



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

Tues. Mar 1, 2016 – Founders Bldg, Grapevine.

When 7 pm meet 'n' greet. 7:30 pm meeting.

Where Founder’s Building, 701 Main St., Grapevine, Texas.

Program: “The Tracks of Ike – Hurricane Ike and its impact on the Galveston Railroad Museum” (DVD)

Location: <http://go.dallasnews.com/places/founders-building/>



Special Features

In Memoriam – Leonard Louis Opdenhoff, Pharm. D., 78

by Wayne Smith and Dave Gramm

Before moving back to the panhandle, Leonard was a North Texas Chapter member for several years. When the Chapter hosted the 2008 national convention, Leonard worked and contributed many hours. Below is his obituary notice.

Leonard Louis Opdenhoff, Pharm. D., 78, passed away January 8, 2016.

Leonard was born February 1, 1937 on the farm in Kingfisher, Oklahoma. He married Edwana Alexander on December 21, 1957. She preceded him in death on September 18, 1981. He later married Barbara Bryant Whitson on June 6, 1987. Leonard was an active member and deacon of Faith Covenant Church. He was an avid model train collector. He was former member of the Texas Western Model Railroad Club in Fort Worth and a recent member of the Amarillo Railroad Museum. Leonard volunteered at the Hutchinson County Museum. He was survived by his four children Gary, Vicki, Janet and Ronna, all of Borger, 14 grandchildren, 15 great grandchildren with one due to arrive in July; and a sister, Mary Garrett of Kingfisher. (Source: 2/15/16. Dave Gramm email.)

North Texas Chapter Scene and Seen

by Jerry Nunn (all photo and content credit)

Let me congratulate the 2016 officers of the North Texas Chapter on your recent re-election to office, and your willingness to serve another term. Also below are photos from the meeting at the Garland RR Museum on Tuesday evening, January 5, 2016.

Far right: North Texas Chapter NRHS Officers for 2016 (L-R): Jim King, Treasurer; Skip Waters, VP Trips and Events; Wayne Smith, President; Jon Shea, VP Programs; and Dave Gramm, Secretary. Not pictured Valli Hoski, VP Communications and Editor, North Texas Zephyr.





Above left: (L-R): Edwin Pegelow, Bob Kennedy, Claude Doane.



Far right: "Round Table" (L-R): Edwin Pegelow, Bob Kennedy, Claude Doane, Skip Waters, Wayne Smith (obscured), Jon Shea, Dave Gramm.



Above left: Member Jeff.



Above right: "Show and Tell" program at the "Round Table".

Trip Report #1: To Chicago on the "Capital Limited"

by Dale Jacobson, guest writer (Dale is a member of the Riverdale Railfans Association group)

On the afternoon of Feb. 12 I boarded the *Capital Ltd.* for Chicago at D.C. Union Station. As there was plenty of time until we departed I walked to the front of the train to discover our 6 car train (2 sleepers, diner/lounge, observation/lounge, and 2 coaches) was being pulled by P42 #1. We left on time. Much to my surprise by the time we reached Brunswick we had not overtaken either of the MARC commuter trains that had left shortly before us. Due to the Q416 being ahead of us, we used the mainline on the south side of the yard at Brunswick to reach Weaverton.

I opted for dinner at 7 PM. The dining car staff was running behind schedule because it was short two crew members. By the time I was served my tasty shrimp/crab cakes dinner we were heading up Sand Patch. Later I would discover that the *Silver Meteor*, *Capital Ltd.*, and the *Texas Eagle* all had the same dining car menu. At least a couple people in the sleepers had come from Florida and would travel to north Texas with me. As bad as it was to have to deal with the same food choices for three dinners, having to do it for 4 dinners would have been too much for me. What ever happened to Amtrak's more diverse menus? Guess they were lost in another effort to cut costs. At least you can choose the vegan burger or Black Angus hamburger as dinner options. Then the question may become - "What's for lunch?"

Shortly after we started eating we came to a stop. A crew member announced we were waiting for a two mile long freight to clear up for us. Not recalling there being any single track segment I was wondering what was going on. We were stopped east of Hyndeman, PA. Eventually, this long eastbound freight passed us. I don't know if it was two miles in length, but it was a long one. Guess it's another indication that CSXT is trying to reduce train starts by running ever longer trains. A few weeks



ago I had photographed a Q416 with 175 cars. We later passed a westbound freight so I figure that one long train had the entire hill screwed up.

Thanks to the delay waiting for that freight we arrived in Pittsburgh close to midnight. We lost some more time on Norfolk Southern (NSC), likely due to freight traffic. Even though freight traffic volume is down, there are still a lot of trains out there. I was awake when we skirted along the south shore of Lake Erie west of the Sandusky, OH, station stop. I stayed awake until after we had passed by Port Clinton. This area is one of the more unremarked scenic sections along the former New York Central lake shore line. If you are an NSC fan, I'd suggest that if possible you spend at least a few hours in this area photographing NSC freights. I then went back to sleep until we reached Toledo. We left there over 90 minutes late. The farther west we went the more signs of recent snowfalls we saw. By the time we were in northern Indiana it appeared snow had fallen the previous night as the roads in South Bend and points west had not been plowed. That doesn't stop folks who routinely deal with snow storms so the roads had plenty of traffic on them. As it was near or at 0 degrees F outside I was happy to be inside. While the observation/lounge car was cool or cold, my roomette had been toasty all night. I think that's what allowed me to sleep as well as I could on a train. Being that we were running late by the time we reached Burns Harbor there was plenty of light on this sunny day to photograph whatever trains could be seen from my roomette. My room was on the right side of the train. There was hardly any glare on my window thanks to being able to shut out all other extraneous light sources that would have produced that dreaded glare. That's why I seldom take photos from the observation/lounge car on a "Superliner" equipped train. The windows in those cars are full of glare from all the sunlight. There is also distortion caused by the curvature of the windows.

I always enjoy the ride north from the Gary/Hammond area along the west shore of Lake Michigan. This was no exception. I was hoping to catch the Chicago Short Line (CSL) freight, but when we passed near its yard all the motive power there were CSXT and NSC road units. The only thing CSL I saw was a caboose. Some time later as we went by the former New York Central yard at Englewood (now an NSC TOFC/COFC facility), I spotted the Central RR of New Jersey heritage unit with other NSC power.

A few minutes later we passed a couple of Trans Global Solutions SD40's that switch the TOFC/COFC/stack trains for UP and NSC at where a former Erie Lackawanna (I think) was once located. Soon after that we passed by the Amtrak engine shops and just before 10 AM were in Chicago Union Station.

I was happy to be late as it was too cold for me to go outside to do anything. The temperature when we arrived was 7 above 0 F. Later it "warmed up" to 9 degrees. This reduced my layover time to roughly 3 hours as I was told to be back to the "Metropolitan Lounge" (Chicago Union Station's equivalent of Washington's "Acela Lounge") by 1 PM to get ready to board the *Texas Eagle*. No visit to Chicago Union Station is complete until one has gone into the Great Hall. Once again it's being used by Amtrak for boarding coach passengers on many of its trains. As I reached the Great Hall, much to my horror I noticed that the Metro Bar and Grill was GONE !!! I had counted on this place to help me make the layover more pleasant as it had done so many times in the past. I expect some new establishment will take over its spot, but who knows when that will occur. In the meantime there's the Chicago Junction Bar up on the second floor in the Food Court. While that bar doesn't serve food (as far as I know) there are lots of other places to get a meal in the Food Court. There are tables near the bar where one can eat a meal and have a drink. Indeed, one can take a drink anywhere within the station complex, or so I was told. I've never felt the need to do so. I returned to the Metropolitan Lounge shortly after the noon hour past, read a chapter of the book I had with me, and waited for the call to board the *Texas Eagle*.

Trip Report #2: Three Hours from a Good Trip – the "Texas Eagle" to San Antonio

by Dale Jacobson, guest writer

Boarding for the *Texas Eagle* started around 1:30 PM for a train due to leave at 1:45 PM. The usual start for boarding this train is about 1:15 PM, but the train wasn't backed into Chicago Union Station until about 1:30 PM. What was amazing is that everyone was on by the departure time. We may have left as much as a minute late. As a result I didn't have time to walk to the head end to see what engine(s) was/were pulling us. We wasted no time getting going and soon passed by Glenn Yard (an xGulf, Mobile & Ohio RR facility) where I saw a CN GP40W. I thought CN had sold off or scrapped all those by now. Despite moving along briskly we pulled out of Joliet a few minutes late. We kept losing a few minutes at each stop until we were about 25 minutes behind at Springfield, IL, and close to 35 minutes late into St. Louis. By then it was dark. One disappointment is that the St. Louis arch is not well lit at night making it hard to see. Otherwise, crossing the Mississippi River into downtown St. Louis is always a pleasant way to enter Missouri.



I was having the black bean enchilada supper as we came to a stop at the St. Louis Amtrak station. The schedule calls for an 8 PM departure. That's when we left despite having arrived late. We were on time until we reached what I think is the town where Amtrak is adding a stop. I thought that maybe this new stop had been put into service. No. The flashing lights of police cars indicated that an announcement over the PA system for some Amtrak crew members to report to the lower level of the #11 coach car had to do with some disturbance in that car. I speculate that one or more coach passengers were escorted off the train for some sort of rowdy behavior (being drunk comes quickly to mind) and turned over to the local police. We were now 45 minutes or so behind time. However, by the time I awoke at 3 AM we were soon passing the UP's large xMissouri Pacific RR (MP) facility at North Little Rock, Arkansas. We arrived at Texarkana, AR/TX slightly ahead of time.

We stayed ahead of time all the way across north Texas into Dallas where we arrived at 11:00 AM, 30 minutes early. That gave me 50 minutes to take train photos even though the day was cloudy. As it was Sunday, no Trinity Rail commuter trains were running. The Dallas Area Rapid Transit (DART) light rail trains provided some action until we departed the station. Then something new happened. Instead of taking the UP line over to Fort Worth, we headed more north on the Trinity Rail commuter line. I had heard that the *Texas Eagle* had been or soon would be rerouted, but I didn't know where things stood. An Amtrak crewman later told me the new route had been in use for about a month.

This was "new mileage" for me so I tried paying close attention to what I saw. First thing that happened was that two Dallas, Garland & North-"something" [for whatever reason I can't remember its full name] It's otherwise called the "DINGO" again for some reason I don't remember] units passed by light headed towards the Dallas station. A bit later we passed a yard on our left where 4 DINGO Railpower gensets were parked along with a couple other units parked behind them. I couldn't make out what the two units blocked from my full view were. They were also in a different paint scheme. They looked like some sort of Alco switchers, but I don't know. Most of the freight activity along the commuter line seemed concentrated on the east end. About half way through this trip, a BNSF line junctioned with the commuter line. A coal train waited to access the commuter line into Dallas. Overall it was a smooth ride.

We arrived in the Fort Worth station at 12:35 PM and were not scheduled to leave until 2:10 PM. The scheduled arrival time was 1:25 PM. It appears that thanks to eliminating the backup maneuver through what was once Tower 55 (now CPT 55) at least 30 minutes can be trimmed from the train's schedule in each direction. There is lots of additional padding in the *Eagle's* schedule. I understand a new schedule is on the Amtrak site. I've not yet seen it so I don't know if it takes into consideration the new routing.

We departed Ft. Worth on time at 2:10 PM, but soon started losing a few minutes here and there. As usual there was a fair amount of BNSF freight activity that contributed to some of the lost minutes. One thing I've failed to mention in previous reports about riding this train is what I consider a unique sight a few miles south of downtown Fort Worth. Just to the east of the tracks and just west of a residential neighborhood is a runway. There are a couple places by the runway and next to homes where some small private planes are parked. I mean, there is literally NO space between the "airport" and the houses (a high fence separates one from the other) nor much between the runway and the RR. Talk about needing precision take-offs and landings. Seems to me to be an accident awaiting a happening.

We were still a few minutes behind schedule by the time we left Temple. As we approached Taylor I recalled what had happened the previous year when UP held us out of the station for more than an hour while it ran a couple freight trains. This time we arrived at the station on time. I saw a couple rebuilt SD40's being used as yard engines as we left. Thanks to schedule padding we arrived at Austin 20 or so minutes early. We lost a little time getting to San Marcos, but this is where the padded schedule really is noticeable. It's 53 miles from there to San Antonio yet the train is given until 9:55 PM, more than 2 1/2 hours to go those 53 miles. We figured we'd arrive at the San Antonio station around 9 PM, almost an hour early. Shortly after passing the crossover between the two main tracks at Conrads we slowed down and eventually stopped. Soon we were told that UP had a work gang ahead of us. It would be at least 30 minutes before we would start moving again. Around 45 minutes later a I-o-n-g northbound freight passed us and some time after it passed we finally started to move. However, we were soon crawling along through New Braunfels and at one point in downtown we briefly stopped. We started back up and slowly crossed the former MKT (now UP main #2) track. There was a work crew on that xKaty track. I think that was the work crew which Amtrak told us about as we saw no signs of any work being done on the xMP. My guess is that the work gang had the interlocking plant tied up with a northbound freight waiting to cross the diamond. Once cleared the northbound freight moved through and then the work gain resumed once again blocking the crossing. I think that is why we



moved so slow through New Braunfels. However, we also continued moving slow all the way south to Corbin Yard before we picked up speed. I don't know why we continued going so slow once we cleared the former Katy diamond. We continued moving along until we came to Brackens where we pulled into the siding. Fortunately, as we pulled in, I could see the headlight of a northbound train waiting for us to clear. Sure enough, it soon passed, and we continued south into San Antonio. However, the train doesn't go into that town at any speed. It may be doing 30 or so mph when it passes San Antonio's International Airport. The train has to go farther south than the latitude of the former SP station near which is Amtrak's station. The train slowly swings through what I think is called Apache Jct., and then pulls onto the xSP mainline. A few minutes later the train stops, a crewman gets off, and lines a hand thrown switch into the station. Then we finally arrived --- at 10:30 PM.

Railfan friend Norm Schultze was waiting for me. I had been phoning him to give him updates about our lack of progress so he wasn't at the station the whole time from the original expected arrival at 9 PM. It had taken us over 3 hours to go that 53 or so miles. I guess UP figures if a train is running early, mess with it.

NRHS News

NRHS President's Corner

by Al Weber, NRHS President

“Nous savons que nous sommes aux prises avec la nouvelle base de donn.” Translation (by Google Translate): “We know we are struggling with the new database.” Many members received an email from our database vendor asking them to renew. So far all good, except it was in French! Now some of you with Canadian National, BC Rail or Canadian Pacific background saw no problem, but many of us (including me) do not read or speak French. Our database vendor, Amilia, later sent out the renewal email in English to all. We did test this process and did fix many little problems, but you really find the problems when you go live to the world. All I can say is that I am sorry for all the confusion it caused. You can renew on the NRHS web membership page, and many of you have done just that. We did change the mail renewal. Due to the credit card fraud problem, we no longer take credit cards through the mail, but we still do take checks. Many of you have renewed, and thanks for renewing.

We are still working on preserving railroad history, and it takes many of us. As always, we are also very appreciative of your donations to the Railway Heritage Grants and RailCamp funds. These are some of the ways we get railroad history preserved and noticed. RailCamp trains the next generation of railroad history preservationists. We could also use unrestricted donations to support our preservation work.

The “Wednesday volunteers” are still looking for additional volunteers in the Philadelphia area. They meet in our shared office in the downtown area and answer many of the inquiries that come in every week. If you are interested in helping, email me and I will put you in touch with them. The 2016 NRHS Denver convention is just now getting ready to open registration, and registration should be open by the time you receive this issue. Many good events and learning experiences are being offered, so please plan on attending.

We have a very good spring conference coming up in western Maryland. This is an opportunity for you to ask the officers and board members questions. As always, we have a call-in line if you cannot attend.

I want to take this opportunity to personally thank all of the members and volunteers for their hard work in 2016. We've come a long way, but there is still work to be done. Al

Reminder: NRHS 2016 Convention - Denver

For the latest hotel, schedule, seminars, trips, tours, and ticket pricing, please see the NRHS News February, 2016 pp. 1-4.

Chapter News & Views

Jon's History Corner – The Railfan's Poem

Submitted by Jon Shea

Travel by Edna St. Vincent Millay, 1892 - 1950

The railroad track is miles away, And the day is loud with voices speaking, Yet there isn't a train goes by all day But I hear its whistle shrieking. All night there isn't a train goes by, Though the night is still for sleep and dreaming, But I see its cinders red on the sky, And hear its engine steaming. My heart is warm with friends I make, And better friends I'll not be knowing; Yet there isn't a train I wouldn't take, No matter where it's going.



Chapter Business Meeting Minutes, February 2, 2016

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: February 2, 2016. Garland Landmark Museum, Garland, Texas. (Submitted by Dave Gramm 2/16/16.)

The monthly meeting was held at the Garland Landmark Museum in Garland, TX and hosted by museum docent and chapter member Claude Doane. President Wayne Smith was unable to attend, so VP- Programs Jon Shea called our meeting to order at 7:39 p.m. with 8 members present and one guest, Carolyn Gramm, spouse of Secretary Dave Gramm.

Jon passed on a note from Wayne re: the passing of one of our past members, Leonard Opdenhoff. He circulated a copy of Leonard's obituary (see attached) for the members to view and a moment of silence was held in his memory.

Jon gave the schedule for the coming meetings as follows: March will be in Grapevine at the Grapevine Founder's Building with program TBA, April's meeting will be at the Plano Interurban Museum to view the new exhibit on Tesla, May's meeting location and program TBA, June's meeting to be at SOKOL Hall with a slide/video program by Pat Coughlin.

Jon also showed some items he picked up while attending the Plano Train Show including a booklet on the history of the Katy, titled 'The Opening of the Great Southwest'; the latest Katy Historical Society 'Katy Flyer'; a T&P timetable from August 1950, a Katy timetable for the TX Special Katy Flyer & Katy Limited from 1917.

Member Bill Long asked VP-Trips & Events Skip Waters about the possibility of a field trip to the GE Locomotive plant over by Texas Motor Speedway. Skip reported that he had heard of several other groups doing this and would certainly look into arranging a tour with Bill's help.

Skip reported on the chapter's Slide Show held in conjunction with the Plano Train Show. Attendance was excellent with a full house even though we only had six presenters. One big draw was the showing of Steve Goen's new video. The chapter received a discount on the room expenses and was even allowed to bring in our own pizza again due to the hotel shutting down the conference center and restaurant pending their demolition. We will need to find a new home for the slide show for next year.

Member Jeff Phelps & Skip reported we had sold 11 books during the train show. There are two train shows in the next two weeks; World's Greatest Hobby show in San Antonio, TX and another show in Stafford, TX (Houston area). If any members are attending either show, take some books with you and sell them if you can. Kim Hays, our webmaster, has created a link on our web page to the book sale page to capture online sales.

Skip reported he attended a meeting of National staff & officers last week and reported ticket sales for this year's convention should be online later this week. The primary hotel is starting to fill up and the keynote speaker will be Ed Dickens, Jr., head of UP Steam Program. He also noted that there would be a printed edition of the NRHS Newsletter next month and a second printed edition later in the year. Skip feels that National wants to keep the chapter system alive and is embracing the chapters. There have been several chapter closures and several new chapters formed this year. Membership is just under 10,000 and the organization is in the black now. Our local chapter is doing well and we have a good core group with about 50 members. Prior to the Plano Train Show, Skip reported he had been contacted by BNSF and asked if we could utilize 500 BNSF 2016 calendars. Skip told them we had a booth at the train show so they upped the number to 700 if we would give them away. Not a problem and we did it well, utilizing announcements of free calendar handouts throughout the show. BNSF is now looking to write us into their budget to do the same for next show season.

The program for the evening was a slide show of MKT Steam/Early Diesels and a Dallas Area Inspection train checking out future DART rail lines, provided by member Pat Coughlin. Dave Gramm, Secretary.

Minutes from November 2015 and January 2016 are resubmitted below, with corrections.

Chapter Business Meeting Minutes, November 3, 2015

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: November 3, 2015.

Founders Building, Grapevine, Texas. (Resubmitted by Dave Gramm, 2/16/16.)

The monthly meeting was held at the Grapevine Founder's Building in Grapevine, TX. President Wayne Smith called our meeting to order at 7:35 pm with 11 members present. Also on hand was the president of the Texas Western Model RR Club, Daryl Cowles, who became a member tonight, and Don Hays, spouse of our web master Kim Hinton Hays. Wayne welcomed all the attendees and announced that The Cowcatcher magazine has come out with its annual survey issue on best train watching locations. He asked all members to participate in

the survey and vote for their best railfan activity including our own '24 Hours at Saginaw' for best rail event.



VP Programs Jon Shea gave an update on current events. The Galveston rail museum printed an article on the 'First Responders Express', an emergency train designed to pull all of their museum equipment out of Galveston in the event of another hurricane. Both BNSF and UP have donated equipment and funds to help with this endeavor. Jon also showed the latest Katy Historical Society issue which highlighted the Sedalia Subdivision and featured several stations including the Windsor, MO and Sherman, TX stations and another article on an MKT caboose restoration project.

He announced that the chapter's December Christmas Dinner has been moved to Babe's Frisco location from the previously announced Carrollton location due to a communications mix-up. Same date and time as before, Dec 1 at 7:00 p.m.

The January meeting will be held at here at the Grapevine Founder's Building and will feature the officer elections and member show and tell as the program.

VP Trips & Events/National Director Skip Waters reported on National news. Our local chapter has decided to not host the fall 2016 conference but host a 2017 conference instead. If the Spring meeting, it would be in late March or April or May. If Fall then in early November. The summer meeting will be during the convention in Colorado so that is out. More info to follow.

Skip reported for Treasurer Jim King that the chapter has sold a little over 400 books so far. The Cowtown train show is in two weeks and the OKC train show will happen the first weekend of December. The Plano Winter train show will be on Jan 16-17 and the chapter will have a sale table to promote the book there.

Skip reported that National dues will be billed via 'Amelia' and email starting in the next week or so. If you receive an email from 'Amelia' don't mark it as spam as it is legit. Members can renew online using the 'Amelia' link or you can send a check or go to 'NRHS.com' and renew there.

He also reported the annual national convention will be held in Denver on July 19-24, 2016 and outlined some of the proposed rail trips being planned. A full list of events will be published on the NRHS web site shortly. The 2016 budget was adopted and he reported that for the first time in many years, we are operating in the black.

Secretary Dave Gramm gave a report on the Plano September show as the chapter council rep Dave Podhrasky was not able to attend. While the show was not as well attended as we would have liked due to 1) it being the first Fall show, 2) during the opening weekend of the State Fair, 3) race weekend at TMS, 4) exceptionally warm weather that had people outside doing things versus inside, the show still made money and we anticipate the January show to be much better.

Skip also reported the Southfork Hotel had been sold. It will continue as a hotel but the new owners are planning on demolishing the existing conference and banquet center portion and building additional hotel rooms instead. We will be looking for a new home for the annual Slide and Video Show by this January.

Member Jerry Nunn showed the new track plan for the Alliance rail yard realignment.

We ended the evening with the annual member auction and White Elephant sale where approximately \$210 was raised.

Dave Gramm, Secretary

Chapter Business Meeting Minutes, January 5, 2016

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: January 5, 2016. Sokol Hall, Dallas, Texas. (Resubmitted by Dave Gramm, 2/16/16.)

The monthly meeting was held at the Grapevine Founder's Building in Grapevine, TX. President Wayne Smith called our meeting to order at 7:40pm. with 10 members present. He commented on an article in the NARP (National Assoc. Rail Passengers) news on the Texas Bullet Train being proposed. A rendering of the proposed train was depicted along with the commentary.

VP Trips & Events/National Director Skip Waters reported on National news. 'Amelia' is our cloud-based membership management program. Headquarters personnel are currently doing their best to make it work without errors. Its cost is \$250/month versus \$15K/month cost from Fernley & Fernley and it has allowed us to remain in the black through the end of the year. Currently, there are 4 ways to renew; 1) via Amelia, 2) the NRHS web site, 3) by mail, 4) through the local chapter. We want to cut that back to 2 ways to make more manageable. Skip also commented on the annual directory's demise. When the board decided to cut costs, the directory printing was eliminated in favor of an online version. The board has realized its mistake and is looking at ways to remedy the situation.

Treasurer Jim King reported he had shipped 3 more books last week and total sales are around 480 books so far, not bad considering we haven't had a major sales promotion yet. We will have a sales table at the Plano Winter Train Show next week. Skip asked for volunteers to work the sales table and 6 members signed up to help. He will have a display board made promoting the book for use at the show. He also announced that the January Slide show would take place at the former



Southfork hotel since they have not yet begun demolition work there. We will still need a home for the Slide show come next fall as the conference center will be no more by then.

VP Programs Jon Shea reported on a story he had uncovered on the Cambodia Bamboo trains. They are a legacy of the French colonial times and actual trains are almost non-existent with only 1 line in active service. He also showed a UP document from their museum showing photographs of UP's history through their Heritage Fleet.

Jon asked for input from the members on future meeting locations. Next month we will meet in Garland at the railroad museum, but in March we will go back to Grapevine and pay the \$59 meeting fee newly imposed.

Skip remarked that this year our chapter will have several events on tap. This will be the 20th anniversary of the chapter as well as the 20th anniversary of RailSpot and we will have a special event at '24 Hours at Saginaw' this year as well. He also read a list of the published tours that will be offered during the National convention, July 19-24, 2016 in Stapleton, CO (Denver suburb). Registration will open online in Mid-January.

Wayne reported that former chapter member and VP Communications Dale Wilken sent Holiday Greetings to all the chapter members. He is doing well and we miss him.

Nominations chair Jerry Nunn reported the slate of officers for the 2016 year. All current officers have announced they would run for office again. President – Wayne Smith, VP Programs – Jon Shea, VP Trips & Events – Skip Waters, VP Communications – Valli Hoski, Treasurer – Jim King, Secretary – Dave Gramm.

Wayne opened the floor for additional nominations. A motion was made by Claude Doane to close nominations and elect the slate by acclamation. Motion seconded by Bob Kennedy and carried. All the current officers were congratulated on their re-election and Jerry took pictures of the new board officers.

Treasurer Jim King reported on the cost of printing the newsletter each month for 8 members using the current vendor. Discussion was held on how to handle those members in the future. Jim will send a letter to those members outlining the problems and ask them if they still need a hard copy of the newsletter versus an on-line digital copy. He reported we currently have approximately 25 paid up members so far this year with more to be coming in during the month.

Member show and tell brought numerous items to look at. Jon Shea displayed an MKT hand fan from the TX Centennial, a Katy lines calendar from 1948, a Texas Bluebonnet ink blotter (the Texas Bluebonnet was a joint Frisco/Katy passenger train), a rail pass from the St. Louis Southwestern Railway in 1927, a Katy Texas Special train brochure, a Cotton Belt (St. Louis Southwestern) coaster from the lounge car and a Missouri Pacific Rocky Mountain National Park Guide.

Bob Kennedy displayed a 1981 Katy calendar and a 1970 booklet titled 'The Opening of the Great Southwest' detailing the history of the Katy during their centennial anniversary. He also brought a pictorial of UP steam engine 3206, a Pacific type 4-6-2 that is under restoration in Spokane, WA., outlining its removal from a park and transport to the fairgrounds where it is currently displayed; builder pictures of an Alco PA-1 from 1946, a Rock Island Bad Order car card, an ATSF Baggage Check, a Uniform Code of Operating Rule for the Rock Island in 1950, a Freedom Train booklet titled 'Good Citizen' on the right and duties of an American, a railway Equipment Register for April 1972, and a coin commemorating the FT103, the diesel that replaced the steam engine.

Skip Waters reported one of his trackless train sets and its box trailer were stolen during the holidays. The train was recovered in Ennis several weeks later after a TV news article about its theft and a description were aired. It was dumped in a field. The trailer is still missing but the train is back home with only minor damages. He also displayed a VHS tape of 'The Great Locomotive Chase' which occurred during the Civil War. The 'Texas' and the 'General' were the two engines involved in the chase. He showed a copy of the original movie poster and commented that Aristocraft's model of the 'Texas' and the movie poster show the engine with 3 domes on the boiler but other pictures show the engine with only two domes.

Edwin Pegelow brought a brass model helium car from Pecos River Brass. It was modeled after the cars used at the helium plant in Amarillo, TX. Dave Gramm, Secretary



Chapter Directory

North Texas Chapter Officers, 2016.

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-948-2413.
- **Vice President/Trips and Events, Skip Waters**,
wgcrush@swbell.net.
- **Vice President/Communications, and NTZ editor, Valli Hoski**, ntx.news@yahoo.com
- **Secretary, Dave Gramm**, dgramm@sbcglobal.net
- **Treasurer, Jim King**, jkking@swbell.net

Chapter Business Address

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Webmaster: Kim Hays

North Texas Chapter site: www.NTXNRHS.org

Facebook Page:

<http://www.facebook.com/groups/409467244127/>

North Texas Zephyr, chapter newsletter Archive

<http://www.gogeocaching.com/gorailfanning/Home/northtexaszephyr.html>

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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 held 7:30-10:00 PM, first Tuesday of each month, usually (but not always) at the Grapevine "Founders Building" at Main St. and the FWWR railroad tracks. Visitors and newcomers are welcome. Chapter membership includes our monthly chapter newsletter, the *North Texas Zephyr*. As of October 2014, chapter dues (\$16, plus \$2 per additional family member) should be sent to the Chapter. Chapter mailing address: North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360. National organization 2015 dues are paid to the NRHS directly. Learn about the National Railway Historical Society at www.nrhs.com

North Texas Calendar

Tues. March 1, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Founder's Building, Grapevine, Texas. <i>Program:</i> "The Tracks of Ike – Hurricane Ike and its impact on the Galveston Railroad Museum" (DVD)
Tues. April 5, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Plano Interurban Museum, Plano, Texas. <i>Program:</i> New exhibit on Nikola Tesla and how his adventures and discoveries affected electric railroads and update on other new projects at the museum.
Tues. May 3, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.
Tues. June 7, 2016.	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> SOKOL Hall, Dallas, Texas. <i>Program:</i> Pat Coughlin slide/video presentation.

2016 Chapter Meeting Dates

Tues. Jan. 5, 2016	Tues. April 5, 2016	Tues. July 5, 2016	Tues. Oct. 4, 2016
Tues. Feb. 2, 2016	Tues. May 4, 2016	Tues. Aug. 2, 2016	Tues. Nov. 1, 2016
Tues. March 1, 2016	Tues. June 7, 2016	Tues. Sept. 6, 2016	Tues. Dec. 6, 2016

** Meeting starts at 7:30 p.m. Location is confirmed in newsletter issue(s) prior to meeting month.



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