



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**Chapter Meeting**

**October 6, 2009 - Meeting, Terrell Heritage.**

Meeting, 7:30 pm.

Program: Meet at the **1904 Carnegie Library. Tour the Texas Midland Railroad Car - El Paso**

**Where:** Carnegie Library, 207 North Frances St., Terrell, Texas.

**Directions:** <http://www.terrellheritagemuseum.org/>

From North Dallas go east on Hwy 635 to Hwy 80 in Mesquite. Go east on Highway 80 to Terrell. In downtown Terrell turn left (north) on Frances St. Go about 2 blocks. The 1904 Carnegie Library is on left at 207 North Frances St. Be there by 7:15 pm, as we will leave at 7:30 pm to tour the Texas Midland Railway car El Paso.

**NRHS & NTC Dues are coming Due!**

The dues invoices will be mailed directly to members the first week of October. Timely payment will be appreciated because Jim has to have the first round reported to national by November 9th. Thanks. (Submitted by Claude Doane)

**Special Feature – M-Line On the Air!**

**M-Line Calling the World, Sept. 26, 2009!**



**Celebrate M-Line’s 20<sup>th</sup> Anniversary and Rosie’s 100<sup>th</sup> Birthday!**

A special event amateur radio station run by the Dallas Amateur Radio Club will be set up in the car barn and will broadcast on September 26, telling ham operators all over the world about the M-Line and its anniversary.

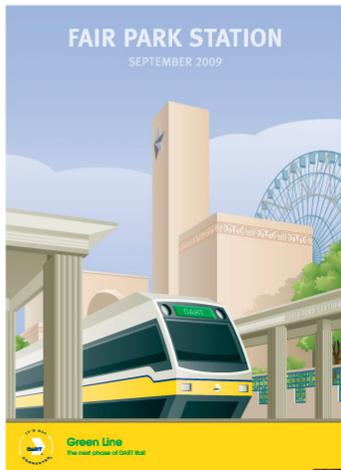
You are cordially invited to stop by the barn and see for yourself what amateur radio is all about.

Source: 9/20/09, McKinney Avenue Transit Authority home page at <http://www.mata.org/>  
 Event page at <http://www.mata.org/radio.htm>

**Special Feature – Green Line Debuts With DART!**

**Green Line Service Underway, as of Sept. 14, 2009**

With the September 14, 2009 opening of the Green Line Southeast Expansion, DART has added 2.7 miles of service from the Pearl Station to MLK, Jr. Station. This is the start of the newest line on the DART system, which will ultimately cover 27.7 miles, and have 20 stations along its northwest/southeast route.



Four new stations are now in operation: Deep Ellum Station, Baylor University Medical Center Station, Fair Park Station, MLK, Jr. Station. Also, daily DART Rail service to Victory Station began September 14, 2009. Also as of September 14, all trips of the Trinity Railway Express (TRE) now serve Victory Station. Victory Station is the transfer point between the Green Line and the TRE. (Note: No TRE service on Sundays.) Source: 9/20/09, Dallas Area Rapid Transit home page at <http://www.dart.org/about/expansion/otherprojects.asp>  
 DART Commemorative Posters home page at <http://www.dart.org/riding/stations/deepellumstation.asp>

## Special Feature – Steam On The Range!

### NRHS National Convention Trip Report, August 2009

By Dale Wilkin, National Director, NTC

Some 550 NRHS members and guests made their way by plane, train and automobile to Duluth, Minnesota on August 11-16 for the 2009 National Convention hosted by the National Convention Committee and the Northstar Chapter. The weather was sunny and warm, too warm for some of the natives, and the program was well organized and well run, thanks in part to the work of our Jim and Terry King who took their expertise at registration and administrative support to Duluth. We are now wondering if Scranton will be looking for their help in 2010. Others from the North Texas Chapter who attended the convention were Edwin Pegelow, Ray Blevins, Dale and Marilyn Wilken and Steve Siegrist, complete with his "Captain Transit" hat, who once again worked the bus loadings. The theme of this year's convention was based on the relationship of rail and the Iron Range which has supplied much of the iron ore for steel making in this country and we had the opportunity to learn more about how rail supported the development and the continuing operations of that industry.

The opening event of the convention was an inbound rail excursion from Minneapolis to Duluth on Tuesday, August 11 which brought a collection of private cars which had arrived in Minneapolis, Amtrak cars, and two former Milwaukee Road cars-a Super



Dome and a Skytop parlor-observation-led by an Amtrak locomotive. This consist also operated back to Minneapolis at the end of the convention. That evening we enjoyed a two hour cruise of the Duluth harbor where we got to view the various major docks and elevators that store and transfer iron ore as well as grain from the upper Midwest and coal from Wyoming, all brought in by rail, to large ships some of which travel the Great Lakes, others ocean-going. Several ships were in port and loading.

On **Wednesday**, part of the attendees traveled to Spooner, Wisconsin to board a rail excursion on the Wisconsin Great Northern to Springbrook over former C&NW tracks led by former C&NW EMD F-7A #423 in WGN colors. The route was part of the "Omaha Road" as the trackage was originally owned by the Chicago, St. Paul, Minneapolis and Omaha RR built in 1880. Other attendees participated in a bus trip to the Mesabi Iron Range to visit the huge Hull-Rust open pit mine at Hibbing where mining has taken place for over 125 years and where for many years rail was used to transport the ore from the mine floor to the yards outside and then to the ore docks. Today, huge front end loaders and trucks take the ore to processing facilities where it is concentrated and turned into taconite pellets for transport to the ore ships. This tour then went to the Minnesota Museum of Mining at Chisholm which has exhibits of mining machinery, a Duluth, Mesabi & Iron Range steam locomotive and ore jennies. The tour concluded at the Ironworld Museum which has exhibits of the region's geology and the taconite iron extraction process. On the grounds is an operating trolley, a 1928 W-2 class Melbourne, from the Mesabi Railway interurban line which for many years served thousands of Iron Range residents daily along 36 miles of track.



Left above: a shiny view of #2719 Soo Line Pacific (Photo credit: Dale Wilken)

**Wednesday evening** a lucky 96 participants boarded the steam powered dinner train to travel from Duluth to Two Harbors over former DM&IR tracks. The train consisted of two heavyweight office cars, a heavyweight coach and the ex-GN "Lake of the Isles" diner led by the steam locomotive former Soo Line 4-6-2 Pacific #2719 built in 1923, all equipment the property of the Lake Superior Railroad Museum housed at the Great Northern depot in downtown Duluth. The meal and scenery was excellent. While in Two Harbors we viewed one of the DM&IR's famous "Yellowstone" 2-8-8-4 articulated locomotives. Another is on display in the Lake Superior Railroad Museum.

On **Thursday**, convention attendees who didn't ride the dinner train, and some who did, took the same equipment, plus other coaches and minus the diner, on another run Duluth-Two Harbors with #2719. Others had the opportunity to visit a shortline rail operation and then take a rail excursion on the last 6 remaining miles of the Lake Superior and Mississippi Railroad. The Cloquet Terminal Railroad operates the remaining 4 miles of the Duluth and Northeastern Railway serving a major paper mill with a trio of SW1 locomotives built as early as 1940. All maintenance and inspection is done on the property and parts are made as needed. The rail excursion is operated by a group of volunteers from the Lake Superior Railroad Club and was powered by a 1946 GE Center Cab 50T Industrial Switch pulling two 1912 coaches from the Duluth, Missabe and Northern Railway and a safari car. The trip provided an opportunity to view the St. Louis River estuary as well as the large CN mainline bridge leading to the yards and ore docks in Superior, Wisconsin.



Left above: #2719 Soo Line Pacific which powered the dinner train to Two Harbors. (Photo credit: Dale Wilken)



**Friday**, as is usual, was the day reserved for seminars, the Board of Directors meeting and the general membership meeting as well as a well attended Railroadiana Show. The Friday night banquet speaker, rail author Dr. Don Hofsommer, St. Cloud State University, gave a presentation on RPO cars in the Duluth and St. Paul areas.



Left above: #2719 Soo Line Pacific leading Thursday's rail excursion, from Duluth to Two Harbors.. (Photo credit: Dale Wilken)



Left above: 2 Milwaukee Road cars which were part of the Saturday excursion to Grand Rapids. (Photo credit: Dale Wilken)

On **Saturday**, the equipment which traveled from Minneapolis provided the rail excursion from Duluth to Grand Rapids, Minnesota via former Great Northern, now BNSF tracks. The writer took pictures as the train's markers faded in the distance but then, being a long time Green Bay Packer fan, hit the road for Green Bay and an exhibition football game with the Cleveland Browns-all in all a great end to a very enjoyable week.

## Chapter News & Views

### President's Roundhouse

By Wayne Smith

As I continue my series on my Canadian Rail Adventures, I have already reviewed main line roads, short line roads, tourist lines, narrow gauge lines, commuter lines and static displays. This month I reminisce about Stanley Park near downtown Vancouver. The park has an abundance of trees and is near the ocean. It also has totem poles, beautiful gardens, a small zoo, an aquarium and hiking/biking trails. Stanley Park also has a miniature railway that travels through the park. I have been to the park on two different occasions and of course rode the train. The ride on the train includes tunnels and trestles. I remember seeing beautiful peacocks showing off their feathers within a few feet of the train. The train is replica of the Canadian Pacific Railway Engine #374, the engine made famous for pulling Canada's first transcontinental passenger train into Vancouver in the late 1880s. The real Engine #374 is on display in downtown Vancouver. Until next time, happy railroading!

### Did You Know ?

- 1) Hobos, an American icon of the Great Depression, created their own system of marks or signs to communicate with each other. Among other things, these marks might show which houses would likely assist hobos, which houses should be avoided or where clean water could be located.
- 2) A hobo's life of riding the rails could be very dangerous. In 1932, the Interstate Commerce Commission reported 425 deaths and 1,344 injuries to people getting on or off locomotives and rolling stock.
- 3) Rudolph Diesel was the name of the French-born German mechanical engineer who, by 1892, had obtained a patent for the diesel engine.

### Ponderings From Publications

By Claude Doane, VP Publications

**Wanted... Articles, short or long on Membership Development efforts at the regional or chapter level.** Please send whatever has worked for you to Jerry Hardwich at [jerryhardwich@aol.com](mailto:jerryhardwich@aol.com) He will be happy to work with you in getting the article ready to print in the Telegraph or the News.

### Chapter Meeting Minutes, September 6, 2009

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MEETING MINUTES AND NOTES, DATE: Sept. 6, 2009.**  
 Minutes submitted by Dave Gramm, NTC Secretary. [Editor's note: corrections/additions made as submitted by Chapter President.]



The meeting was held at the Grapevine, TX Founder's Building. President Wayne Smith called the meeting to order at 7:33pm. There were 12 members in attendance plus four visitors. Member and newsletter editor Valli Hoski and spouse Harry were in town and also in attendance.

One visitor was Cy Young, a guest of Wayne's, who is a Ft. Worth & Denver, CB&Q, and Rock Island railfan. In support of Wayne's program on the Fort Worth & Denver, he brought a table full of railroadianna items from the three railroads.

Chapter member Leonard Opendhoff was back at the meeting, having recently recovered from his surgery.

Claude Doane gave the chapter members an update on member LeRoy King's passing. He and Skip Waters attended LeRoy's funeral at the National Cemetery in Arlington. Per the board's approval, a donation will be made to the charity mentioned in LeRoy's obituary.

Wayne remarked on the recent chapter board meeting decisions made. First, the board recommends a \$3 local annual dues increase in addition to the national decision to implement a national \$3 dues increase. This would be the first dues increase since the chapter was founded. Per the chapter constitution, a 2/3 majority of members present must vote yes to implement the increase. Claude reported that the increase does not impact family dues locally and made a motion to implement the dues increase. Motion seconded by Skip and after further discussion the motion passed with 11 for, 0 against & 1 abstention.

A second decision of the board is to recommend the chapter to set up a LeRoy King scholarship award.

Also, the board decided that next year's '24 Hours @ Saginaw' event should be handled by a committee instead of relying solely on Skip to make the event happen. With the event now tied to the City of Saginaw celebration and the size of the program increasing, the board felt a committee should handle the planning and execution. Skip volunteered to chair the committee and 5 members signed up to work on the committee.

**VP-Programs Jon Shea** showed a print of the TX Electric interurban @ Richardson Station, which he received on disk from the Plano Interurban Museum following our recent field trip there.

- ◆ **October's** meeting will be held at the Terrell Heritage Society Museum's 1904 Carnegie Library. The presentation will include a tour of TX Midland car -'El Paso' and lecture by Dr. Horace Flatt on TX Midland, along with a tour of the TX Traction Co. depot in town.
- ◆ **November**, we will meet back in Grapevine for the annual members auction with proceeds to benefit the chapter.
- ◆ **December** will be the annual club dinner at a place still to be determined. Jon reported the T&P Grille has their kitchen open but not the full restaurant yet. He will monitor their operation for future updates but right now we are still open for other ideas.
- ◆ **January**, we will be back in Grapevine for the annual officer elections and Member Spotlight.

**VP-Trips & Events Skip Waters** reported on the recent arrival of the Disney 'Christmas Carol' movie train on tour and he modelled a T-shirt he swapped a crew worker for. He also reported that the coming weekend, Sept. 5-6, would see restored steam engine #300 in operation at the TX State Railroad, and finally, he has reserved the room at the hotel for the annual slide show during the Plano Train Show.

**VP-Publications Claude Doane** requested any photos for the Saginaw Extra edition be sent to Valli ASAP.

Valli [North Texas Zephyr Editor] remarked that we are limited to 7-1/2 pages for the chapter newsletter while using Click2Mail, so some long articles will be split in half over following issues. All articles received will be printed in their entirety, though, so keep them coming in.

**Treasurer Jim King** reported that sometime this fall the national dues statements will be mailed and our recently voted local increase will be included in the invoice. He reported the 2010 convention will be in Scranton, PA and the 2011 convention will be in Tacoma, WA. We had 7 chapter members present at the Duluth 2009 convention.

**National Director Dale Wilkins reported on the convention.** A new 10-member Japanese chapter charter was issued. Ten (10) Heritage Grants were issued totalling \$40,000. The Bulletin is finally back on schedule with the Summer 2009 issue scheduled to mail before Labor Day. One contract has been let for the website development with two others in the works. New chapters are in development in NC, NH, OH & NY. Photography of trains at Amtrak stations is still an issue and is being worked. A governance study is currently underway.

Chapter member Claude Doane's name has been submitted in nomination for Regional VP-Southwest and he should have an easy win. Business Meeting adjourned @ 8:17pm.

**Meeting program:** Dale provided a slide show that included highlights of the National Convention recently held in Duluth, Minnesota. Wayne discussed the Fort Worth and Denver and her branch lines as well as her relationship with the Colorado and Southern, CB&Q and later Burlington Northern. Wayne provided maps and handouts as well as a slide show. Wayne also showed rare photos of a FW&D derailment in Fort Worth, circa 1968; photos of FW&D Maintenance of Way Equipment and photos of Moscow, Camden and San Augustine steam (East Texas) from a family vacation. Wayne also discussed his father's career with the FW&D and his grandfather's career with the Rock Island.

**Press time: 9/22/09, noon. File: NTx Newsletter 2009-10 vB.doc**

## Chapter Directory

### North Texas Chapter Officers, 2009.

- **President, Wayne Smith**, [kwsmith@uta.edu](mailto:kwsmith@uta.edu)
- **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

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 Dallas, Texas 75360

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

Editor, Valli Hoski  
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## 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. Oct. 6, 2009</b>	<b>North Texas Chapter meeting – 7:30 p.m. Terrell Heritage Society Museum, Terrell, Texas</b> <a href="http://www.terrellheritagemuseum.org/">http://www.terrellheritagemuseum.org/</a> Program: Meet at the 1904 Carnegie Library. Tour the Texas Midland Railroad Car - El Paso <a href="http://www.terrellheritagemuseum.org/texas%20midland%20railway%20car.htm">http://www.terrellheritagemuseum.org/texas%20midland%20railway%20car.htm</a> Speaker: Horace Flatt, Terrell history author. Texas Midland Railroad talk accompanied by blueprints for roundhouse, depot, and other railroad structures. Detailed directions will be in the October newsletter.
<b>Tues. Nov. 3, 2009</b>	<b>North Texas Chapter meeting – 7:30 p.m. Founder's Building</b> (by Cotton Belt depot), 701 S. Main St., <b>Grapevine, Texas.</b> Program: Annual Members' Auction.
<b>Tues. Dec. 8, 2009**</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Chapter Holiday Dinner. <i>Location to be determined. ** Chapter meeting date to be confirmed.</i>
<b>Tues. Jan. 5, 2010</b>	<b>North Texas Chapter meeting – 7:30 p.m. Founder's Building</b> (by Cotton Belt depot), 701 S. Main St., <b>Grapevine, Texas.</b> Program: Annual Members' Election.