



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

October 5, 2010 – Founders Building, Grapevine, TX.

When: 7:30 p.m.

Where Founders Building, Grapevine, Texas...

Program: Ken Fitzgerald will give a program on the history of the Fort Worth and Western Railroad.

About the FWWR

The Fort Worth & Western Railroad (FWWR), Fort Worth & Dallas Railroad, and Fort Worth & Dallas Belt Railroads are operating under their corporate parent company, Tarantula Corporation, based in Fort Worth, Texas. The FWWR began in 1988 with the purchase of 6.25 miles of track from the former Burlington Northern Railroad through the west side of Fort Worth. In subsequent years our franchise grew through the purchase and lease of track from numerous class 1 carriers. As of 2008, the FWWR handled over 36,000 cars, operating over 276 miles of track through 8 counties in North Central Texas. We interchange with Union Pacific at Fort Worth, and the BNSF at Fort Worth, Cleburne and Brownwood, TX. FWWR also interchanges with Kansas City Southern (KCS) through a "bridge connection" with BNSF in Fort Worth, and with Texas Pacifica (TXPF) at San Angelo Junction. *Source: 9/26/10: Fort Worth & Western Railroad web site: http://fwwr.net/?page_id=2*

Special Features

Keller Tales

by Dale Wilken, VP Publications



The Chapter September meeting in Keller was held at a building called the Roundhouse, but it is rectangular. We met with the Old Town Merchants Association of Keller which is developing plans to build a train watching platform along the UP line where there is an EMD E8 diesel engine and 2 rail cars on display on city owned property.

(Left) Chapter's September meeting with representatives of the Keller Old Town Merchants Association in attendance to discuss their proposed train viewing platform. (All article photos by: Dale Wilken)



(Above) Former CB&Q engine 9920 which operated in the Chicago area then was donated to the city of Keller by the BNSF.



(Above) Chapter members viewed the E8 diesel inside and out.



NS Rolls Past '24 Hours @ Saginaw'

By Jon Shea, VP Programs

Norfolk Southern engine #7565 roars past the grain elevators at Saginaw, TX on the evening of May 28, 2010 at the beginning of this year's successful, chapter sponsored "24 Hours @ Saginaw" event. Seeing a Norfolk Southern train in Texas is a relatively unusual event. The engine is pulling one of Norfolk Southern's Triple Crown Service trains.

"The RoadRailer trailer can go anywhere and do anything a conventional trailer can do, plus it has the self-contained capability of riding directly on the rail ... The RoadRailer trailer is uniquely equipped with independent air-ride running gear for both highway and rail travel. The dual mode air suspension system not only facilitates transfer, but also provides maximum cargo protection by providing air-ride cushioning both on the highway and on the rail."

Source: 8/9/10, Triple Crown site:
<http://www.triplecrownsvc.com/About.html>.



(Above) A fleeting glimpse of NS #7565 at Saginaw
 (Photo credit: Jon Shea)

Canadian Dreams

By Dale Wilken, VP Publications



For many years my "bucket list" has included a rail trip through the Canadian Rockies which is advertised as having scenery rivaling or exceeding the mountain scenery in the United States. This August my wife and I finally had the opportunity to make the trip from Vancouver, BC to Calgary, Alberta. Since Canada's passenger service, VIA Rail, no longer serves a key portion of this route, our passage was arranged with Rocky Mountaineer Vacations which operates several rail tours including Vancouver to Calgary.

After spending a day renewing our appreciation of the scenery in Vancouver, we boarded our rail car in the early morning at the Rocky Mountaineer station near downtown. Rocky Mountaineer offers two classes of service, one with standard passenger car and the other with dome cars. As we were only doing this once, we chose the dome car and found that the view and the food service were well worth the additional charge.

(Above left) Our Rocky Mountaineer dome car (photos by: Dale Wilken)

Leaving Vancouver via Canadian National (CN) tracks, we had an excellent view of the downtown skyline but soon crossed the Fraser River and joined the Canadian Pacific (CP) tracks on the north side of the river. We followed the river through the lower Fraser River Valley and into the canyon as we entered the Coast and then the Cascade Mountains. The CP was completed in 1885, 30 years before the CN. Because CP Rail was first, it picked the easiest route through the canyons. Since there wasn't enough room for two tracks on the same side of the river, CN was forced to build their route on the more difficult side of the canyon and at one point where CP built a major bridge to cross the river, CN was forced to build an even more expensive arched bridge to cross to the other side. In this area we passed such scenic sites as Hell's Gate, Skuzzy Creek and Boston Bar, a famous gold mining location.

(Right) Crossing the Fraser River at Cisco





At Lytton, we left the Fraser River and began following the Thompson River through Jaws of Death gorge, Rainbow Canyon and Avalanche Alley where there are numerous rock sheds and detection fences. At Basque we switched to CN tracks. This is one of the few areas where both rail lines are on the same side of the river. The Thompson River then widens into 25 mile long Kamloops Lake. As we passed along the lake, we saw numerous boaters enjoying the late summer sun. However, at one site we spotted a black bear walking along the shore about a hundred yards from a group of boaters who had pulled into shore. We wondered how that potential encounter turned out. Our evening and overnight were spent in Kamloops at a hotel across the street from the CP mainline so there was opportunity to check out the rail traffic-containers, coal and grain trains.



(Above) Along the Thompson River

The second early morning we boarded the train for an excellent breakfast and then set out on CP Rail tracks along the South Thompson River and soon we were traveling along Shuswap Lake, a major recreation area. At Craigellachie we passed the site of the last spike of the CP Rail line driven November 7, 1885. As we entered Revelstoke, we crossed the Columbia River. We think of the Columbia as being a major U.S. river but it completes many miles in Canada before it reaches the U.S. Leaving Revelstoke we entered the rugged Selkirk Mountains leading to Rogers Pass and here we began to see glaciers in the distance. At M.P. 85.1 we entered the 5 mile long Connaught Tunnel completed in 1916 through Mount MacDonal and immediately after leaving the tunnel crossed Stoney Creek Bridge, a beautiful arch bridge 325' above the creek bed built above a previous bridge. Our route bypassed the 9 mile long Mount MacDonal Tunnel, completed in 1988 and used by most freight traffic. There were numerous rugged stream crossings as we followed the Beaver River down to Golden and a second crossing of the Columbia River.



(Left) Along Shuswap Lake



(Right) Exiting the Upper Spiral Tunnel at Kicking Horse Pass

For the next 30 miles, we traveled upstream through Kicking Horse Canyon in the Rocky Mountains crossing the river seven times. After passing through Field, a long time staging site for helper locomotives, we shortly entered the Spiral Tunnels, a significant engineering achievement. To eliminate a dangerous 4.5 percent grade, an alignment in the form of a figure eight in tunnels inside of two adjacent mountains obtained a manageable 2.2 percent grade. From there, we traveled downhill passing Lake Louise and arriving at Banff where we left the train to spend the night at the Banff Springs Fairmont Hotel. The Trans-Canada Highway now follows a portion of the former rail route. Although the train continued on to Calgary to pick up the next tour group, the remainder of our trip was by bus as we toured a portion of the Trans-Canada Highway north of Calgary and experienced a helicopter tour of the Cline River ice fields followed by an overnight at the Lake Louise Fairmont Hotel. The final day's travel included a gondola ride above the Banff area after which we made our way to Calgary. Our overnight lodging was near the CP Rail Headquarters and former passenger station. Out front was CP steam locomotive 29, a 4-4-0, said to be the last operating steam on the CP system. In summary, this was a most enjoyable trip with great scenery and plenty of rail traffic for the train enthusiast.



North Texas Rail News/Events

Cotton Belt Railroad Symposium, Oct. 8-9, 2010

The "4th Annual Cotton Belt Railroad Symposium," slated for October 8-9, 2010, marks the expansion of the symposium to a 2-day event and a luncheon.

Annual* COTTON BELT Railroad Symposium

(*4th or 5th, see our history below)

Conference Room A, Sam Rayburn Student Center, Texas A&M University-Commerce, Commerce, Texas

Friday 5:30pm-8:00pm - Pre-symposium "Show & Tell" Presentation sessions | 5:00pm set-up & visit

Saturday 8:45am-3:00pm - Symposium | 8:19am registration

Directions, maps, lodging details, luncheon RSVP form, and lots of other information may be found on the Symposium website:

<http://www.CottonBeltRoute.com/>

Hope to see you there. Many Thanks, Jason Lee Davis, event founder & co-host. This program is made possible in part with a grant from Humanities Texas, the state affiliate of the National Endowment for the Humanities.

History: The first Symposium was scheduled for November 30, 2006, the anniversary of the last scheduled Cotton Belt passenger train. Prior to the start of the event, a sudden ice storm swept through the area resulting in the closing of the University campus. Despite the resulting cancellation of the event, a number of individuals made the trek through the to Commerce, and a less formal gathering was held beginning with a slide presentation by Ed and followed by a wonderful discussion amongst the 13 former (and current) railroad employees present. The feedback from the attendees and the numerous recommendations led to the rescheduling of the event for the following spring. Thus, on April 16, 2007, the 1st Cotton Belt Symposium was successfully conducted with in excess of 65 attendees. With overwhelming encouragement, a 2nd symposium, billed as "The Cotton Belt Symposium: Railroad Legacy and Lore" was organized and held on August 16, 2008, with over 75 attending. The "3rd Annual Cotton Belt Railroad Symposium" was held on August 8, 2009, and included a growing list of partners supporting the efforts of the symposium.

Fine print: The names and trademarks of Cotton Belt are registered trademarks of Union Pacific, used under license. Our thanks to UP Corporate Relations for their support in honoring the "Fallen Flags."

Sources: 9/23/10 email and event site:

Reminder: Railfan Weekend, Oct. 22-23, 2010

Temple Railroad and Heritage Museum proudly presents the 2010 Railfan Weekend!

Friday, Oct. 22 – events in Temple

- Tour Patriot Rail's Temple Facility.
- Roundtable discussions and evening banquet with speaker.
- Additional activities are being planned

Saturday, Oct. 23 - activities in Hearne, TX

- Tours of the restored Hearne Depot.
- GATX Tank Car Repair Facility

Source: Temple Railroad and Heritage Museum site at <http://www.rrhm.org/TempPages/2010RailfanWeekendFlyer.pdf>

Chapter Directory

North Texas Chapter Officers, 2010.

- **President, Wayne Smith**, 940-300-4407.
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North Texas Zephyr, newsletter of the North Texas

- **Editor, Valli Hoski**, ntx.news@yahoo.com

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North Texas Zephyr Archive

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

North Texas Chapter @ Facebook

<http://www.facebook.com/group.php?gid=409467244127&ref=search&sid=100000091828340.3519021572..1>



Chapter News & Views

Editor's Markup

Valli Hoski, NTZ Editor.

Early autumn has rolled into the upper midwest in perfect style – cool Saturday afternoons for college football, ralfests and ham swap meets. Colors fill the trees, leafy smoke drifts through the neighborhood. Time to bring out the college jackets from summer storage, shake them off and wear them proudly onboard the variety of “alumni special” train trips down the rails and to a homecoming game full of memories.

Down Dallas way, the brightest colors of autumn will be seen on the alumni riding the DART specials to Cotton Bowl games – Oct. 2, Texas vs. Oklahoma, and Oct. 9 Baylor vs. Texas Tech. It might not be quite “sweater” weather there, if memories of 90 degree “fall” days serve me well. But alum always turn out in their finest colors, being “true to your school” (with apologies to the Beach Boys’ hit song.) Enjoy DART and cheer brightly!

Also in lovely color, this October issue features photographic memories of rail action from Chapter members Jon Shea and Dale Wilken. Thanks Jon for your great timing on the rare sighting of Norfolk Southern at “24 Hours @ Saginaw”. Many more thanks to Dale for his megamails full of color shots of the Chapter at Keller, and of course, The Wilken’s Fabulous Canadian Crossing Adventure! Jon and Dale have made this issue very lively – thank them both for brightening up the fall issue of the Zephyr.

Your editor and her loyal husband Harry have had several recent rail adventures too – celebrating the September inaugural weekend of Engine 401 operations at the Monticello Railway Museum in central Illinois; riding the rails at the August Melon Festival in Howell, Michigan; and riding trolley cars around the property on an afternoon’s outing to the Illinois Railway Museum in Union, Illinois. As soon as your editor figures out her new cell phone, she’ll gladly download and share those delightful rail bytes with you. Until next time, listen for the whistle, look both ways when crossing the road and rails; and may the rails always go smooth and far for you.

Reminder: Plano Train Show, Jan. 15 - 16, 2011 – We Need You!

Friendly reminder: the Fort Worth Train Show is in October this year. Come join the fun on Halloween weekend! Ft. Worth Train Show - Oct 30-31, 2010 returns to the Amon Carter Exhibit Hall on October 30-31. Hours 10am-5pm Saturday, 10am-4pm Sunday. Admission \$7.00 per person Children 12 and under are FREE. For information on Parking please see culturaldistrictparking.com Many of the finest Home & Club layouts in the North Texas area! Information and maps are available at the show.

Make your New Year resolutions come true at the Dallas Area Train Show, January 15-16, 2011. Organize your collection with all the handy dandy items you are certain to find at the Plano Centre! Hours 10am-5pm Saturday, 10am-4pm Sunday. 2000 East Spring Creek Parkway. Go East from Central Expressway (Exit 31). Admission \$7.00 per person Children 12 and under are FREE. There will be two full days of clinics. Many home layouts will be on tour.

The North Texas Chapter also needs your help! We will have the same jobs as last show season with Russ doing all 4 hours for Ft Worth on October 30-31 and 4 hours for Plano. The remaining 8 hours at the Plano Train Shown must be done by our chapter members..

PLANO SHOW, SATURDAY January 15, 2011 -

- 10-11am Layout Tour Support _____.
- 11am-12 Ticket Sales E Door _____
- 1-2 pm Ticket Sales W Door _____
- 4-5pm Ticket Sales W Door _____

SUNDAY January 16, 2011 –

- 9-10am Assistant Show – Mgr Russ Covitt.
- 10-11am Layout Tour Support _____
- 12-1pm Switching Contest _____
- 1-2pm Ticket Sales E Door _____
- 3-4pm Information Table _____

As usual, you must sign in 10 minutes prior to the hour worked and must find someone to take your place if you cannot show up for your assignment. Please let Russ know what hours you can work either by e-mail or at a chapter meeting

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.** For 2010 on, regular membership is \$52 a year (\$36 national dues + \$16 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

Tues. Oct 5	North Texas Chapter meeting – 7:30 p.m. Location: Founders Bldg., Grapevine, TX. Program: Ken Fitzgerald will give a program on the history of the Fort Worth and Western Railroad.
Sat. Oct 30 – Sun. Oct. 31	Fort Worth Train Show - Hours 10am-5pm Saturday, 10am-4pm Sunday. Amon Carter Exhibit Hall. Map see culturaldistrictparking.com
Tues. Nov. 2	North Texas Chapter meeting – 7:30 p.m. Location: Founders Bldg., Grapevine, TX Program: Annual Chapter auction. Your outbin will be someone else's treasure.
Tues. Dec. 7	North Texas Chapter annual holiday dinner – Time and Location: to be determined
Tues. Jan 4, 2011	North Texas Chapter meeting – 7:30 p.m. Location: Founders Bldg., Grapevine, TX Program: Annual Chapter. annual election and members show and tell.
Sat. Jan. 15 - Sun. Jan. 16	Plano Train Show - Hours 10am-5pm Saturday, 10am-4pm Sunday. 2000 East Spring Creek Parkway. Go East from Central Expressway (Exit 31).
Tues. Feb. 1	North Texas Chapter meeting – 7:30 p.m. Location: DeGolyer Library, Southern Methodist University, University Park, TX Program: to be determined.