



**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
 NORTH TEXAS ZEPHYR NEWSLETTER
 MARCH 2019, VOLUME 24, ISSUE 1**



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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CHAPTER MEETING1
 TUESDAY, MARCH 5, 2019. DEGOYLER LIBRARY. 1
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Chapter Meeting

Tuesday, March 5, 2019. DeGolyer Library.

Time: 7:30 p.m.

Location: SMU DeGolyer Library, 6404 Robert S Hyer Lane, Dallas, TX 75205.

Program: NRHS collections, Transcontinental Railroad exhibit.

Campus map, visitor parking :

<https://www.smu.edu/AboutSMU/Maps/>



Announcements & Special Features

Railroad Trivia Returns !

by Wayne Smith, Chapter President

- **4-6-4** engines are usually called “Hudsons” in America, but they are also known as “Baltics” internationally.
- **4-4-4-4** engines were not widespread enough to gain a nickname; there was only one on the B&O.
- **2-8-2** engines were usually known as the Mikado type, after an opera that was popular when they were first developed.
- **2-10-2** engines were known commonly as the “Santa Fe” type, since the Atchison, Topeka, and Santa Fe railroad developed them.
- During World War I the United States nationalized the railroad system and standardized locomotive types. They use the **0-8-0** type locomotives as their standard heavy switcher.
- **0-8-0** engines are sometimes called “eight-coupled” typed engines. They made for good heavy switchers.
- Although they were often pressed into freight service, **4-4-2** locomotives were originally intended as passenger engines.
- The first steam locomotive built with a leading truck (also known as **4-2-0**) as constructed in 1832 at the West Point Foundry for the Mohawk & Hudson Railroad.
- The **4-2-0** design was popular with American railroads from 1835-1842.
- Without stabilizing wheels, **0-8-8-0**'s tended to have trouble at high speeds. As such, they were best suited to switching in yards or assisting other locomotives up hills.
- **Blizzard Lights:** Originally the lights on either side of the headlight that served in emergency when the oil-burning headlight blew out. Now they indicate the train in non-schedule or extra.
- **The Adamson Act:** The eight-hour workday for railroad workers was introduced in 1916 and went into effect on January 1, 1917.
- **Blue Goose:** A high-rail car used by management to get out of the office and look important.



- **Hostler:** A fireman who operates light engines in designated engine house territory and works under the direction of the engine house foreman.
- **Impact Register:** An appliance placed in a car with a shipment which is both a time clock and a measuring device to record the amount of shock the car received en route.

Snow Birding on the Trail to Florida Rails

by Dale Jacobson, guest writer

On January 13th, the day I originally planned leaving for Florida, it was snowing. So, I left the following morning after the roads were reportedly cleared. Given that the Fed was enduring a partial shutdown traffic was light. I made it from my place in Greenbelt, MD, to Triangle, VA, in about an hour. By the time I was south of Petersburg, VA, there was no snow on the ground. The previous day there were a reported 300 traffic incidents in the Richmond area. I was glad I delayed my start for a day. I took only one RR photo that first day. That was at the quarry in Skippers, VA. I had seen an engine on quarry property from I-95. The quarry is just west of I-95, but must be accessed from a road off US #301. I found this out from a fellow in a pickup truck. He told me to go north on US #301 across the wye tracks to the small CSXT yard that is just east of US #301 and continue north to a gas substation. Turn left at that substation, go over I-95, and turn left onto a road that parallels I-95 on its west side. The road is paved until it comes to a curve, which is where you enter the quarry property. Then the road is gravel or dirt, but even my little Toyota Yaris easily made it to the track. There I found a CSXT GE on a cut of hoppers in a small yard. Another CSXT GE was located in the small CSXT yard along its mainline on the east side of I-95. From there I headed to Fayetteville, NC, where I spent the night.

The next morning was cloudy when I headed south and east to Chadbourne, NC. The R.J. Corman Co. (RJC) has a RR office there on what was formerly the Carolina Southern RR. A GP20 and GP7/9 were there. The GP7/9 looked like it was taped up to keep its top from falling off. After taking some photos from a nearby road I drove into the HQ's parking lot. I met an RJC employee in company truck who told me a crew was working in the Conway, SC, area, but wasn't expected to bring the train north that day. Off to Conway. I finally found a locomotive on the south side of town. It was a Railpower genset. However, it's on display as it sits on a small segment of track completely separated from any active track. However, slightly farther south I found an RJC GP38 on a cut. The engine shoved its cut of cars south and hooked onto another cut of cars that had another GP38 on its far end. The train then pulled north until the GP38 on the south end could cut off and go into a spur and get onto another cut of cars. Then the crew on the GP38 on the north end of the train shoved its cut south passing the GP38 on the spur. Once it cleared the next grade crossing the crew left. So did I.

After not finding any train activity around the steel mill in Georgetown, SC, I drove NW to Andrews where the line from Georgetown junctions with another secondary CSXT mainline. There's a small, but mostly inaccessible yard. South of the junction I found what I think was the Q312 train with a single GE. Since I couldn't find an easy way into the yard, I took a distant photo of it, putting a RR building into the foreground of the photo.

Then I left to look for the Palmetto RR. I crossed its track at Huger, SC, where I had seen what looked like a company pickup truck by the track. Turned out it was one fellow in his truck helping another fellow in another vehicle get it started. However, just as I crossed the track I saw a headlight coming south. Within a few seconds, but time enough for me to get a camera ready, I photoed its GP35/GP18/GP35 as it passed me doing close to 40 mph. I chased it south using that same road until I reached the RR next to its engine shop just north of the Coinhoi Industrial Park. I had a few minutes wait before I saw it round the curve east of me. Fortunately, by the time it neared me it had slowed down enough so I could easily take photos with all three of my cameras.

Then, as I looked the other way I saw the nose of a CSXT GE on another track by the engine shop [the shop was closed and fenced in]. Turned out it was two GE's on what I assume was a CSXT freight. As soon as the Palmetto RR freight cleared going west, the CSXT freight headed east (or north) on the same track the Palmetto freight had just used. I have to assume that the CSXT freight needed to go to the north end of the Palmetto RR line to access its own line, that secondary line I had followed south from Andrews. I then drove through Charleston and headed towards Savannah, GA, on US #17. I hadn't driven too far before I saw a CSXT freight heading south (really west at this point). It was moving fast, but I eventually



overtook it to see that it had 5 units up front and another unit as a midtrain. That's the first time I've seen a midtrain on CSXT. By this time it was about sunset (cloudset that day) so I got no photos. Then it was on to a motel NW of Savannah where I spent the night.

The next morning I scouted around the port area and industrial complexes NW of Savannah in Garden City, GA. I found a few RJC EMD switchers in the yard for International Paper. I found a Colonial Group SW1500 in that industrial complex. I also found lots and lots of traffic, especially truck traffic. I also found two major roads were at a standstill due to a stalled train. I never saw this train and only learned it was a train causing the problem when I talked to a cop who was also waiting for traffic to clear. This is the first time I've been in this area on a weekday since I don't remember when. On my way home I plan going back there, but it'll be on a Saturday, weather permitting.

Tiring of this traffic I headed to the Jacksonville, FL, area. I arrived at the Florida East Coast RR (FEC) mainline at Sunbeam, FL before the scheduled 1:30 PM departure time of FEC's train #101. At 2:15 PM it passed me with its usual power of two GE's with a liquid natural gas (LNG) fuel tender between them. I then called a local railfan friend, with whom I would visit until Friday morning, and upon finding he was home, soon arrived at his place. Thus ended my trip to reach Florida. Regards

NRHS News

The President's Corner, February 2019

by Al Weber, NRHS President <aweber@nrhs.com>

A new year is upon us now, and I want to thank all the volunteers for all their time and work in 2018. Now to 2019.

Many of you have already renewed, and we thank you. For those members who have not renewed yet, PLEASE renew soon. The second notice mailing costs us valuable volunteer time and money that could be better spent doing railroad history preservation.

We have received several questions on automatic NRHS renewals. It seems that if you checked several of the boxes in last year's renewal cycle, the NEON system set up an auto renewal process for you. So if you see a \$50 charge on your credit card around Jan. 1 from us, that is what the charge is about. If you want this to be changed either to "not auto-renew" or to auto renewal, please log on to your account and set your preferences.

As many of you know, your NRHS has been working on getting the new Amtrak policies clarified and changed concerning private cars and special trips. A number of chapters had to cancel Christmas trains, trips behind Amtrak trains and car movements. We are working on this and will continue in 2019. I am also working with other parties like RPCA and AAPRCO to get a proper hearing before Amtrak and Congress.

This is a major change and is having harmful effects on chapters and private trains. Many railroad museums also have had to make major changes due to this Amtrak policy change. I will keep you all informed of this continuing story.

Many of you are submitting news articles to the *NRHS News* and the *NRHS Telegraph*. Thanks. The *NRHS Telegraph* is for news for chapter officers and items that affect chapters. The *NRHS News* is for all members. Each has deadlines. Please remember that you are not the only one submitting, and deadlines for an issue are really deadlines. If you are asked to review an issue, please be prompt on your review. It takes time and effort to produce these, so please respect the editors' time and deadlines.

The *NRHS Bulletin* is a publication dedicated to railroad history preservation. The *NRHS Bulletin* has asked for member articles for many years, and we do get a few each year. If you would like to submit an article for publication please go to the NRHS web site under "Publications" and see the "Submissions Guidelines".

Source: 2/202019. NRHS News, February 2019 at <https://admin.nrhs.com/NRHSNews/NRHS-News-February-2019FINAL.pdf>



North Texas Chapter Views & News

Chapter Dues Are Due.

by Bob Kennedy, Chapter Treasurer

If you have not already done so, please pay your 2019 Chapter dues. Chapter dues are Individual \$16.00 or Family \$18.00 and can be paid by sending a check to:

North Texas Chapter, NRHS
P.O. Box 600304
Dallas, Texas 75360

You can pay your dues on-line on our Chapter website at www.ntxnrhs.org/store/ but we do add an additional amount to help cover the PayPal fee. Chapter dues using PayPal are Individual \$16.50 or Family \$18.75.

The National NRHS does not collect local Chapter Dues. If you have paid your National Dues, thanks very much but please remember to pay your local North Texas Chapter Dues.

If you have any questions, please contact us at northtexaschapternrhs@gmail.com

Zephyr News Board

Upcoming 2019 Zephyr deadlines are

- *April 2019 issue* - News deadline is Wed. March 20. Meeting is Tuesday, April 2, 2019.
- *May 2019 issue* - News deadline is Wed. April 24. Meeting is **Tuesday, May 14, 2019** [second Tues. of May.]
- *June 2019 issue* - News deadline is Wed. May 22. Meeting is Tuesday, June 4, 2019.

Chapter Meeting Minutes, February 5, 2019

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: February 5, 2019.

The February meeting of the North Texas Chapter NRHS took place on the McKinney Avenue Trolley. Seven intrepid members rode around the complete circuit. We boarded at the Uptown Station, across Central Expressway from CityPlace.

Skip Waters gave us an NRHS national convention report. The convention hotel is fully booked although there are others available, they too are filling fast. The light rail tour is fully booked. Jon passed out a 20 year old column from The Dallas Morning News by A.C. Green on the lesser known interurban railroads of Texas.

The March meeting will be held at the **DeGolyer Library at SMU**. They have a new exhibit on the Transcontinental Railroad and are the repository for the National NRHS archives. The April meeting will be at the **Texas and Western Model Railroad Club** in Fort Worth.

After riding the circuit we stood on the turntable at the Uptown Station while our car was tuned around.

The following, from the MATA website I believe describes our streetcar:

"Green Dragon" (Car 186). The "Green Dragon" was built in 1913 by the St. Louis Car Company, designated for service in the Dallas Consolidated Electric Street Railway. During her 43 years of service, the car ran on the McKinney past SMU campus. University students lovingly nicknamed her the "Green Dragon" due to her color. When the streetcar system was abandoned in 1956, the Green Dragon was stripped of all her running gear and electrical wiring and was sold to an individual who used her as a hay barn in far North Dallas. In 1979, Ed Landrum, one of MATA's Co-founders, acquired the Green Dragon and cosmetically restored her. She was on display in the Texas Sports Hall of Fame in Grand Prairie, and finally came to MATA when the museum closed.

Specs: • Built: 1913. • Length: 42 feet. • Weight: 21 tons. • Engine: Four MV101 40-horsepower, 600-volt DC motors.



Chapter Directory

North Texas Chapter Officers, 2019.

- **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**, Jerry Nunn.
- **Treasurer**, Bob Kennedy.

Webmaster: Kim Hays, kimhays516@gmail.com

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): <https://ntxnrhs.org/>

North Texas Zephyr, newsletter archive

<https://ntxnrhs.org/>

<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. 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://northtexaschapternrhs.ecwid.com/> 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. Chapter mailing address: North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360. Learn about the National Railway Historical Society at www.nrhs.com

North Texas Calendar

- Tues. March 5, 2019 **North Texas Chapter meeting** – 7:30 p.m. *Location:* SMU DeGolyer Library, 6404 Robert S Hyer Lane, Dallas, TX 75205. *Program:* NRHS collections, new exhibit on Transcontinental Railroad.
- Tues. April 2, 2019 **North Texas Chapter meeting** – 7:30 p.m. *Location:* Texas Western Model Railroad Club, 6808 Forest Hill Dr, Forest Hill, TX 76140. *Program:* to be confirmed.
- Tues. May 14, 2019 **Second Tuesday, North Texas Chapter meeting** – 7:30 p.m. *Location:* to be confirmed. *Program:* to be confirmed.
- Tues. June 4, 2019 **North Texas Chapter meeting** – 7:30 p.m. *Location:* to be confirmed. *Program:* to be confirmed.
- Tues. July 2, 2019 **North Texas Chapter meeting** – 7:30 p.m. *Location:* to be confirmed. *Program:* to be confirmed.
- ** Meeting starts at 7:30 pm. Location is usually confirmed prior to meeting month.**



Do you enjoy railroads? A perfect St. Patrick's Day gift!

The North Texas Chapter is proud to sponsor David Bernstein's work on the Southern Pacific's Eastern Lines. To order, contact the North Texas Chapter at northtexaschapternrhs@gmail.com or see the North Texas Chapter store (<http://ntxnrhs.org/store/>)

NEW BOOK

Announcing a new book published by the North Texas Chapter, NRHS
 written by David M. Bernstein!




Southern Pacific's Eastern Lines 1946-1996

Written by David M. Bernstein, former Southern Pacific train dispatcher and officer, this 400 page book is illustrated with color and black & white photographs and numerous maps. It is the definitive guide to the operation and history of S.P. Lines in Texas and Louisiana from the end of World War II until the Union Pacific merger.

Available Now! Get your copy at ntxnrhs.org!