



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  
 AUGUST 6, 2013 – FOUNDERS BUILDING, GRAPEVINE..... 1  
**SPECIAL FEATURES**.....1  
 PRESIDENT’S ROUNDHOUSE – IS THIS THE HOLY GRAIL OF  
 RAILROADING? ..... 1  
 THE END OF THE CATTLE DRIVE ..... 3  
**CHAPTER NEWS** .....3  
 CHAPTER BUSINESS MEETING MINUTES, JULY 2, 2013 ..... 3  
**CHAPTER DIRECTORY** .....3  
 NORTH TEXAS CHAPTER OFFICERS, 2013..... 3  
**NORTH TEXAS CHAPTER HISTORY** .....4  
**NORTH TEXAS CALENDAR**.....4

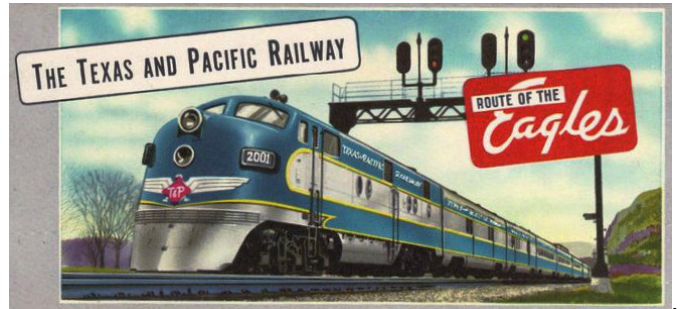
**Chapter Meeting**

**August 6, 2013 – Founders Building, Grapevine**

*When* Tues. August 6, 2013, 7:00 pm meet 'n greet, 7:30 mtg.

*Where* Founders Building, Grapevine, Texas.

*Program* The 140th Anniversary of the Texas and Pacific Railroad coming to Dallas.



*Image credit:* Wikimedia Commons licensed, original source at:  
[http://commons.wikimedia.org/wiki/File:Texas\\_and\\_Pacific\\_Railway\\_ticket.JPG](http://commons.wikimedia.org/wiki/File:Texas_and_Pacific_Railway_ticket.JPG)

**Special Features**

**President’s Roundhouse – Is This the Holy Grail of Railroading?**

*by Wayne Smith, Chapter President*

I just returned from a trip to Baltimore, Maryland for a work related conference. Our hotel was directly beside the former B&O passenger station (Camden Station) and B&O freight warehouse in downtown Baltimore. The yards and structures were renovated and repurposed to make an exciting tourist destination of which I will discuss in more detail below. Camden Station, now also referred to as Camden Yards, is served by MARC commuter rail service and local Light Rail trains. It is adjacent to Oriole Park at Camden Yards. Camden Station was originally built in 1856 by the Baltimore and Ohio Railroad as its main passenger terminal in Baltimore and is one of the longest continuously-operated terminals in the United States.



*Above:* Today’s Camden Station in all its glory.



The first streamlined, non-articulated diesel locomotive in the U.S., EMC EA-EB #51, began using Camden Station's lower level platforms in 1937, pulling the B&O's famed Royal Blue. In addition to its New York–Washington service and frequent commuter trains to Washington, the B&O also operated extensive long-distance service at Camden Station to such cities as Chicago, Detroit, Cleveland, and St. Louis. The Capitol Limited, Shenandoah, and Washington–Chicago Express to Chicago and the National Limited, Diplomat, and Metropolitan Special to St. Louis were among the many trains arriving and departing daily from the station during the first half of the 20th century. When the modern-era Major League Baseball Baltimore Orioles began playing in Baltimore, they arrived at Camden by B&O train from Detroit for their inaugural home opening game of the 1954 season.

Declining rail passenger traffic in the 1950s–1960s led to substantial reductions in passenger train arrivals and departures at the venerable station. On April 26, 1958, the B&O discontinued all passenger service to Philadelphia and New York, and Camden Station's lower level platforms were used thereafter only for a few trains serving Mount Royal Station. When Mount Royal closed in 1961, the lower level platforms were removed. Today, the lower level tracks and the Howard Street tunnel continue to be extensively used by freight trains of B&O's successor CSX Transportation, as part of its mainline system. The inception of Amtrak on May 1, 1971, marked the demise of all B&O long-haul passenger service. Thereafter, only B&O's local commuter trains, mostly Budd Rail Diesel Cars, continued to use Camden Station.

The rail station is now served by both the Baltimore Light Rail and MARC's Camden Line commuter rail to Washington, D.C.. Baltimore Light Rail provides southbound direct service to BWI Airport and Glen Burnie, and northbound to Mount Royal, Lutherville-Timonium, and Hunt Valley. The MTA's Light Rail began service around the time that Oriole Park at Camden Yards opened. Its schedules refer to the stop as "Camden Yards": its name derives from the B&O's freight yards that were part of the site. The adjacent B&O Warehouse is now part of the Orioles' stadium. I took the light rail line from the airport and it stopped half a block from the hotel I stayed at.

Although MARC schedules still refer to the Camden Line's terminus as "Camden Station", only the station's platforms are now used. The station is served by three island platforms, and six tracks. MARC trains use three tracks and the west and center platforms, and light rail uses three tracks (the third track helps to turn trains which run the Penn Station-Camden Route) and the center and east platforms. The center platform is unique as it accommodates both the high level MARC equipment, and the low level light rail equipment. This is accomplished with different track heights. The MARC track is 48 inches below the platform, which allows for level boarding. The light rail track is at the same height as the platform.

The original B&O station building is no longer used for train passengers. In May, 2005, a new sports museum, the Sports Legends Museum at Camden Yards, opened in the original Camden Station structure. The following year, Geppi's Entertainment Museum opened above the Sports Legends museum

While in Baltimore, I also visited the B&O Railroad Museum several blocks west of Camden Station. The B&O Railroad Museum is a museum exhibiting historic railroad equipment originally named the Baltimore & Ohio Transportation Museum when it opened on July 4, 1953. It has been called one of the most significant collections of railroad treasures in the world and claims to have the largest collection of 19th-century locomotives in the U.S. The museum is located in the Baltimore and Ohio Railroad's old Mount Clare Station and adjacent roundhouse, part of the B&O's sprawling Mount Clare Shops site begun in 1829, the oldest railroad manufacturing complex in the United States.

Mount Clare is considered to be a birthplace of American railroading, as the site of the first regular railroad passenger service in the U.S., beginning on May 22, 1830. It was also from this site that the first telegraph message, "What hath God wrought?" was sent on May 24, 1844, to Washington, D.C., using Samuel F. B. Morse's invention.

The museum houses collections of 19th- and 20th-century artifacts related to America's railroads. The collection includes 250 pieces of railroad rolling stock, 15,000 artifacts, 5000 cubic feet of archival material, four significant 19th-century buildings, including the historic roundhouse, and a mile of track, considered the most historic mile of railroad track in the United States. Train rides are offered on the mile of track on certain days of the week. I rode this train which is supposed to be the original mile of commercially built rail in the United States. Is this the Holy Grail of railroading? If not, I believe that this train ride on the original mile of track should be in everybody's top five list of locations or objects that they believe is the Holy Grail of railroading.

Article sources: [http://en.wikipedia.org/wiki/B%26O\\_Railroad\\_Museum](http://en.wikipedia.org/wiki/B%26O_Railroad_Museum) and [http://en.wikipedia.org/wiki/Camden\\_Station](http://en.wikipedia.org/wiki/Camden_Station)



## The End of the Cattle Drive

by Jon Shea, Chapter V.P. Programs

Many movies and TV shows have been made about the cattle drives that took place in the 1860s-1880s. Most of them show little about the actual loading of the cattle onto the trains at the railhead town. J. Frank Dobie records such a scene on Page 174 of *A Vaquero of the Brush Country*. Much of this book is taken from the reminiscence of John Young an old time Texas cowboy. In the late 1870s Young was on a cattle drive from the Texas Panhandle to Dodge City, Kansas. The item that follows is remarkable for catching the scene of the cattle being loaded onto a train in Dodge City.

"A day or two out from Dodge City Leigh Dyer rode on ahead to see about cars. When I arrived with the herd, the cars were ready, and about dark we began loading. Loading cattle at night, the sparks flying from the smokestack of an old time coal-burning engine, the lanterns of trainmen swinging and occasionally shining into the frightened eyes of the cattle, the sound of the cattle's deep breathing mixed with the yells of cowboys in one's ears is a kind of romantic business. When we had spiked the door of the last car shut, Leigh and I climbed on board the caboose, yelled adios to the boys, who were going back to the Palo Duro [Canyon - in the Texas Panhandle], and pulled out for Kansas City."

## Chapter News

### Chapter Business Meeting Minutes, July 2, 2013

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: July 2, 2013. Founders Building, Grapevine, Texas.**

President Wayne Smith called the meeting to order at 7:50pm. There were 6 members present. Low attendance most likely due to the 4th of July holiday. Wayne welcomed those who came to the meeting and in the absence of VP-Programs Jon Shea, announced that next month's meeting in August would be at the Founder's Building again with a special program on the 150th anniversary of the T&P railroad coming to Dallas.

VP-Trips & Events Skip Waters reported he has nothing planned currently to follow "24 Hours @ Saginaw". He reported attending the national board meeting and deferred his report until later in the meeting. He reported the Big Boy is scheduled to be moved on July 14 and he is planning to have a live broadcast of the event. The delay in the move was caused by UP deciding they needed to do necessary bridge work before moving the weight of the Big Boy over it.

Member Jeff Phelps reported that he had found an ad in a modeler's magazine for an HO Big Boy model for only \$700.

Treasurer Jim King was out of town and unable to attend the meeting. National Director Claude Doane was also not able to attend as he was attending other business after attending the national board meeting in Bloomington (Minneapolis), MN June 28-30, so Skip took the floor and reported on the board meeting. He reported he was elected to fill the vacant Directorship for Region 7 which covers most of the Southwest from Missouri to California including Texas. He attended the board meeting after his election and commented on his observations. He also attended an Advisory Council meeting and later the board held a joint meeting with the Advisory Council to help cut down confusion on the functions of each. A discussion of the dues increase was foremost with the explanation that the \$10 dues increase is designed to put the organization back in the black by 2014. Our peak in membership was in 1994 and we are currently at 57% of that peak so there is less revenue coming in with expenses increasing. The board reported that RailCamp 2014 will be in operation; however tuition went up from \$700-800 to \$1200 to help cover the increase in insurance costs.

The evening's program was provided by President Wayne, who brought several company promotional video programs. The first tape depicted the merger of the Great Northern and the Chicago, Burlington & Quincy to form the Burlington Northern which led up to the BN-SF merger. The second film was a Southern Pacific promotional video about 'Ultra Modal Service', forerunner of their modern intermodal system of today. The third video was a 1989 WFAA Channel 8 piece on the inauguration of the Tarantula Corp. steam train service that originated at the 8th street yards and ran to the Stockyards. A second article was on the Pittsburg, TX 'Save the Depot' campaign.

Meeting adjourned at 9:30pm. Dave Gramm, North Texas Chapter Secretary.

## Chapter Directory

### North Texas Chapter Officers, 2013.

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-480-9054.
- **Vice President/Trips and Events, Skip Waters**, wgcush@swbell.net.
- **Vice President/Communications, and NTZ editor, Valli Hoski**, ntx.news@yahoo.com
- **Secretary, Dave Gramm**, dgramm@sbcglobal.net
- **Treasurer, Jim King**, jgking@swbell.net

### 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/groups/409467244127/>

Press time: 7/26/2013, 6am. Filename: NTx Newsletter 2013-08 v2

## 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 October 2012, regular membership is \$55 a year (\$39 national dues + \$16 chapter dues). Additional family members are \$7 per individual. 214-987-2888. 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 6, 2013</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: Founders Building, Grapevine. Program: The 140th Anniversary of the Texas and Pacific Railroad coming to Dallas.
<b>Tues. Sept. 3, 2013</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location and Program: to be confirmed.
<b>Tues. Oct. 1, 2013</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: Founders Building, Grapevine. Program: NRHS Alaska convention report and recap.
<b>Tues. Nov. 5, 2013</b>	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: Founders Building, Grapevine. Program: Annual Chapter Auction