



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

OPINIONS EXPRESSED HEREIN MAY NOT REFLECT THE OFFICIAL POSITION
 OF THE NORTH TEXAS CHAPTER OR THE NATIONAL RAILWAY HISTORICAL SOCIETY.
 ALL CONTENT RIGHTS RETAINED BY ORIGINAL AUTHOR.
 EVERY ATTEMPT HAS BEEN MADE TO COMPLY WITH FAIR USE AND COPYRIGHT LAW.

CHAPTER MEETING..... 1
 MAY 3, 2011 – FOUNDERS BLDG., GRAPEVINE 1
 DUES REMINDER FOR THE MEMBERSHIP..... 1
SPECIAL FEATURES 1
 MAY “24 HOURS @ SAGINAW” 2011..... 1
 PRESIDENT’S ROUNDHOUSE 1
 TRAIN FESTIVAL 2011 – RIVERBOATS, BNSF & MORE..... 2
NRHS NEWS..... 2
 SUMMARY OF PROPOSED NRHS BYLAWS, MARCH 2011 2
CHAPTER DIRECTORY 4
 NORTH TEXAS CHAPTER OFFICERS, 2011..... 4
CHAPTER NEWS & VIEWS..... 4
 CHAPTER MEETING MINUTES, APRIL 5, 2011 4
 NORTH TEXAS CHAPTER HISTORY 5
NORTH TEXAS CALENDAR 5

Chapter Meeting

May 3, 2011 – Founders Bldg., Grapevine

When: Tues. May 3, 7:00 p.m.

Where: Saginaw Depot where we have “24 Hours @ Saginaw” later in the month

Dues Reminder for the Membership

Final renewal notices were mailed out by NRHS at the end of March. Renewals for the North Texas Chapter must be received at our PO box by May 7th. **Non-renewals as of that date will be dropped from the membership role.**

Special Features

May “24 Hours @ Saginaw” 2011

7:00pm Friday, May 27th through 7:00pm Saturday, May 28th at the Depot on Main Street in Saginaw, Texas.

~~~~~ This year will be bigger and better than before ~~~~~

- Photo Night Shoot returns on Friday
- Live Radio Show on Saturday and a few more surprises
- We may even have a food vendor this year for Saturday on
  - the grounds!
- Mark your calendars and get your lawn chairs ready (sleeping bags too), it's "SAGINAW TIME!!"

Presenters: We are now accepting anyone whom would like to put on a program for this year's event. Please email me off list. It can be slides, video, digital, live presentation, clinic, exhibits... it just has to be about railroads. If you have door prizes to donate, we would appreciate them too (so would the winners!) be sure to include whom they are from so we can announce it at the event. Until then... Skip Waters, 6th Annual "24 Hours @ Saginaw" 2011 // V.P of Events, North Texas Chapter, NRHS

**President’s Roundhouse**

**Amtrak at 40**

*by Wayne Smith*

Every railroad related periodical that I have read lately has something about the 40th Anniversary of Amtrak. So here’s my blurb. From my childhood, I still remember riding the great passenger trains of the CBQ (FW&D/C&S), ATSF, UP, Milwaukee Road and Great Northern. Just a few short months after Amtrak took over operations of our nations rail passenger service, my family had one of our many rail trips to Canada where my mother was born and raised. I was twelve at the time, but was already a hardcore railfan. From my young perspective, everything pretty much seemed business as usual. We rode the Amtrak version of the Texas Chief to Chicago. From Chicago we rode over Milwaukee Road tracks to St. Paul and then over BN tracks to Seattle. The BN trainset was only a year old due to the merger of the CB&Q, GN, NP and SP&S the previous year. I should say that the paint scheme was approximately a year old as the equipment was passed down from BN’s predecessor roads. I picked up all kinds of BN items ranging from placemats to napkins to swizzle sticks. The train also had stationary from The Mainstreeter (NP) and other related paper items. Our tickets issued in Fort Worth were on Santa Fe ticket stock (carbon paper booklets). At Amtrak’s inception, the Texas Chief still operated from Chicago to Houston. It inherited the bi-level chair cars from the former San Francisco Chief, which had been discontinued at that same time. The train operated separately from the Super Chief (renamed the Southwest Limited in 1974 and now known as the Southwest Chief) along their shared route from Chicago to Newton, Kansas. From Amtrak’s inception in 1971 until March 1974, the train continued as the Texas Chief, as it had been under the AT&SF. The name change was prompted by the AT&SF’s determination that Amtrak’s trains no longer met its service standards and so required Amtrak to stop using the Chief name. From 1974 until 1979, this train was known as the Lone Star. Due to budget cuts, this train was discontinued on October 9, 1979. Anyway, a couple of years later on another trip, we had to stop in Newton, Kansas in the middle of the night to wait for the arrival of the Super Chief (snicker). Like I said, it was the middle of the night and it was raining. When we boarded the new consist, we found that the train was overbooked. We had to sit in



the club car for the remainder of the trip to Chicago. The car had a pronounced tilt to one side and the vestibule was leaking bad enough that people tracked rain water throughout the car. The glory days of rail passenger service was over and Amtrak continued on a downhill spiral. We all know that Amtrak eventually had a new face (actually, several makeovers) and much improved quality. It continues to have its ups and downs, but mostly ups. Chicago to Houston service continued in the form of a section of the Chicago-Laredo Inter-American that split from the train in Temple. This left Oklahoma without passenger rail service until 1999. In 1999, the Oklahoma Department of Transportation contracted with Amtrak to run the Oklahoma City to Fort Worth Heartland Flyer. The train provides connecting service at Fort Worth to Amtrak's Texas Eagle. The Heartland Flyer runs on a leg of what used to be the route of the Texas Chief.

### **Train Festival 2011 – Riverboats, BNSF & More**

Train Festival 2011 is excited to announce three additions to this year's line-up of steam and diesel pulled excursions. Train Festival 2011 will be held on the banks of the Mississippi River in downtown Rock Island, Illinois July 21-24.

- On **Thursday, July 21**, a train will depart Chicago's Union Station for Rock Island and Train Festival 2011. The Rock Island Express will run via the BNSF Railway through Galesburg, Illinois. All inclusive packages are available for train ride, river boat dinner cruise, hotel, event admission and transportation back to Chicago. See website for details and pricing.
- **Sunday July 24**, a very popular excursion will be repeated: a train and riverboat combination excursion known as the **Muscatine Flyer**. Passengers will be treated to a rail excursion along the Mississippi River one way and the Celebration Belle Riverboat the other. Aboard the riverboat, passengers will enjoy the captain's buffet lunch while cruising on this scenic stretch of the mighty Mississippi. The excursion will start in Rock Island, Illinois and journey south to Muscatine, Iowa and return on the Canadian Pacific Railroad. The train ride, boat cruise, lunch and entertainment are included in one price.
- **Monday July 25**, an excursion will run from **Rock Island to Chicago's Union Station via the BNSF Railway**. The Chicago Express will travel through Galesburg and include lunch and views of the rich farm country of northern Illinois. Passengers will depart downtown Rock Island in the morning and arrive in Chicago that afternoon.

All excursions are scheduled using vintage railroad cars including dome cars, lounge cars, coaches and observation cars. Chicago and Muscatine excursions will be pulled by diesel locomotives.

Tickets and additional information about these and other Train Festival 2011 excursions are available at [www.trainfestival2011.com](http://www.trainfestival2011.com). Space on all excursions is limited, excursions will sell out prior to event.

### **NRHS News**

#### **Summary of Proposed NRHS Bylaws, March 2011**

[Editor's note: To serve all members, the following text is provided for informational purposes only.]

The National Railway Historical Society, Inc. requests that our members ratify new Bylaws for the NRHS. The NRHS Board of Directors took action at the recent Winter Conference in Williamsburg, Virginia to pass the new Bylaws and send them on to the membership for ratification. These Bylaws were composed by an ad hoc committee and further refined after suggestions from the current Board.

If you are unable to attend the 2011 Annual Meeting of the Membership to be held in Tacoma, Washington on June 24, 2011, the NRHS asks that you submit your proxy in favor of NRHS management to support the new Bylaws.

The full text of the proposed Bylaws is available to all members as discussed in the Notice of Annual Meeting letter. This Summary provides some additional information about the proposed Bylaws and why it is important to the future of the Society that they be approved as submitted to you for ratification.

#### **How were the new Bylaws developed?**

For some time now, the NRHS has recognized that our current governance system is cumbersome, inefficient, and unable to respond effectively to changing circumstances in a timely manner. In 2008, the Board of Directors approved the appointment of a study committee to recommend a new governance system for the national society. The committee studied current practices among similar non-profit organizations as well as the changing regulatory climate. It then recommended that the NRHS adopt a new governance structure based on a smaller board of directors.

In 2010, the NRHS Board of Directors accepted the committee's report and authorized the appointment of a Bylaws Committee to draft proposed new national bylaws based on the new governance system. The committee included a diverse cross-section of the organization with different experiences and viewpoints. The draft bylaws prepared by the committee were review in detail by the Board of Directors in January of 2011. After much discussion and fine-tuning, the Board of Directors approved the draft Bylaws on January 30 and recommended the adoption of the proposed Bylaws by the membership.

#### **How will the new governance system operate?**

There are three major changes from the current system, plus some important fine-tuning:

##### **Smaller Board of Directors:**

At the core of the new governance system is a streamlined Board of Directors. The new Board will consist of **25 members**. The 25 seats will be allocated as follows:

- **Two** seats will be held by **two officers** (President and Vice President).
- **Five** seats will be held by "**global**" (**society-wide**) **directors** elected by the entire membership.
- **Eighteen** seats will be allocated between At-Large and Chapter members, and further allocated into **geographic**



**districts of roughly equal population.** This will assure that there is reasonable diversity of membership types and geography on the new Board of Directors.

#### **Direct Election of the Board:**

All members of the Board of Directors, including the President and Vice President, will be **elected directly by the NRHS membership**. Elections will be held every **two years**. After an initial transition period, most directors will serve **four-year terms**, with half of the directors being elected in each election. This ensures continuity in the conduct of Society business. The President and Vice President will be elected every two years.

The **first election** under the new system will take place in 2012. The **electoral districts** will be defined based on 2011 membership distribution. Electoral districts will be redefined every ten years to account for shifts in membership demographics. All individual NRHS members are eligible to vote in national elections except for a few specific membership subcategories that are classified as non-voting. These are a tiny fraction of our membership. In addition, organizational members, subscribers and honorary members do not vote. All voting members have one vote each, and elections are determined by the plurality of votes cast.

#### **Advisory Council:**

In addition to the Board of Directors, the proposed Bylaws establish an **Advisory Council** to foster open communication both ways between the Board of Directors and the membership. The Advisory Council will meet at least three times each year, normally in conjunction with the Convention and scheduled Conferences. Meetings of the Advisory Council are open to all NRHS members. Each NRHS chapter will designate one of its members to serve as its **National Representative**, who will be the official spokesperson for the chapter organization on the Advisory Council. The proposed Bylaws require that several directors and officers attend each meeting of the Advisory Council.

#### **Other Changes:**

Other governance-related changes include reducing the number of officer positions and better defining the duties of those positions, establishing minimum qualifications for serving as Directors and Officers and establishing certain standing committees of the Board of Directors. The NRHS will still hold an Annual Meeting of the Membership, as required by Maryland law, but no longer for the purpose of electing the Board of Directors.

The current NRHS governance system will remain in place through 2011 while the Society prepares for the new system set to begin in 2012.

#### **Why is this governance change important to me?**

The Society's current governance system, with over 160 people on the Board of Directors, is simply no longer effective. The size of the Board of Directors means that meetings are infrequent, cumbersome, and expensive. The meeting format is usually not conducive to full and open discussion of NRHS business. Fewer than half of the Directors attend a typical Board meeting, and even fewer than that actually participate.

The NRHS governance system was originally designed many decades ago for a society that was much smaller and less active. It was designed for a world where change came slowly, technology was stable, and the regulatory climate was far less complex. The NRHS has made a few minor adjustments in its governance over the years, but no fundamental change. The result is a system that has become unsuited for the size of the organization and the growing scope of our worldwide activities.

Many other non-profit organizations, both inside and outside the railroad field, have already recognized the changing climate and changed their governance systems accordingly. Most organizations are now managed by boards of directors that are smaller, more active, and more professional than what they once had. As the norms of non-profit management have changed, rigid and inflexible holdouts like the NRHS will come under increasing scrutiny by both government regulators and potential donors. Leaving things the way they are will be more than inefficient. It will increasingly render fundraising difficult and execution of important preservation activities problematic.

#### **Other than the new governance system, what other changes are included in the new Bylaws?**

There is a new article on Indemnification and Insurance that is now a standard component of the bylaws of most non-profit organizations. It allows insurance coverage to be purchased and indemnification for actions taken on behalf of the Society while in office.

The proposed Bylaws recognize that many things are done differently than they were in the 1930s and modernized the language accordingly. For instance, the Treasurer is now recognized as the chief financial officer rather than listing detailed assumptions about signing checks and issuing membership cards. All provisions have been reviewed against the requirements of Maryland law and adjusted as necessary to be in compliance. In some cases, specific provisions that did not need to be spelled out at the bylaws level are now assigned to the Board of Directors to define.

The proposed Bylaws for the first time define some of the key terms used in the document, such as "chapter." The definitions do not change the relationships and requirements that already exist, only clarify them. Likewise, some of the important requirements that already exist are now stated in language that is more direct than in previous versions of the bylaws. There are numerous changes to modernize and clarify the language. To the maximum extent possible, specific words are used for only one specific meaning in order to eliminate some of the confusion in past versions of the document.

#### **How do these changes affect the NRHS chapters?**

The fundamental relationship between the NRHS chapters and the national organization is not changed by the proposed new Bylaws. Chapters remain independent organizations which must meet certain requirements to become NRHS chapters and maintain active chapter status. In some cases, the requirements are stated more clearly, but they are not significantly changed.



It is presumed that some chapters will need to change their own chapter bylaws to accommodate the creation of the Chapter Representative position on the Advisory Council rather than the previous National Director position.

**How do I participate in the decision to approve the new Bylaws?**

All members in good standing as of March 2011 have received notification of the Annual Meeting of the Membership, to be held in Tacoma, Washington on June 24, 2011. You may attend the meeting in person to cast your vote.

If you cannot attend the meeting, you are urged to submit the proxy form included with the Notice of Meeting in the business reply envelope provided. The proxy authorizes the NRHS Officers to act on your behalf on business before the meeting. You may authorize the use of your proxy to approve the full Bylaws or you may withhold its use on certain provisions. The proxy form includes separate authorizations and instructions for its use on election of the Board of Directors (under the current Bylaws) for 2011-12 and for other business that may come before the body.

The full text of the proposed Bylaws is available to you on-line, and there are backup provisions to supply printed copies to those without on-line access. Complete instructions are included in the Notice of Meeting letter. NRHS urges you to give the proposed new Bylaws your timely and thorough attention. **If you'd like to contact us, please email [info@nrhs.com](mailto:info@nrhs.com)**

Source: 4/22/2011, National Railway Historical Society at [http://nrhs.com/public/Bylaws/2011\\_Summary.pdf](http://nrhs.com/public/Bylaws/2011_Summary.pdf).

**Chapter Directory**

**North Texas Chapter Officers, 2011.**

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-480-9054.
- **Vice President/Trips and Events, Skip Waters**, [wgcrush@swbell.net](mailto:wgcrush@swbell.net).
- **Vice President/Communications, Dale Wilken**, [d-mwilken@sbcglobal.net](mailto:d-mwilken@sbcglobal.net)
- **Secretary, Dave Gramm**, [dgramm@sbcglobal.net](mailto:dgramm@sbcglobal.net)
- **Treasurer, Jim King**, [jking@swbell.net](mailto:jking@swbell.net)
- **National Director, Claude Doane**, [claudio.doane@hcahealthcare.com](mailto:claudio.doane@hcahealthcare.com)

**North Texas Zephyr, newsletter of the North Texas**

- **Editor, Valli Hoski**, [ntx.news@yahoo.com](mailto:ntx.news@yahoo.com)

**Chapter Business Address**

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

**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**

**Chapter Meeting Minutes, April 5, 2011**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: April 5, 2011.** Founders Building, Grapevine, Texas. *Report submitted by Dave Gramm.*

President Wayne Smith called the meeting to order at 7:35 PM. There were 14 members present for the meeting.

Wayne reported on his recent tour of the Santa Fe Depot and Harvey House Museum in Gainesville, TX. The depot was a major stop in the steam era due to the nearby military bases but later closed when the train numbers decreased. It is now reopened due to Amtrak usage by the *Heartland Flyer*.

VP-Programs Jon Shea announced that two pieces of equipment from the Museum of the American Railroad (Age of Steam) are currently staged in Grapevine. The Santa Fe *M-160* and Pullman coach *Glen Nevis* are on the siding near the train station. Jon also showed a copy of the March 2011 Katy Historical Society magazine, *Katy Flyer*, containing an article on KATY steam powered wrecking cranes and a copy of *Texas Highways* magazine from February 1977 containing an article on the old Age of Steam Museum. Jon reminded the members in attendance that next month's meeting (May 3) will be at the Saginaw depot in preparation for our upcoming '24 Hours @ Saginaw' event.

Treasurer Jim King was attending other duties and unavailable, so Secretary Dave Gramm turned over the \$91 from the November meeting auction to President Wayne to be forwarded to Jim.

VP-Communications Dale Wilken reported that we need more pictures and articles to be submitted for the chapter newsletter and that UP's Western Pacific Heritage engine was running again. Regional VP Claude Doane reported he is leaving next week to attend the NRHS spring meetings. He reminded everyone to exercise their member rights and to vote on the upcoming constitutional changes. All NRHS members will shortly receive a mailed copy of the new Bylaws that will be voted on in June.

NTC Council Rep Russ Covitt presented the chapter with a check for the proceeds from the 2010-11 train show season just ended. The chapter received \$175 after deducting the chapter's annual \$20 dues and the \$75 increase in the show shares cost for the upcoming year.

VP-Trips & Events Skip Waters showed some pictures he had taken in Louisiana of a set of signs along a highway done up like the old Burma Shave signs from years ago, entitled '*Remember This...*'. He reported more details on the winning UP steam trip. It has been extended by one day and engine #844 will be used. The route will contain trip legs of Kansas City to Jefferson City, MO, Jefferson City to St. Louis, MO, St. Louis to Cape Girardeau, MO, Cape Girardeau to Bald Knob, AK, and Bald Knob to Little Rock, AK.

He also reported on visiting Folkston, GA and attending the Folkston Funnel Days event. The town has built a train watching platform beside a major through route and has started up a festival similar to our '24 Hours' event. Skip attended to gain some ideas on things we could do to make our event even more enjoyable. He is currently working on a special video event to be unveiled at Saginaw and passed around a sign-up list looking for volunteers to join his committee for the '24 Hours @ Saginaw' event.

Meeting adjourned at 8:25pm and the evening's program was a video presentation by member Jerry Nunn of railroads of the local area with a couple of surprises thrown in along the way.

**Press time: 4/22/2011, 10:00 p.m.** Filename: NTx Newsletter 2011-05 vA.doc

---

---

## 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.** Reach the NRHS at National Railway Historical Society, 100 N 20th Street, 4th Floor, Philadelphia, PA 19103-1443.

## North Texas Calendar

|                                        |                                                                                                                                  |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>Tues. May 3, 2011</b>               | <b>North Texas Chapter meeting – 7:30 p.m.</b> Location: Saginaw Depot where we have “24 Hours @ Saginaw” later in the month     |
| <b>Fri. May 27 – Sat. May 28, 2011</b> | <b>“24 Hours @ Saginaw” – 7:30 p.m. Fri. May 27 through 7 p.m. Sat May 28, 2011..</b> Location: Depot on Main St. Saginaw, Texas |