman, inbound Seventh Street Station. 9—James Joseph; son of Stationmaster Frank Heba, Joplin, Mo. 10—Five-year-old daughter of H. G. Guiney, Tulsa, Okla. 11—Zettie, age 3 years; daughter of J. E. Cienfuegos, Mountain Park, Ohio. 12—James and Paul, age 5 and 3 years, respectively; sons of J. E. Depriest, Springfield. 13—Hobby, age 1½ years; son of Blanche Bramhall, Springfield. 14—Marion, age 8 months; daughter of Jas. Welch, Birmingham. 15—Dawson, age 5 months; son of D. S. Brown, Willow Springs, Mo.

Frisco recognized important events in their employes' lives -- like having a baby.

Inside the October issue

The lead story is welfare capitalism in its purest form: a new "Clerks' Group" insurance plan, announced September 8 by President J. M. Kurn. Working through the Metropolitan Life Insurance Company, clerks, station helpers, gatemen, truckers, janitors and a long list of similar employees could take \$1,000 or \$2,000 of life insurance at fifty-five cents per thousand a month, with the railway paying the balance. No medical examination was required, and a visiting nurse came with it. Seventy-five per cent of the group had to enroll for the plan to take effect, and the magazine hammered the point.

The operating news is just as October-minded. On the fifth, outside Kansas City Union Station, the Frisco christened the *Sunnyland*, a new winter train to Florida running as Nos. 107 and 108 — Frisco rails to Birmingham, the Southern to Hampton, the Seaboard Air Line into St. Petersburg, with a Memphis–New Orleans section over the Illinois Central and Fred Harvey dining service throughout. Miss Jeanne Koontz, daughter of the vice-president in charge of traffic, broke a bottle of Fred Harvey water over the pilot. The Florida land boom was at its height, and the Frisco meant to carry its share.

September had also brought twenty new locomotives from Baldwin's Eddystone plant — five Mountain-type oil burners for passenger service and fifteen coal-burning Mikados, fitted with thermic siphons, boosters and exhaust steam injectors. Elsewhere in the issue: forty miles of automatic train control completed between Nichols and Monett for an Interstate Commerce Commission inspection party; a new Mission-style passenger station going up at Springfield to replace the 1882 building; and the third annual International Petroleum Exposition at Tulsa, October 1 to 10, expecting 300,000 visitors on grounds served exclusively by the Frisco.

The human material is better still. Jason J. Thurston of the Sherman, Texas, shops contributed "The Frisco Nut Buster," a homemade safety appliance that let one man break rusted nuts without another man holding the chisel bar. W. P. McNair of Fayetteville said he taught telegraphy in 1885 to a cub messenger named Carl R. Gray, who by 1925 was president of the Union Pacific. Engineer Louis Bangert, fifty-one years on the Salem Branch, remembered when employees called the officials "brass collars" and saw nothing of them but the drawn shades of their private cars — and said plainly that things were better now. The Harley family of Enid furnished a father on the pension roll and three sons in Frisco service.

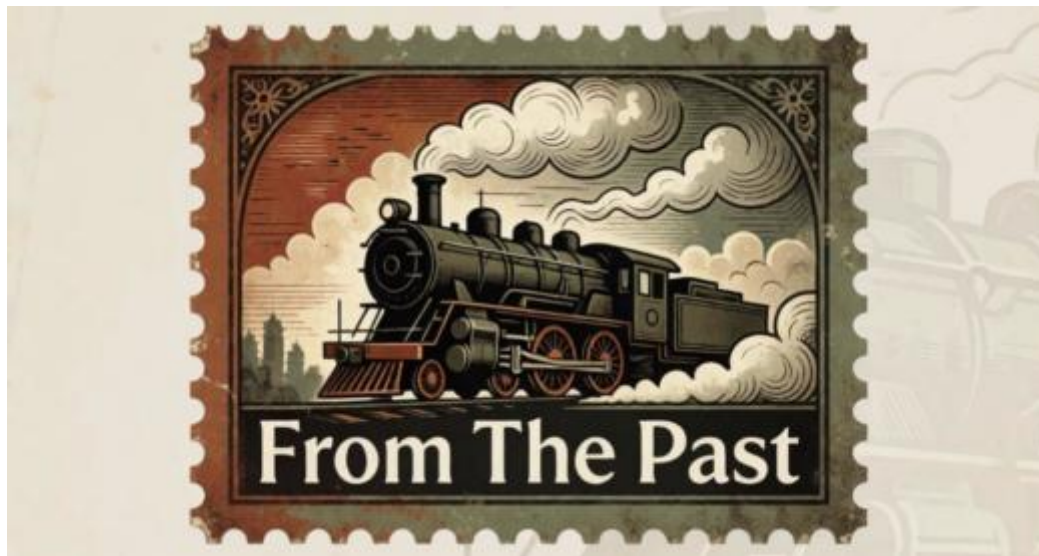
There are departments, too: *The Frisco Mechanic*, itself beginning a new volume in October; a fuel-economy piece by supervisor G. L. Schneider; the pension roll; division notes; and a short story in "The Twilight Hour." Around all of it runs the advertising of tie companies, supply houses and banks.

It is an ordinary issue, and that is the point. Month after month, the Frisco told 30,000 people that they belonged to something worth belonging to — and invited the newspapers to quote it.

For more nostalgia, you can download the entire 82-page newsletter at <https://frisco.org/mainline/?s=October+1925>

*Editor's Note: You will notice that the cover of this publication is **Employee's** Magazine (with one "e"). Current usage is **Employee's** Magazine. This was the spelling used till the mid-20th century.*





Rediscovering Ft. Worth & Denver Roundhouse in Downtown Ft. Worth

Story from David Steckler

In mid-August 2026, NRHS members David Steckler, Dr. Mike Walter, Dr. Mike Ross, and Ken Fitzgerald were discussing an iconic piece of railroadiana in downtown Ft. Worth – the remains of a FW&D roundhouse. An aerial photo showed what appeared to be whisker tracks near the Ft. Worth Intermodal Transit Center. Could any remains of the roundhouse be found today? It was decided that a field trip was just what the doctors ordered!



Photo from Google Maps

"Whisker tracks" (also called "garden tracks") are outdoor railroad tracks that branch out from a turntable. They do not have a roof or go inside the roundhouse building. There was concern that the former FW&D whisker tracks were on railroad property, but Ken checked and found they were on Ft. Worth city property. That allowed the men to explore without trespassing.

Located off E. 9th St., the whisker tracks were easy enough to find. Mike Walter commented in an email that "[t]his scene is just east of downtown Fort Worth, in the south end of the area where Big Boy was parked the first time it came to Fort Worth in August of 2021."

The men found the remains of what they thought were five whisker tracks and a heavily wooded, circular area in front of the tracks, which they surmised was where the turntable was located. The tan-colored strips in the aerial photo turned out to be concrete walkways, and the dark green, narrower strips between them were where the track was laid.



Photo by Ken Fitzgerald



Photo by David Steckler



Dr. Mike Walter measured the walkways. Photo by David Steckler

Mike Walter estimated the four long whisker tracks measured about 60 feet from the roundhouse door to its rear wall, and the fifth about 40 feet.



Photo by Ken Fitzgerald



Photo by David Steckler

There were no remains of the turntable mechanism in the wooded area, just a few pieces of old ties and clear

evidence of homeless people having been there.



Photo by David Steckler

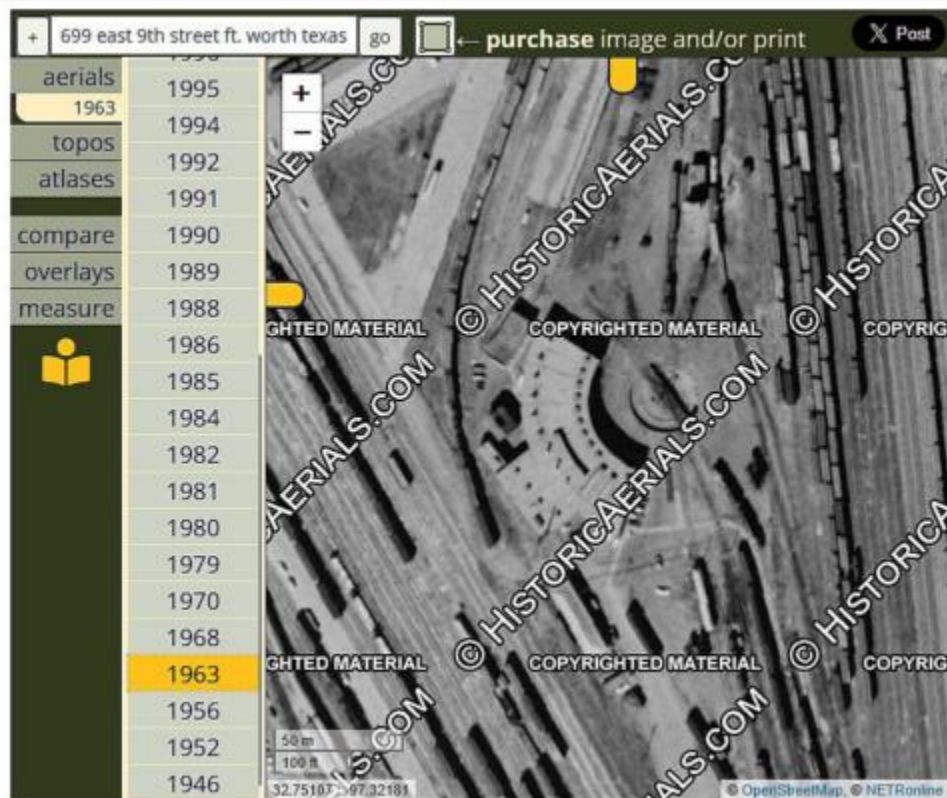
David was curious what other structures had been around the whisker tracks when it was still in use. The website historicaerials.com answered the question. What were thought to be whisker tracks were actually the remains of the roundhouse tracks! The FW&D built a six-stall roundhouse, later expanded to twelve stalls, with a 90' turntable in 1910. Today, only the former roundhouse tracks remain.



These photos from 1950 shows the roundhouse (lower right) in relation to the former Sante Fe passenger station/freight depot, freight yard, and downtown Ft. Worth.



This 1963 photo shows the roundhouse and turntable. Note the passenger train departing from the T&P station.



Historic aerials show that, at some time between 1963 and 1968, the roundhouse was removed. As recently as 2012, you could still see the 12 roundhouse tracks, and by 2014, all but five were gone as the land was graded for the new BNSF/UP track for the Tower 55 track reconfiguration completed that year.



Roundhouse site in the mid-1990's. Photo from Hometown by Handlebar

If you refer back to the first photo, you see what looks like an old paved road to the right (east) of the old roundhouse. In the photo above, there is a turntable there. This turntable was constructed sometime between 1992 and 1994 and was removed sometime between 2014 and 2016. Oddly, this turntable has only a single track approaching and leaving, but I've found no evidence of additional tracks.

In 1993, the American Maize-Products Company announced it would build a new bulk transfer terminal on BN's 9th St. Yard. The terminal would have allowed American Maize to bring in bulk rail shipments of sweeteners and transfer them to regional delivery trucks. The terminal was never built, however, due to a combination of corporate restructuring, multi-million-dollar patent litigation, and a buyout that completely shifted the company's capital priorities.

The four men also discovered that a former Santa Fe roundhouse and turntable lay farther south, but it had long been removed and the land redeveloped. They all agreed that researching the history of the former FW&D roundhouse and seeing the remaining roundhouse tracks was very enjoyable.



24 Hours In Big Sandy Railfan Event A Success



The fourth annual "24 Hours in Big Sandy" railfan event is in the books. Sponsored by our Chapter, this yearly event draws railfans from throughout the area.

Big Sandy sits at the junction of two major rail lines — the old Texas and Pacific and the legendary Cotton Belt. Union Pacific now operates both.

Jon Shea, President, reports that 32 trains passed during the event.

Special thanks to the City of Big Sandy, Mayor Linda Baggett, and the town council for welcoming us and allowing us to use the wonderful Big Sandy Heritage Center for our event.

There were a few hiccups this year. Skip Waters, who helped lead the event, had the flu and couldn't attend. Our previous President, Wayne Smith, an organizer and champion of the event, passed away this year. All missed his expertise. But the board of directors and members rallied to bring the event together.

All Aboard for the Big Game: Football Specials on the Rails



Santa Fe Football Special to Oklahoma / Texas game in Ardmore, Oklahoma October 12, 1962

October is here, which means two things across the Southern Plains: cooler mornings and football on everyone's mind. For well over a century, railroads have played a part in that ritual, running special trains to carry fans, students, and sometimes the players themselves to the big game.

This month, with the Red River Rivalry approaching, it seems a fine time to look back at the football special — a once-common but now nearly vanished institution of American passenger railroading — and to see how a version of it survives today, right here in North Texas.

A Tradition as Old as the Game Itself

**Special Trains to
ARMY-NAVY GAME**
DECEMBER 2

**Direct to
Philadelphia
Municipal
Stadium**

*Get There For the Kickoff!
Return Immediately After Game!*

SAFE-CONVENIENT-DEPENDABLE

COACH TRAINS
Sandwich Service
From New York—Leave Penna. Sta. frequently between 8:40 and 10:45 A.M., soon as loaded.
From Newark—Leave frequently between 8:35 and 11:00 A.M.

★
PULLMAN TRAINS
Dining Car Service
From New York—Leave Penna. Sta. at frequent intervals up to 10:15 A.M.
From Newark—Leave at frequent intervals up to 10:30 A.M.

For Pullman reservations phone Pennsylvania 6-2000.
For information phone Pennsylvania 6-5600

PENNSYLVANIA RAILROAD

Football and railroads grew up together in America. As college football spread from the Ivy League campuses of the Northeast in the 1870s and 1880s, the railroads were often the only practical way for teams and their followers to reach an away game. Princeton's 1880s teams are said to have caught the midnight train home after a road contest, campus already buzzing with the score, wired ahead by telegraph. By the time football had become a fixture of autumn Saturdays, the crowds traveling to see it had grown enormous, and so had the fleets of special trains laid on to carry them.

The scale of these operations is hard to imagine today. When Harvard and Yale met in New Haven in November 1910, The New York Times reported that special trains, private cars, and automobiles poured into the city from early morning on, and that thirty-five specials in all had been organized to bring "fashionable folk" down from New York and Boston. Within a few years, Yale-Harvard weekends were said to move well over one hundred thousand passengers through New York's Grand Central Terminal alone — a single-day record that, by some accounts, still stands.

Perhaps the longest-running football special tradition in the country belongs to the Army-Navy game. The rivalry dates to 1890 and has been played nearly every year since 1899, most often in Philadelphia, roughly equidistant from West Point and Annapolis. The Pennsylvania Railroad turned the game into one of its signature passenger operations: in 1936, the PRR ran thirty-eight special trains to deliver fans to Philadelphia for the game, and by 1941 that number had grown to forty-two. The

tradition faded as Penn Central slid toward bankruptcy in the mid-1970s. Still, it was revived in 2005, when a Philadelphia couple began chartering a special train each year to bring wounded veterans from Walter Reed and Bethesda hospitals to the game—a fitting echo of the old PRR specials, and one that continues today.



THE NOTRE DAME TEAM

**leaves 10:15 am, Nov. 28, via
GOLDEN STATE LIMITED
for their game Dec. 3, with
UNIVERSITY OF
SOUTHERN CALIFORNIA**

A Winner Picks a Winner!

Again the undefeated Notre Dame football team has selected Rock Island-Southern Pacific, the comfortable, low-altitude route, for their trip to Los Angeles for the big game of the year.

They can be sure of sunny weather on the two day stopover in Tucson, Arizona, sure that the climate will rapidly condition them for the gruelling game ahead.

Organized parties of Notre Dame fans are leaving daily over this same route on two fine trains—*de luxe* GOLDEN STATE LIMITED and *luxury-economy* CALIFORNIAN—offering greatest travel comfort at *no extra fare*. Morning and evening departures—morning and evening arrivals.

For information, tickets, reservations

**L. H. McCormick, A. G. P. A.
Rock Island Lines
179 W. Jackson Blvd., Chicago, Ill.
Phone Wabash 3200
or La Salle St. Station**



Route of the Rockets

The Rock Island Railroad ran Football Specials to California for Notre Dame.

The Santa Fe and the Red River Rivalry

Closer to home, the Atchison, Topeka and Santa Fe Railway built its own October tradition around the Texas-Oklahoma game. For years, the Santa Fe ran a special train every October, carrying Sooner fans south from Oklahoma City to Dallas for the game. The rivalry itself goes back to the turn of the century — Oklahoma made the trip to Austin by train for the very first meeting between the schools in 1900, with head coach Vernon Parrington's *Rough Riders* arriving the morning of the game after an overnight ride. (The term *Sooners* replaced *Rough Riders* after statehood). As the series grew into one of the marquee rivalry weekends in college football, so did the specials that carried its fans, running for decades out of the Santa Fe's own depot in downtown Oklahoma City, a handsome Art Deco building completed in 1934 that still stands today.

From the Santa Fe to Amtrak

That era of railroad-run football specials effectively ended with the creation of Amtrak in 1971, when the Santa Fe and the other private railroads handed intercity passenger service over to the new national carrier. Santa Fe's old Oklahoma City depot fell quiet for two decades — passenger trains stopped calling there



*The Heartland Flyer Football Special to OU / Texas game.
Photo: The Daily Oklahoman.*

altogether in 1979 — before Amtrak's Heartland Flyer revived daily service between Oklahoma City and Fort Worth in 1999, using the very same Santa Fe rails.

The football special, though, did not stay retired for long. Amtrak and the Oklahoma Department of Transportation now run a modern version of the old Santa Fe tradition each October, still called the "Big Game Train." The Heartland Flyer adds cars for the occasion. It carries fans out of the same Santa Fe Depot in Oklahoma City, retracing the old route south through Norman, Purcell, Pauls Valley, Ardmore, and Gainesville into Fort Worth. On game weekend, the train continues its final leg from Fort Worth into Dallas Union Station over the Trinity Railway Express, putting Sooner fans within an easy DART ride of the stadium and the Cotton Bowl festivities on the Fair Park fairgrounds. The return trip runs the following afternoon, the same round-trip pattern the Santa Fe followed generations earlier, just with different equipment and a different name on the timetable.

Texas fans have their own version of the tradition on Amtrak's Texas Eagle, which has run a "Texas Victory Game Train" between San Antonio, San Marcos, Austin, and Dallas for Longhorn fans heading to the same game — proof that the pull of the Red River Rivalry still fills rail cars from both directions, exactly as it did when the Santa Fe and the Katy competed for that same football traffic a century ago.

Some Things Don't Change

The equipment is different now, the promotional fare codes have replaced paper tickets punched by a conductor, and a single Amtrak train stands in for what was once a fleet of specials. But the basic idea — that a football weekend is better enjoyed from a coach seat than from behind a steering wheel on I-35 — has survived from the Santa Fe's heyday to the Heartland Flyer's timetable today. Come the second Saturday in October, when the Big Game Train pulls out of the old Santa Fe Depot, it carries on a tradition of railroading and college football that stretches back, in one form or another, to the very beginnings of the game itself.

A Railfan's Midwest Vacation

by Ron Anderson

This August, my family and I took a vacation from Dallas up through the Midwest, visiting several great railroad-related sights along the way. Here's a recap of the trip, with photos of some of the places we enjoyed.

Kansas City

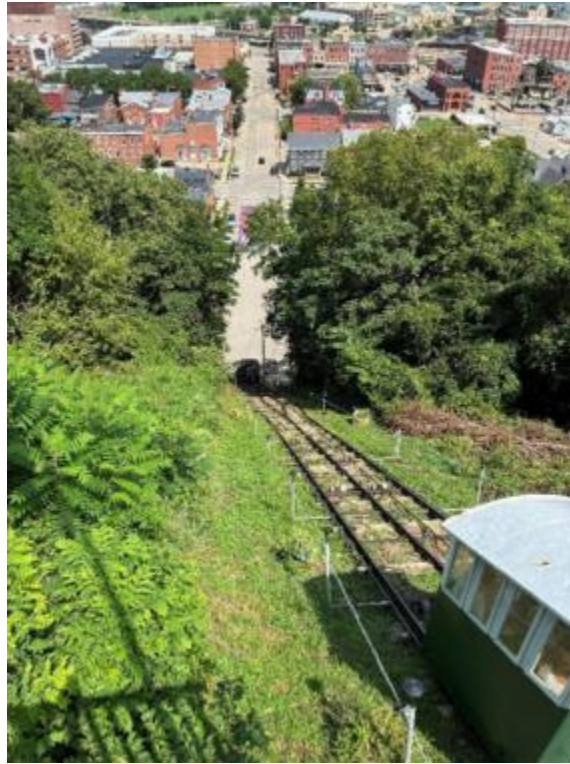
Our first stop was the National WWI Museum in Kansas City, located just across the street from the beautiful Union Station. Inside the station was a large model train exhibit featuring several separate layouts, and out back we found a pedestrian crossing spanning several active rail lines. We also took advantage of the city's free streetcars.





Dubuque, Iowa

In Dubuque, we rode the town's charming funicular, which offers a great view of the city and the Mississippi River.



Milwaukee

Milwaukee also runs a free streetcar, and we rode it around downtown.



Chicago

In Chicago, we rode both the Metra and the Chicago Transit Authority trains to visit various historical points of interest. I also got to ride the Fox River Trolley, run by a dedicated group of young volunteers.



Illinois Railway Museum

We spent an entire day — a Monday — at the Illinois Railway Museum in Union, Illinois. Since it was a Monday, the only equipment running was an interurban car, so I didn't take many photos of the collection itself. Fortunately, the museum's website has excellent photos of nearly everything in its collection—under "Explore," then "Collection," you'll find a full list with pictures and history. Highly recommended: www.irm.org

St. Louis

We also spent a day in St. Louis, where we found two cabooses on display in St. Charles. Union Station there, unfortunately, now only has railcars set up for the Polar Express experience, which was a bit disappointing for railfans hoping to see more.

Thanks to Ron Anderson for sharing this trip report and photos with the Zephyr!

Chapter Information

North Texas Chapter Officers, 2026

Position	Name	Contact
President	Jon Shea	972-948-2413 jishea@swbell.net
Vice President, Programs	Jon Shea	972-948-2413 jishea@swbell.net
Vice President, Trips and Events	Bill Long	214-793-0255 longwilliaml@aol.com
Vice President, Communications	Vacant	—
Secretary	Jerry Nunn	817-846-4863 jerry.nunn@gmail.com
Treasurer	Bob Kennedy	214-497-7745 rckennedy48@verizon.net
National Representative	Skip Waters	wgcrush@swbell.net
Webmaster	Kim Hays	817-797-7729 kimhays516@gmail.com
Zephyr Editor	John Bagwell	214-240-9447 john@bagwell.com

Chapter Business Address: North Texas Chapter, NRHS, P.O. Box 600304, Dallas, TX 75360

Chapter Email: northtexaschapternrhs@gmail.com

Website: ntxnrhs.org

Facebook: facebook.com/groups/409467244127

About the Chapter

Founded and chartered in 1996, the North Texas Chapter is a nonprofit, 501(c)(3) educational organization incorporated under the laws of the State of Texas. The Chapter focuses on the activity, history, and enjoyment of railroading, past and present. Meetings are held from 7:30 to 9:30 pm on the first Tuesday of each month. Visitors and newcomers are always welcome.

Chapter membership includes a subscription to our monthly newsletter, the North Texas Zephyr. Current dues are \$16 for an individual membership, plus \$2 per additional family member.

By Check: Make checks payable to "North Texas Chapter NRHS" for \$16 (individual) or \$18 (family) and mail to North Texas Chapter NRHS, P.O. Box 600304, Dallas, TX 75360. If your check doesn't clearly indicate the member's name, please include a note.

Online: Visit the Chapter's online store at ntxnrhs.org/store to pay by credit card or PayPal. A small processing fee (50 cents for individuals, 75 cents for families) applies to online payments.

Learn more about the National Railway Historical Society at nrhs.com.

About the Zephyr

The North Texas Zephyr is the official newsletter of the North Texas Chapter of the National Railway Historical Society, published monthly for the benefit of its members. Opinions expressed herein do not necessarily reflect the official position of the North Texas Chapter or the National Railway Historical Society. The original author retains all content rights. We have made every effort to comply with fair use and copyright law.

Contributing to the Zephyr: We welcome all submissions! The deadline for material is the 12th of the month before the issue's cover date. We will prioritize time-sensitive news items over general-interest subjects. The editor reserves the right to edit, hold, or omit material as needed. Please send contributions to John Bagwell at john@bagwell.com.

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