



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**Chapter Meeting**

**August 2, 2011 – Founders Building, Grapevine**

**When:** Tues. August 2, 7:00 p.m.

**Where:** Founder’s Building. 701 S. Main St., Grapevine, Texas.

**Program:** 2011 NRHS National Convention, Tacoma, Washington and member reports.

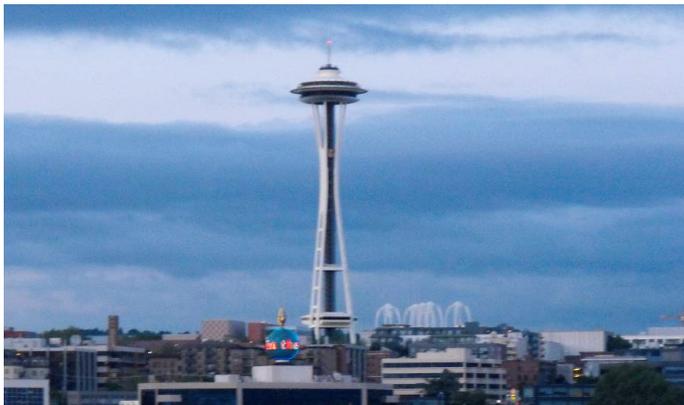
**Special Features**

**Cascade Rails – Tacoma, Washington**

by Dale Wilken (article and all photo credit)

**CASCADE RAILS - THE 2011 NRHS CONVENTION**

Puget Sound and Mount Rainier were the backdrop for this year’s NRHS national convention as members and guests gathered in Tacoma, Washington for a week of rail fanning on Pacific Northwest railroads and at rail museums.



*(Left) Seattle's Space Needle from the 1962 World's Fair. (all photo credit Dale Wilkin)*



*(Right) Seattle skyline from Puget Sound.*

Tacoma at one time hosted four transcontinental railroads - Great Northern, Milwaukee Road, Northern Pacific and Union Pacific. Both Milwaukee and Northern Pacific had major repair shops and terminal yards in Tacoma. Within a fifty-mile radius, there were dozens of short-line and logging railroads. Tacoma also had the Northwest dealership for Heisler geared locomotives and the plant for Lidgerwood Pacific, a manufacturer of massive logging equipment. With the various rail mergers and rail logging operations ending, much of that infrastructure has been lost over time. Yet, there are many examples that have been preserved and others that remain a part of the present mainline rail system serving the Seattle-Tacoma area. Our hosts, the Tacoma, Columbia River, Central Coast and Pacific Northwest chapters, arranged a meaningful program to display this rail history as well as good weather in which to enjoy the sights.



For the early arrivals, the convention began on Monday, June 20 with a ride on the Chehalis-Centralia Railroad, a nine-mile segment of former Milwaukee Road/Chehalis Western RR through the scenic upper Chehalis River valley. Passengers rode in coach or open car behind a 1916 Baldwin "Mikado" 2-8-2 locomotive that had pulled log trains in the area until 1955.

The featured event for Tuesday was an opportunity to ride the inbound convention train led by Southern Pacific 4449 from Portland to Tacoma. Conventioneers had the option of boarding the train in Portland or taking Amtrak's Spanish-designed Talgo train southbound from Tacoma to Vancouver, Washington to meet the northbound 4449. This trip on BNSF's double track Seattle subdivision passed along portions of the Columbia River and Puget Sound before arriving at the Tacoma Amtrak station. In the evening, the opening convention reception was held at the Foss Waterway Seaport, a working seaport with a museum of maritime history including ship building and lumber trade, located in a former waterside warehouse built by the Northern Pacific Railway in 1900.

Wednesday provided a variety of excursions for attendees. Several busloads traveled to the Northwest Railway Museum at Snoqualmie in the Cascade foothills east of Seattle. The museum includes a segment of a former Northern Pacific branch line between Snoqualmie and North Bend with restored depots in both towns and a Railway History Center campus. For the rail excursion, passengers rode in elderly restored Barney and Smith or Pullman coaches led by a 1954 Baldwin built diesel switcher. During the trip, the 280' high Snoqualmie Falls was viewed.



(Above) Renovations underway in Chapel Car #5 Northwest Railway Museum.

The Railway History Center consists of the Conservation and Restoration Center, an 8200 sq. ft. shop space opened in 2006 for rehabilitating and restoring the museum's extensive collection. Also, the Train Shed, a 25,000 sq. ft. fully enclosed, climate controlled building completed in 2010, which will preserve and interpret the museum's most vulnerable artifacts.

At the Conservation and Restoration Center, two passenger cars undergoing complete restoration were available for viewing - a 1912 Barney and Smith wooden coach and an 1898 chapel car originally built as a mobile church for the American Baptist Publication Society. The chapel car is listed as a National Landmark on the National Register of Historic Places.

For those interested in transit, particularly rail transit, there was a Wednesday tour of the various traction operations in the Seattle area. Beginning with a short ride on the Tacoma Link streetcar to the rail station, participants boarded a Sounder commuter train to Seattle's King Street Station after which they rode King Country Metro trolley coaches, the Seattle monorail, the South Lake Union streetcar and Seattle Central Link light rail. There was also an opportunity to check out the shop facilities for several of the traction operations.

For those who wished a break from rail fanning, a Wednesday bus tour to Mt. Rainier National Park was provided which included some walking/hiking, a lunch at historic Paradise Lodge Inn and visit to the new interpretive center. Wednesday evening's activity was a Puget Sound Dinner Cruise aboard the Royal Argosy leaving from downtown Seattle and touring Elliott Bay and Puget Sound while viewing the Seattle skyline and Cascade and Olympic mountain ranges.

On Thursday, June 23, a rare mileage tour was provided leaving Tacoma via Tacoma Rail and traversing 3.8% Tacoma Hill on ex-Milwaukee Road tracks to Eatonville. There vintage coaches of the Mount Rainier Scenic Railroad were boarded pulled by the only remaining operating Willamette geared locomotive. Participants also viewed a large display of geared logging locomotives-Shay, Climax, Heisler and Willamette-and the rail shops. Again for those taking a break, this time including the writer, a winery tour to the picturesque Sammamish River valley northeast of Seattle was offered. Of the 90 wineries in the Woodinville area, three wineries, two well established and one new, were visited and enjoyed. The tour also offered a view of the large Microsoft campus



in Redmond. Thursday's events concluded with the "Meet the NRHS Officers" reception followed by a night photo session at the Tacoma Rail Yard with SP 4449 under steam and vintage Tacoma Rail equipment.

As is usual at the conventions, Friday was the day of seminars and meetings of the Board of Directors and general membership. The seminars focused on Pacific Northwest rail topics such as Milwaukee Road Electrification and Doyle McCormack's efforts in restoring an Alco PA-1. The Board of Directors meeting is summarized in another article. The primary results of the annual membership meeting were election of the Board of Directors members for the 2011-2012 term and adopting by a wide margin the new bylaws for NRHS which will substantially reduce the size of the Board beginning at the next convention in June, 2012 in Cedar Rapids, Iowa. On Friday evening, the NRHS Convention Banquet was held with the featured speaker, David Nicandri, executive director of the Washington State Historical Society. His topic was "Washington, A Railroad Enterprise" in which he discussed the important role that railroads played in the development of western Washington.

On Saturday it was time for the featured rail trip of the convention, over the former Northern Pacific Stampede Pass route through the Cascade Mountains between Tacoma and Easton, Washington, a round trip of 180 miles. The route at one time carried the Northern Pacific's North Coast Limited and Mainstreeter passenger trains and is now a part of the BNSF system.

Leading the trip was SP 4449 followed by 10 passenger cars-6 Amtrak coaches and 4 private cars with a California Zephyr observation car bringing up the rear. An Amtrak P-42 locomotive was in the consist to provide backup power. Over 500 convention attendees and guests participated in this trip which climbed from sea level to 3,672 feet in the middle of the 8700' Stampede Pass tunnel completed in 1888.

(Right) SP 4449 Easton photo run-by.



(Above) California Zephyr observation brings up the rear at Easton.

The east and west approach gradients are 2.2% so the 4449 had to do a little work. The scenery is spectacular, particularly in the Green River canyon. At Easton, the locomotives were turned on the wye for the return trip and two photo runbys were conducted. Best of all we returned to Tacoma in the evening on schedule.

The final event of the convention was the return of the convention train and SP4449 to Portland on Sunday with an option to return to Tacoma via the Amtrak Coast Starlight on Sunday evening. One or more members participated in the trip to Portland as they did the inbound train on Tuesday. Cascade Rails 2011 provided an excellent opportunity to experience Pacific Northwest rail history and, based on the writer's experience a most enjoyable trip.

## 24 Hours @ Saginaw Photo Tour – Part 2

by Dale Wilken (with a bit of banter from the editor)

More photo fun was had at this year's **24 Hours @ Saginaw** than could fit into the July issue. Here are more of Dale's photo views of the rail activity and bustle that has come to be an annual tradition in Saginaw, Texas on Memorial Day weekend.



Nothing makes a rail hotspot hotter than not just one, not just two, but three trains!

(Left) Triple meet at the Saginaw Interlocker

Action at Saginaw moves day or night, and sometimes a bit of both. BNSF moves a long, heavy coal-black load past tall elevators in the high, hot Texas sun.

(Right) BNSF coal train SB on the Fort Worth sub.



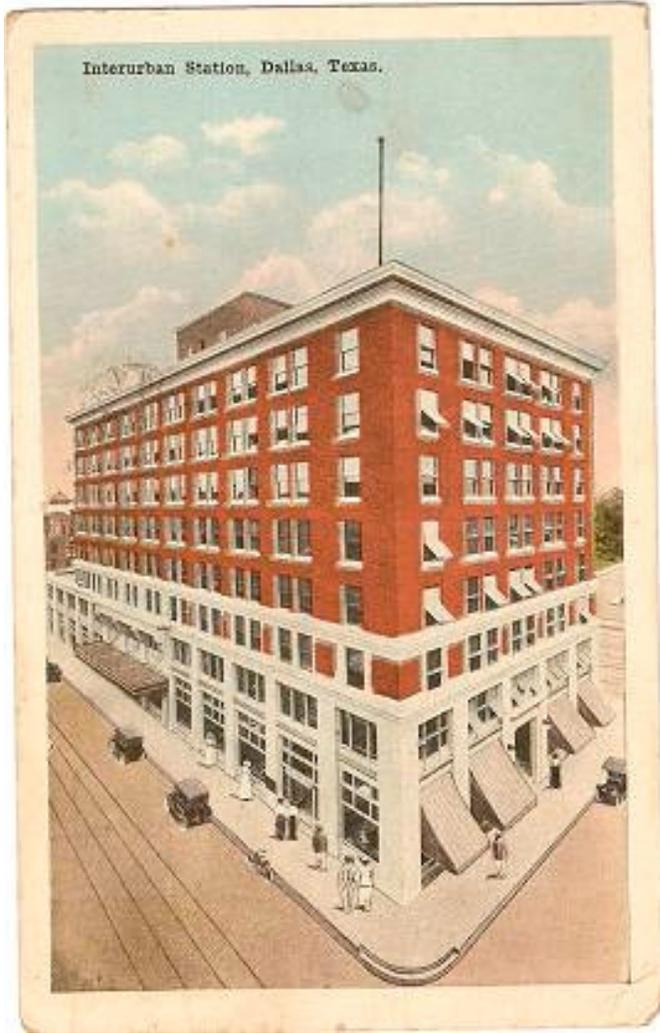
Another 'grainy' photo taken of the long traffic passing under the big Saginaw sky, day or night.

(Left) UP Ngrain train



## Chapter Views

### ***Dallas Interurban Building Station – A Look Back***



*by Jon Shea*

I purchased this interesting postcard of the Dallas Interurban Building at the Lockheed Martin postcard show on June 4. It was dated on the back by hand on November 22, 1920 and mailed to Box 33, Irving, TX.

Note the tracks in front of and behind the building, the period autos and a bicycle or motorcycle in front of the building. The awnings are on the west side of the building in those pre air-conditioning days.

#### **Interurban Building History**

*by Texas/Dallas History & Archives, Dallas Public Library*

Stone & Webster Traction Interests built this nine-story building to accommodate 35 interurban trains at one time. It was originally called the Dallas Interurban Terminal Building, named after the Dallas Interurban Terminal Association, comprised of the Texas Traction Co., Southern Traction Co., and Northern Texas Traction Co., among other interests managed by Stone & Webster. Most of the companies merged into the Dallas Railway Company (later Dallas Railway and Terminal Co.) in 1917.

After the demise of the interurbans for busses, the building became the office for the Trailways Bus Co. in the early 1950s. Trailways remodeled in the 1960s, removing much of the original ornamentation. In 1987, Greyhound bought Trailways and the building was vacated.

Courtland Group bought the building in 2000 with plans to create a high-tech office center, but plans fizzled. Barker Nichols LLC bought the building and converted it into loft apartments and retail space, opening Urban Market, the first grocery store in downtown in many years.

**History Source: 7/13/2011, Texas/Dallas History and Archives, Dallas**

**Public Library, 1515 Young St, 7th Floor, Dallas, TX 75201, at**

<http://www.dallaslibrary2.org/texas/photogallery/downtownliving/interurban.htm>

### ***Alien on Rails Runs Rampant in Small Town***

*by Harry Fasick, K3EYL*

**Ham radio helps save small Ohio town from space alien on rails ... or ... Super 8 the movie.**

What would you like to see in a movie? A great train wreck. T'weens making a zombie movie. Escaped alien terrorizing a small town. Govt cover up. Local ham intercepts strange messages. Morse code. Vintage Heathkit gear. 70's cars, technology, music. Then Super 8 is for you.

This is a great movie. Set in 1979 it features a group of kids making their own Super 8 Zombie movie. They witness a spectacular train wreck while filming a Zombie movie seen. This is a really good Spielberg train wreck. Since this a military train with top secret cargo, the Air Force soon arrives and takes over the investigation from the local law enforcement. Strange things start to happen around town. The local Deputy Sheriff suspects a Govt cover up. A local ham reports he is receiving strange chatter on his short wave radios. So the Sheriff gathers up some radio gear including a vintage Heathkit of some sort to listen in. Also featured in the movie is Morse code and great 70s cars, technology and music.

After the end of the movie during the credits, they show the supposed Zombie movie the kids were filming on one side of the screen, credits on the other side. In one scene there is a house with a great collection of ham antennas on the roof. The depot gets its own goodbye scene too.



## 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**, [jkking@swbell.net](mailto:jkking@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>

Press time: 7/15/2011, 2pm. Filename: NTx Newsletter 2011-08 vE.doc

## Chapter News

### **Chapter Meeting Minutes, July 5, 2011**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: July 5, 2011.** Founders Building, Grapevine, Texas. *Report submitted by Dale Wilken.*

President Wayne Smith called the meeting to order at 7:30pm with 17 members and guests present.

VP Jon Shea reported that the August meeting program at the Founders Building will be a presentation on the recent Tacoma national convention and other railfanning events of the summer by the participants. The September and October meeting programs are still being worked on. The November program will be the annual auction and the December meeting will feature the annual Christmas dinner at a site to be selected. Jon also shared some historical information on DFW railroads as did Wayne.

National Director Claude Doane gave a summary of the board and membership meetings at the national convention indicating that the new bylaws were approved which will lead to the creation and election of a new, much smaller board at the 2012 convention in Cedar Rapids, Iowa. Claude also passed out information on the 2012 convention.

Russ Covitt and Eric Davis, as representatives of the Santa Fe Historical Society, presented information on the next year's society convention in Temple, Texas and encouraged those present to join and participate.

VP Skip Waters reported on a very successful 24 Hours at Saginaw with 105 registered participants plus several more and 48 trains recorded during the 24 hours. Another event will be planned for next year. The proposed Texas Electric survey trip is on hold, perhaps to be held sometime this fall.

Two representatives of the Keller Business Association were on hand to brief the group on their plans to expand and improve their railroad park display with the acquisition of a 1917 passenger coach which will be trucked to the site. Also available were drawings of planned viewing decks the group intends to install around the locomotive and the several rail cars. The chapter held a meeting at the site last year.

John Shea began the program part of the meeting by showing a series of slides from a recent Midwestern trip which included a narrow gauge 4-4-0 found behind a building in Springfield, Missouri. Also shown were several slides of the 24 Hours at Saginaw.

Skip Waters presented a video program of a recent Union Pacific sponsored steam train event featuring #844 in a June 5-8 trip from St. Louis to Little Rock on the Little Rock Express. In a contest, Skip won the right to travel in UP's ornate Feather River business car and he presented a series of video clips of interviews with various trip participants and dignitaries and train shots of the trip as well as several featuring Skip personally.

### **Chapter Meeting Minutes, June 7, 2011**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: June 7, 2011.** Sokol Hall, Dallas, Texas.

*Report submitted by Dave Gramm.*

President Wayne Smith was out of pocket so VP-Programs Jon Shea called the meeting to order at 7:30pm. There were 9 members present for the meeting.



Jon reported that in addition to President Wayne, Treasurer Jim King, VP-Trips & Events Skip Waters and VP-Communications Dale Wilken were out of town or attending to other matters. Secretary Dave Gramm had nothing new to report.

Jon announced to the members present that Skip had 'popped the question' to Cindy while aboard the UP excursion train and she has accepted. Jon also reported that Skip has posted several videos on YouTube during his epic train ride on the 'Little Rock Rambler' UP steam excursion train and will give a program on his trip at the July meeting to be held at the Grapevine Founder's Building. The August meeting program will consist of reports on events at the National Convention in Seattle by National Director & Regional VP Claude Doane.

Jon passed around a current copy of 'Legacies' magazine from the Dallas Historical Society which contained a picture of the 1912 Dallas train station that pre-dates the current Union Station. He also had another magazine, 'The Medallion', that contained an article and pictures of the SP station in Brownsville, TX, the T&P train station in Marshall, TX, and the depot and station in Hearne, TX. Finally, he passed around some collector's postcards he had obtained that showed scenes from Dallas, the Santa Fe building, Dallas Union Station, Galveston Union Station and the Interurban building in Dallas.

Claude reported that all members should have received their proxy ballots by now and if they were not planning to attend the convention in Seattle in person, they should send in their proxy immediately so the proposed changes to the constitution will have the necessary votes to pass.

Jon gave a short summary on '24 Hours @ Saginaw', opting instead to let Skip talk about it more at the July meeting when he returns. He did report that there were over 100 attendees who signed in with more who attended without logging in, and almost \$500 was collected through donations to cover the insurance. During the event on Saturday, the attendees were treated to a three train meet at the depot.

Council Rep Russ Covitt reported the contracts for the NTX shows were in process of being mailed and that we need to reserve the chapter's table as soon as the contract is received to ensure we get a table at the shows.

Members reported that the Frisco #4500 has been moved into place in OKC.

The meeting adjourned at 8:00pm with the program following. It was a DVD titled 'UP Streamliner Collection' from the UP Historical Society. The movie showed the evolution of the UP Streamliner-named trains from the early E-units to the F-units, FT's, FA's, FM's, the Ski Trains and the Dome Liners and featured run-bys of various Streamliners from around the UP System. A bit of information gleaned from the film revealed that the first E-units were named such because they were originally equipped with Eighteen hundred horsepower prime movers.

## North Texas Chapter History

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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.**

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. August 2, 2011</b>	<b><i>North Texas Chapter meeting – 7:30 p.m.</i></b> Location: Founder's Building. 701 S. Main St., Grapevine, Texas. Program: <b><i>2011 NRHS National Convention, Tacoma, Washington, and member reports.</i></b>
<b>Tues. Sept. 6, 2011</b>	<b><i>North Texas Chapter meeting – 7:30 p.m.</i></b> Location and Program to be announced.
<b>Tues. Oct. 4, 2011</b>	<b><i>North Texas Chapter meeting – 7:30 p.m.</i></b> Location and Program to be announced.
<b>Tues. Nov. 1, 2011</b>	<b><i>North Texas Chapter meeting – 7:30 p.m.</i></b> Location: to be announced. Program: annual action.
<b>December, 2011</b>	<b><i>North Texas Chapter meeting – 7:30 p.m.</i></b> Date, Time, Location: to be announced. Program: annual holiday dinner meeting.