



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**Chapter Meeting**

**June 2, 2009 - Meeting, Ennis Railroad and Cultural Heritage Museum.**

**Meet 'n' Greet, 7pm. Meeting, 7:30 pm.**

**Program: Museum Outing**

**Where:** Ennis Railroad and Cultural Heritage Museum, 105 NE Main Street, Ennis, TX 75119-4058. Take I-45 south of Dallas to exit 251. Turn right on Hwy 287S - East Ennis Ave and drive until you hit the railroad tracks of the old H&TC, T&NO and SP mainline, now of course owned by the UP. It is about 35 miles south of downtown Dallas. Map:

<http://www.planetware.com/map-of/ennis-ennis-railroad-and-cultural-heritage-museum-us-tx-ennisr.htm>

**Even More ... Did You Know?**

By Wayne Smith

1. The number of U.S. freight cars on mainline railroads grew from about 50 in 1830, to over 2 million in 1910.
2. The United States Railroad Administration was created during World War I to streamline the railroad industry in an effort to mobilize for war.
3. The railroad industry moved roughly 1 million soldiers per month during World War II.
4. During World War II, more than 259,000 women filled railroad jobs previously held by men.
5. In 1838, there were 345 locomotives in the United States. By 1875, there were 15,000 locomotives in the U.S.
6. In 1835, the Baldwin Locomotive Works produced 20 locomotives. By 1900, they produced more than 17,315.

**Special Feature – Add Leading Title**

**Add Leading Story Here – Either President’s column or rail news/events**

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**Special Feature – National Directors Meeting, Spring 2009**

**Spring National Board Meeting Travels to Connecticut**

Dale Wilken, National Director, North Texas Chapter

The spring meeting of the Board of Directors was held April 18 and 19 in Norwalk, Connecticut, hosted by the Western Connecticut Chapter. Norwalk and South Norwalk are traversed by the 4-track electrified former New Haven Railroad now operated by Metro North as a commuter line and Amtrak for its New York City to Boston route. The Chapter maintains a non-operating interlocking tower known as SONO Tower or Tower 44 at the junction of the mainline and the Danbury branch.

As primary business of the meeting, the Board approved a \$3 annual increase in dues for chapter and at-large members for the 2010 membership year. The vote was nearly unanimous from the members present and was heavily in favor in the absentee ballots and largely results from the increasing costs of materials and postage used by the organization. Consideration of the NRHS website upgrade project at this meeting focused on Phase I which is to make administrative improvements to streamline internal organizational workflow, create an updated marketing image, and provide a structure that will allow future functions to be integrated into the website infrastructure, such as



photographic archives. The 2009 budget provides \$31,000 for this work, primarily design, but progress in awarding contracts has slowed due to various business disruptions and corporate acquisitions on the part of the vendors. Work is expected to start before the next board meeting in Duluth. Limited progress was reported on the governance study but the committee anticipates presenting a proposal before or at the Duluth meeting. A new policy concerning members who renew after the March 31 deadline was adopted with regard to restricting the issuance of back copies of the Bulletins in such situations to reduce printing costs. Under current bylaws, non-renewed chapter members after March 31 are converted to at-large membership and rebilled as such but may be transferred back to chapter membership.

Other information provided at the meeting included that a Tokyo, Japan chapter was accepted to NRHS membership with 12 members who wish to introduce North American rail history to Japanese railfans. Progress on bringing the Bulletins on schedule is continuing as the Fall 2008 issue is out, Winter 2009 is to be in the mail in April and Spring 2009 is due out by June 1. The on-board report of NRHS membership at the March 31 renewal deadline is of concern as it indicates an 18% decrease from the 2008 level, 10% of chapters are now shown on inactive status and 20% have renewals at less than 80% of last year's level. The adult and teen railcamps are filling with the adult June camp oversubscribed perhaps due to the advertising in Trains magazine.

Aside from business, the National Directors had the opportunity to ride a Metro North commuter train to Grand Central Terminal in New York City and tour some of the many levels of the station. We also safely traversed several MTA stations, rode several MTA subway trains and were given a tour of MTA's Signals Learning Center where they teach maintainers on 4 generations of signal and switching equipment. We also visited the SONO tower which has a set of 33 Armstrong levers and various items of electrical equipment that controlled rail traffic in the Norwalk area.

## Special Feature – See Daylight in July

### ***SP 4449 Makes Tracks to Train Festival 2009 – July 23-26***

For those who love steam, lots of famous steam, starting making your travel plans for Train Festival 2009, July 23-26 in Owosso, Michigan! **Southern Pacific 4449 "World's Most Famous Steam Locomotive"** will travel from its home in Portland, OR 2500 miles to Owosso, MI for America's Largest Celebration of Railroading in July. Southern Pacific steam locomotive no. 4449 known as the "Daylight" will **appear at Train Festival 2009 in Owosso, MI July 23-26**. The massive undertaking to organize this train is being jointly coordinated by The Steam Railroading Institute of Owosso, MI, The Friends of the 4449 of Portland, Oregon and The Friends of the 261 of Minneapolis, Minnesota. See SP 4999's latest news at <http://www.sp4449.com/trainfest.html>

**Southern Pacific no. 4449 was built in 1941** as a GS-4 "Northern" type locomotive. A 4-8-4 wheel arrangement, she is 110' long, 10' wide and 16' tall. The locomotive and tender weighs 433 tons, and it operates with a boiler pressure of 300 psi. Her eight 80" diameter drivers and unique booster truck can apply 5,500 horsepower to the rails and exceed 100 mph. The only remaining operable "streamlined" steam locomotive of the Art Deco era, Southern Pacific no. 4449 pulled Southern Pacific "Daylight" coaches from Los Angeles to San Francisco over the scenic Coast Route and then on to Portland until 1955. In 1974, she was selected to pull the American Freedom Train throughout the United States, and was subsequently rebuilt. Southern Pacific no. 4449 ran for three years to the delight of over 30 million people. She is arguably one of the most beautiful locomotives ever built -- and kept that way by the all-volunteer Friends of SP 4449!

Anyone who loves steam might want to drive up for this outstanding event, put on by the nice folks of the Steam Institute (and operators of the Pere Marquette, 1225.) **Train Festival 2009 is America's Largest Celebration of Railroading and will include 8 steam locomotives under steam**, vintage and modern diesel/electric locomotives, various train rides, huge model train layouts, miniature train rides, art exhibit, locomotive cab tours, railroad vendors and much more. See details at <http://www.trainfestival2009.com/>

## Special Feature – Rails To Trails Seeks Mapping Volunteers

### ***Rails To Trails Conservancy Blazes Collaborative Path With Geocachers***

Rails to Trails Conservancy, a charitable nonprofit, fosters one great mission: protecting America's irreplaceable rail corridors by transforming them into multiuse trails. These rail-trails reconnect Americans with their neighbors, communities, nature and proud history. With more than 15,000 miles of rail-trail across the United States, geocachers are sure to find the perfect trail, whether in their backyard or the backcountry. Explore more than 15,000 miles of great rails-trails and volunteer to support a national GIS mapping initiative. As outdoor enthusiasts armed with GPS units, the geocaching community is uniquely qualified to assist Rails-to-Trails Conservancy in completing its mapping initiative: to collect GPS data for all 15,000 miles of existing rail-trail. Once collected, this data is made available to the public for free on Rails-to-Trails Conservancy's TrailLink.com. Volunteering your time is a fun and easy way to give back to a worthy cause.

Source: **5/3/2009: Rails to Trails Conservancy Rail Trail Report**, at

[http://www.railstotrails.org/resources/documents/magazine/2009\\_Green%20Issue\\_RT%20Report.pdf](http://www.railstotrails.org/resources/documents/magazine/2009_Green%20Issue_RT%20Report.pdf) **5/3/2009. Geocaching.com** at

<http://www.geocaching.com/railstotrails/default.aspx>



## National Rail News

### Add Title Here

Add article here .....

. Source: 3/23/09, Amtrak news release, at

[http://www.amtrak.com/servlet/ContentServer?pagename=Amtrak/am2Copy/News\\_Release\\_Page&c=am2Copy&cid=1178294277753&ssid=180](http://www.amtrak.com/servlet/ContentServer?pagename=Amtrak/am2Copy/News_Release_Page&c=am2Copy&cid=1178294277753&ssid=180)

## Local Rail News

### Add Title Here

Add article here .....

Source: 4/6/09, DART news release at <http://www.dart.org/news/news.asp?ID=849>

## Chapter News & Views

### President's Roundhouse

By Wayne Smith

This article is a continuation of my Canadian rail experiences. This article includes my experiences with a cab visit and a cab ride. Royal Hudson, No. 2860, was built for the CPR by Montreal Locomotive Works in June 1940 and used until 1959. It was the first locomotive to be built as a Royal Hudson. Her fate was unknown until it was restored and placed in excursion service between North Vancouver, British Columbia and Squamish in 1974 by the British Columbia Railway. It quickly became one of British Columbia's main tourist attractions and an icon of Canadian steam power. After the end of the 1999 tourist season, No. 2860 broke down with major boiler problems. Improper operation of the locomotive was alleged. BC Rail did not have the funds available for the repair. The Royal Hudson excursion was cancelled at the end of the 2001 excursion season, after CP 3716 (2860's replacement) experienced the same boiler problems as 2860. At the cancellation of the BC Rail Royal Hudson excursions, 2860 was transferred to the West Coast Railway Association for eventual restoration. In 1988, I was in Vancouver, but was not able to devote a day to the Royal Hudson excursion. However, I was present for the Royal Hudson's arrival in North Vancouver. After striking up a conversation with the engineer, he invited me into the cab for a demonstration and to take photographs. I also visited the BC Rail depot and bought souvenirs.

The E&N is a short line railway in British Columbia on Vancouver Island. It runs from Victoria to Courtenay, with branch lines from Parksville to Port Alberni and from just south of Nanaimo to the E&N's main railyard and barge slip on the Nanaimo waterfront. The E&N was owned by CPR from 1905 to 1999. Since then, it has been owned and operated by various companies. The E&N is one of two remaining railways over 100 miles in length on Vancouver Island. Until 1996, it was called the "Esquimalt and Nanaimo Railway". VIA Rail Canada runs regular passenger train service (the "Malahat") with Budd-built Rail Diesel Cars from Victoria to Courtenay and return daily. I have ridden the entire main line system, but pieced together at various times. The view of both mountains and coast line are breathtaking. On one particular trip on board "The Malahat", after a lengthy conversation with the conductor, he invited me to ride in the control cab with the operator for a few miles.

### Jon's Humor Corner

By Jon Shea, VP Programs

#### A Bit of Railfan Humor

This is from the March issue of Headlights and Markers, the Cincinnati Railroad Club Newsletter. The author is on a rail trip at the town of Arica on the border between Peru and Chile in South America. "Another two [photo] runbys on the line to Arica. However we could not have a runby at the Peruvian/Chile frontier since this is a security area and has a mine field nearby. The mine field would have helped in keeping the photo line disciplined." Come to think of it that would have helped with crowd control on our photo runbys and other events at Lone Star Rails 2008.

### Ponderings From Publications

By Claude Doane, VP Publications

#### More on Going Green to save some Green

Last month we announced an initiative to begin .....

### Editor's Mark-Up

By Valli Hoski, NTZ Editor

Field report from the northern midwest branch lines of the organization.

Once in a blue moon, one discovers a book that is engrossing, superbly written. If it happens to be about railroading, rail history or one's favorite line, so much the better. If there is one book you read this spring, you could hardly ask for better than "**Stealing the General: the great locomotive chase and the first Medal of Honor**" by Russell S. Bonds (ISBN 31468008968119). From the first



word on the first page, I was engrossed. Very well-written, clear, engrossing, involving. I walked out of the library reading it, along the sidewalk, across the street, and could barely put it down to drive my car home.

The core account is that of the Union soldiers who attempted to steal The General, the locomotive that was pride and glory of the Confederate railroads. Rail history is there, along with steam locomotive action, military history; all should suit enthusiasts of many hobbies. But those are the frosting on the cake. The writing - succinct, engaging, clear and engrossing - is the real glory of the book, alongside its historical and railroad significance. An absolute pleasure, a delightfully literate work to read.

Run to your favorite library, used or new bookstore, or web store, and get yourself a treat. You will be very glad you did. Search for where you can find it in DFW area libraries: [http://www.worldcat.org/oclc/74658776&referer=brief\\_results#borrow](http://www.worldcat.org/oclc/74658776&referer=brief_results#borrow) For the Amazon fans out there: <http://www.amazon.com/Stealing-General-Great-Locomotive-Chase/dp/1594160333> .

### **Chapter Meeting Minutes, May 5, 2009**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MEETING MINUTES AND NOTES, DATE: May 5, 2009. Sokol Hall, Dallas, Texas. Minutes submitted by Dave Gramm, NTC Secretary. President Wayne Smith called the meeting to order.....**

### **Chapter Meeting Minutes, April 7, 2009**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MEETING MINUTES AND NOTES, DATE: April 7, 2009. Sokol Hall, Dallas, Texas. Minutes submitted by Dave Gramm, NTC Secretary.**

*[Editor's note: minutes in May, 2009 issue were incorrectly listed as March 2009. The April 2009 minutes are reprinted below as an official correction for the Chapter's records.]*

**Condensed minutes from NTC chapter NRHS meeting, April 7, 2009. President Wayne Smith** called the meeting to order at 7:37pm. There were 17 members in attendance and 2 guests; Jeff Bells, a volunteer car window restorer at American Museum of Railroads @ Fair Park, and Phil Meyers, son of chapter member Johnnie Meyers of TX Electric interurban fame. Wayne reminded all members present that unpaid dues were now severely past due and to please pay up if you haven't already. Send the dues to Treasurer Jim King. Wayne also reported that the chapter is still running the John Winfield print special offer of \$29. Contact Jim King for more info or to order a copy. Wayne reported May 9 is National Train Day with events scheduled for both Ft. Worth and Dallas Amtrak stations. Anyone wishing to volunteer at either location should contact Wayne.

**Treasurer Jim King** reported the chapter received its payment from National for reimbursement of expenses in conjunction with the Board of Directors meeting in February.

**VP – Publications Claude Doane** reminded all present that those members who have supplied their email address will receive both a paper copy and an email copy of next month's newsletter as a test distribution prior to a full cutover in June to email copies only.

**VP-Programs Jon Shea** reported the following upcoming programs:

- May 5 is at SOKOL Hall with a presentation of 'The Accidental Army' Czech documentary movie on wartime train escapades.
- June 2 is a field trip to the Ennis RR Museum w/ small program there.
- July meeting will be held as normal on the 7th with location to be determined.

**VP-Trips & Events Skip Waters** reported yet another 2008 convention photo was printed in the latest NRHS newsletter. Skip also wanted to officially recognize member *Harry Fasick as the Ham Operator for the American Freedom Train.*

Skip reported the Saginaw city council has given approval for '24 Hours @ Saginaw' to proceed pending issuance of insurance coverage. Skip can include the chapter, the city, chamber and BNSF under his mini train umbrella coverage for \$100 per each added insured. Motion by Jim King to accept proposal, seconded by Jon Shea. Motion carried. Skip also reported he is planning a field trip in early July to trace the route of the TX Electric interurban from Dallas to Waco. Member Johnnie Meyers has extensive knowledge of the route and will accompany the tour. The Plano interurban museum has acquired an extensive collection of photos donated by Johnnie and others and has opened the John J. Meyers Library next to the depot.

**Council Rep Russ Covitt** reported the chapter has paid \$250 for a share in the 2009-10 train show season plus \$20 annual dues and had received a \$117 check for the balance of the 2008-09 show season proceeds.

**National Director Dale Wilken** reported he would be going to Stamford, CT for the next BOD meeting to discuss a possible \$3 dues increase, work out final plans for the web site, and review of the governance plan.

Meeting adjourned at 8:30 pm with a slide program by local photographer Roger Bee on 'TX Shortline Railroads' and coverage of his trip to Canada through Minnesota and the Dakotas.

Press time: 4/15/09, 6 pm. File: NTx Newsletter 2009-06 vA.doc



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## Chapter Directory

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### *North Texas Chapter Officers, 2009.*

- **President, Wayne Smith**, [kwsmith@uta.edu](mailto:kwsmith@uta.edu)
- **Vice President/Programs, Jon Shea**, 972-480-9054.
- **Vice President/Trips and Events, Skip Waters**, [wgcrush@swbell.net](mailto:wgcrush@swbell.net).
- **Vice President/Publications, Claude Doane**, [claude.doane@hcahealthcare.com](mailto:claude.doane@hcahealthcare.com)
- **Secretary, Dave Gramm**, [dgramm@sbcglobal.net](mailto:dgramm@sbcglobal.net)
- **Treasurer, Jim King**, [jgking@swbell.net](mailto:jgking@swbell.net)
- **National Director, Dale Wilken**, [d-mwilken@sbcglobal.net](mailto:d-mwilken@sbcglobal.net).

### *Chapter Business Address*

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

### *North Texas Zephyr, newsletter of the North Texas Chapter of the National Railway Historical Society*

Editor, Valli Hoski

[ntx.news@yahoo.com](mailto:ntx.news@yahoo.com)

### *North Texas Chapter History*

Founded and chartered in 1996, the **North Texas Chapter** is one of the newest chapters of the **National Railway Historical Society\***. The 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 Tourist & Visitor Information Center at Main St. and the FWWR railroad tracks. **Visitors and newcomers are welcome.** Effective August 2007, regular membership is \$46 a year (\$33 national dues + \$13 chapter dues). Additional family members are \$7 per individual. Regular membership includes a) subscription to the NRHS Bulletin (5 issues/year) and our monthly chapter newsletter, the North Texas Zephyr. Chapter mailing address: **North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360.** \*Reminder, effective Feb. 2008, **NRHS** has a new mailing address: National Railway Historical Society, 100 N 20th Street, 4th Floor, Philadelphia, PA 19103-1443.

## North Texas Calendar

<b>Tues. June 2, 2009</b>	<b>North Texas Chapter meeting – 7:30 p.m. Ennis Railroad and Cultural Heritage Museum</b> , 105 NE Main Street, Ennis, TX 75119-4058. Take I-45 south of Dallas to exit 251. Turn right on Hwy 287S - East Ennis Ave and drive until you hit the railroad tracks of the old H&TC, T&NO and SP mainline, now of course owned by the UP. It is about 35 miles south of downtown Dallas. Map: <a href="http://www.planetware.com/map-of/ennis-ennis-railroad-and-cultural-heritage-museum-us-tx-ennisr.htm">http://www.planetware.com/map-of/ennis-ennis-railroad-and-cultural-heritage-museum-us-tx-ennisr.htm</a>
<b>Tues. July 7, 2009</b> <b>Tues. August 4, 2009</b> <b>Tues. Sept. 1, 2009</b>	<b>North Texas Chapter meeting – place, time to be determined.</b>