



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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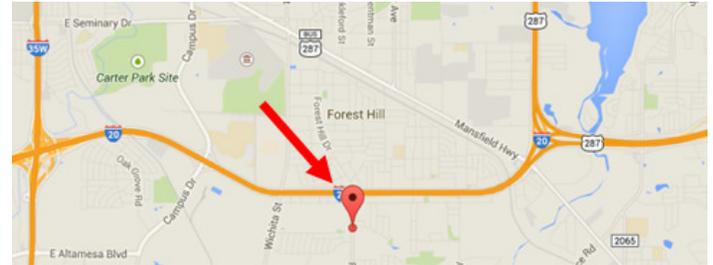
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Special Features

Chapter Meeting

April 7, 2015 – TWMRC, Forest Hill TX

When 7 pm meet 'n' greet, 7:30 pm meeting.
Where Texas Western Model Railroad Club, 6808 Forest Hill
 Drive, Forest Hill, Texas 76140. (682) 587-2092
Program: Chapter and club visit.

Location::



See details at <http://twmrc.org/WP/twmrc/location/>
 More information at TWMRC home page:
<http://twmrc.org/WP/>

“Flying South” (way down south!)

by Jerry Nunn

My Fellow Ferroequinologists, I went on a 3 week trip to South America in late January and the first part of February. While I was not able to get nearly as many rail photos as I would have liked (which is not unusual for such a unique trip as this), I did manage to get a few. To get things started, here are four photos that I thought most interesting.



Above left: Commuter train in Rio De Janeiro, Brazil, 01/26/15.



Above right: westbound commuter train on the outskirts of Buenos Aires, Argentina, 02/01/15



Above left: Juanico Wine Train powered by engine 120 (a 2-6-0, I think) at the Juanico Winery Station, about 22 miles north of Montevideo, Uruguay, 02/02/15.



Above right: Tanker engine "Engineer H. R. Zubieta", on the Ferrocarril Austral Fueguino (Fuegian Southern Railways), in the Tierra Del Fuego 12 km (about 8 miles) from Ushuaia, Tierra Del Fuego. This is advertised as the "Southernmost Railway in the World".

"Flying South" on the Texas Eagle

by Dale Jacobson

Greetings, It's been years since I last rode the Texas Eagle from Chicago to San Antonio. Most of the time I ride this train from San Antonio and will do so again when I leave there. It was a dreary day when we left on time at 1:45 PM. I was once again in a more familiar Superliner roomette. This train still has a regular obsy/lounge car so the viewing is pretty good, not that there is all that much to view while going through Illinois. The high point of the viewing in Illinois is the state capital in Springfield which was nicely lit as we passed. We were about 35 minutes late due to waiting on meets. I was amused by the conductor's explanation of one meet stating we were waiting for a northbound train to pass us. The problem with this explanation is that we were sitting on a stretch of single track with no passing siding on either side. Of course, what he should have said was that we were waiting for the northbound to enter the passing siding before we could move to pass that train. It was a northbound Amtrak train from St. Louis that arrived at the Springfield station first. So we waited for that train to finish its work before we proceeded to that station stop.

It was after 7 PM before we reached St. Louis. The Arch was not lit up as much as I thought it would be. It was visible, of course, but the lighting changed as we rode around the Arch first viewing it from East St. Louis and then viewing it as we crossed the Mississippi River and descended into the Amtrak station. I was in the diner when we arrived there. That led to my first quandry of the trip. What to have for dinner? The reason for this quandry is that Amtrak now has only 4 main entrees per meal, and I would have two dinners on this train. Fortunately three of the four entrees were things I could eat as I do not, and right now cannot, eat red meat or pork. Amtrak also tells you the caloric intake of each of its entrees for all meals. The half chicken had the most calories. over 1,100. I settled for the seafood choice of talapia at a little over half the calories of the chicken. The next night I had the vegetable lasagna.

Being fairly tired I went to bed early and slept about as well as I can in a sleeper. I awoke as we passed UP's North Little Rock yard where we also passed train after train. Fortunately, I got back to sleep and awoke again at Texarkana. Northeast Texas looked like a mud puddle after a drenching rain of a day or so earlier. Norm Schultze, my railfan buddy who I was going to see in San Antonio, said that they had almost two inches of rain there two days before I arrived. I don't know how much rain the rest of state got, but NE Texas seemed to have been drenched. Fortunately, the rain had little effect on our train's timing. We were on-time as we neared the Dallas station before we stopped for about 15 minutes before arriving at the station proper. While nearing the station I noticed a Dallas, Garland & Northern Railpower genset now painted in the Genessee & Wyoming (G&W) scheme. I didn't know that this shortline was now another member of the G&W's RR collection.

Like all Amtrak trains there is plenty of padding in the schedule. One such place is between Dallas and Fort Worth. The train is scheduled to depart Dallas as 11:50 AM and arrive in Fort Worth at 1:25 PM and then depart from Fort Worth at 2:10 PM as Fort Worth is a train service stop. Not surprisingly, even though we left Dallas 15 minutes late, we arrived in Fort Worth 30 minutes early. That gave me plenty of time to shoot Amtrak's P42 "The Heartland Flyer's Big Game Train" that was on



the Heartland Flyer that would leave for Oklahoma City later that day. I got lucky to get my photos as that train was parked south of where our engine was being refueled. One fellow told me I wasn't allowed in that area, but when I told him I was just going to photo that engine he told me to go back to the station area after I was finished. I did that, but not before also photographing a BNSF coal train. It used to be you could photo trains from the platforms. Alas, they've installed a fence which blocks getting good shots of trains as they pass east of the station. On sunny days, like what this day now was, getting good photos of any Trinity Rail commuter trains is also difficult as they use the west most track which is next to a fence. All in all Fort Worth is becoming a frustrating place to photo trains during the service stop.

As we headed south staying on time my next quandary was when to have dinner. This was due to the train's schedule between San Marcos and San Antonio. On the northbound run the Texas Eagle is given 1 hour 32 minutes to go from San Antonio to San Marcos (departure times). On the southbound run the train is due out of San Marcos at 7:12 PM and due into San Antonio at 9:55 PM. The dining crew took care of that problem by having only 3 dinner reservation times compared to 5 the previous night. This evening the latest time for dinner was 6:30 PM, which is what I took. So, as we closed in on our stop at Taylor, TX, it appeared we would arrive in San Antonio way ahead of schedule as the sleeping car porter told me it usually took no more than two hours to reach San Antonio's station after leaving San Marcos.

Then UP struck. As we neared the junction of the former MKT (on whose track we were then riding) junction with the former Mopac mainline between Longview and San Antonio we were told we would be waiting for a freight train ahead of us to get into the yard at Taylor. We slowed to a crawl, and then stopped. From time to time we nudged forward a bit, but by 6 PM we were still not in the station, but now were on the wye leading to the station. Then we learned we had to wait on another UP eastbound freight of autoracks to clear the track nearest the station before we could use it. That took another 30 minutes. I had told the dining car attendant that I'd see him in Austin. Well, come 6:30 PM, I saw him in Taylor. Amtrak expects UP to delay this train which is why, in part, there is so much padding in the schedule south of Taylor. So, rather than taking an hour to get to Austin we took 40 minutes and arrived at about the time we were due to leave San Marcos.

The southbound Texas Eagle uses the former Mopac line, UP's "Main #1", all the way into San Antonio before taking a track at what I think is called Apache Jct. to swing east onto the xS. A couple miles later it reaches the Amtrak station facing east. The next morning the northbound Texas Eagle will back down the xSP to its junction with the former MKT mainline and then head north on the xKaty. So, I was not too surprised when we arrived at the Amtrak station right on the advertised time of 9:55 PM. Despite messing with our train at Taylor UP will still be considered to have dispatched our train well enough to make an on-time arrival. Norm [my railfan buddy Norm Schultze who lives in San Antonio] was there to pick me up. So ended my train ride.

"Hop, hop, hoppin' along" the Bunny Rails!

by Valli Hoski, (full credit for ad and photo content to West Chester Railroad, <http://www.westchesterr.com/index.html>)

Anyone love marshmallow 'peeps' or bunnies? Your editor loves them all year long. (Editor's note: that's a hint guys!) Want to come along when the Easter Bunny 'hops, hops, hops along the bunny trail" and rails? BYO marshmallow treats.



"Hop' on board the West Chester Railroad and take a 90 minute round trip along the beautiful Chester Creek from West Chester to the historic Glen Mills village. The Easter Bunny will be on board our heated decorated train handing out treats to all passengers!

During our 20 minute stop at the historic Glen Mills station there will be plenty of opportunities for you to take a brief photo with the Easter Bunny. Be sure to bring your camera!"

Source: 3/21/15, West Chester Railroad, <http://www.westchesterr.com/index.html>





NRHS & Chapter News / Views

News to Non-Members

by Jim King, Treasurer

"Note to Non-Members: If you are not a chapter member, you are likely receiving this newsletter because we know you are interested in railroad history, we know that you live in the North Texas area, and best of all, we know how to reach you! Please take a moment to consider joining our chapter and contributing to our rail history preservation efforts. Chapter memberships are only \$16 annually. Contact Chapter Treasurer Jim King (jgking@swbell.net) if you would like more information."

New NRHS National Address

by Al Weber, NRHS President

In preparation of ending the agreement with Fernley and Fernley on April 15th 2015 we have established a new mailing address: National Railway Historical Society c/o John K Fiorilla, Esq Capehart & Scratchard PA, P.O. Box 5016, Mt. Laurel, NJ 08054-5016. Please direct all correspondence and written inquires to our new address. From there they will be forwarded to the appropriate volunteer.

Chapter Business Meeting Minutes, March 3, 2015.

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: March 3, 2015, Grapevine Vintage Railroad (Founders Building), Grapevine, TX. Ten people were in attendance.

President Wayne Smith called the meeting to order at 7:43 PM. Wayne announced that the club's share from the Plano train show in January amounted to about \$950. Members discussed the Information table the club staffed during the train show. Overall assessment was that the table generated a considerable amount of interest among the attendees. It was suggested that we staff a table at the next meeting, and that adding a backdrop would make a more effective setup. "A lot" of people came to the table seeking information about the NRHS, as well as to ask about the NRHS-sponsored book : Southern Pacific's Eastern Lines 1946-1996, that is being published.

On the subject of the Southern Pacific book, it was stated that the final publication has been delayed. Various officers, especially Skip Waters, have used the delay to further review and make corrections to the manuscript. Unfortunately, the publication schedule is slipping into the time of the year when school yearbooks are being published, causing additional competition for publishing resources. As for sales, several hundred have been sold at this time, although exact figures were not available at the meeting. A publication date was not discussed.

Vice President for Programs Jon Shea discussed a couple of articles and photographs of interest in recent issues of "Classic Trains" magazine. These were passed around to the attendees. Jon announced that the April 2015 North Texas Chapter NRHS meeting would be held at the Texas Western Model Railroad Club in Forest Hill. Directions will be provided in the next newsletter. The May 2015 meeting will be held at the Plano Interurban Museum.

The evening's program was a videotape of a program entitled "All Aboard: Riding Rails of American Film", provided by Wayne Smith. The meeting adjourned about 9:45 PM.

Chapter Directory

North Texas Chapter Officers, 2015.

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-948-2413.
- **Vice President/Trips and Events, Skip Waters**,
wgcrush@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

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Dallas, Texas 75360

Chapter Email: northtexaschapternrhs@gmail.com

North Texas Zephyr, chapter newsletter Archive
<http://www.gogeocaching.com/gorailfanning/Home/northtexaszephyr.html>

North Texas Chapter @ Facebook

<http://www.facebook.com/groups/409467244127/>

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North Texas Chapter History

Founded and chartered in 1996, the North Texas 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 "Founders Building" at Main St. and the FWWR railroad tracks. Visitors and newcomers are welcome. Chapter membership includes our monthly chapter newsletter, the *North Texas Zephyr*. As of October 2014, chapter dues (\$16, plus \$2 per additional family member) should be sent to the Chapter. Chapter mailing address: North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360. National organization 2015 dues are paid to the NRHS directly. Learn about the National Railway Historical Society at www.nrhs.com

North Texas Calendar

Tues. April 7, 2015.	North Texas Chapter meeting – 7:30 p.m. Location Texas Western Model Railroad Club . Program: Chapter visti. TWMRC website: http://twmrc.org/WP/
April 16-18, 19, 2015.	2015 Spring NRHS Conference – Location, York, PA. . Conference is held in collaboration with the ATTRM convention in York. <ul style="list-style-type: none"> • Full joint convention packet https://admin.nrhs.com/public/Spring2015/ConferenceInfoPacket.pdf • Registration information at https://admin.nrhs.com/public/Spring2015/Conference_Registration_Form_NRHS.pdf • Sat. April 18, 2015. Advisory Council meeting at https://admin.nrhs.com/public/Spring2015/Draft-AC-agenda-Spring-2015.pdf • Sun. April 19, 2015. Spring Board of Directors meeting at https://admin.nrhs.com/public/Spring2015/2015_Spring-BOD_Agenda.pdf
Tues. May 5, 2015.	North Texas Chapter meeting – 7:30 p.m. Location, Plano Interurban Museum . Program: Robert Haynes - what's new at the museum, and a talk on Dallas Streetcars in Oak Cliff.
Tues. June 2, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: Sokol Hall . 7448 Greenville Ave, Dallas, TX 75231 Program: The Restoration of Engine Sierra #3 . Map: http://www.sokoldallas.org/contact/
June 14-20, 2015.	2015 NRHS Convention – Location: Rutland, VT. "The convention will feature seven days of rare train rides, one-of-a-kind photo opportunities and historic tours, followed by a public rail excursion on June 21." <ul style="list-style-type: none"> • Convention information http://www.nrhs.com/2015_Convention • Registration package available at http://www.nrhs.com/sites/default/files/2015_Convention_Registration_Package.pdf • Ticket information at https://www.regonline.com/Register/Checkin.aspx?EventID=161971
Tues. July 7, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: <i>to be confirmed</i> . Program: <i>to be confirmed</i> .
Tues. Aug. 4, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: <i>to be confirmed</i> . Program: <i>to be confirmed</i> .
Tues. Sept. 1, 2015.	North Texas Chapter meeting – 7:30 p.m. Location: <i>to be confirmed</i> . Program: <i>to be confirmed</i> .



New Southern Pacific Book – Sponsored by North Texas Chapter!

The North Texas Chapter is proud to sponsor David Bernstein's new work on the Southern Pacific's Eastern Lines. See order form below, or contact the Chapter for orders..

NEW  **BOOK**

Announcing a new book published by the North Texas Chapter, NRHS written by David M. Bernstein!



Southern Pacific's Eastern Lines 1946 - 1996



Southern Pacific's Eastern Lines 1946-1996

Written by David M. Bernstein, former Southern Pacific train dispatcher and officer, this 400 page book is illustrated with color and black & white photographs and numerous maps. It is the definitive guide to the operation and history of S.P. Lines in Texas and Louisiana from the end of World War II until the Union Pacific merger. Available December, 2014.

Shipping Address

Name _____
 Address _____
 City _____ State _____ Zip _____
 Email _____

Checks payable to **North TX Chapter NRHS,**
PO Box 600304, Dallas TX 75360
 Orders and info: northtexaschapternrhs@gmail.com

Price \$69.95 ea. **\$69.95**
 TX residents add 8.25% Sales Tax (\$5.77) _____
 Add Shipping (\$5 US / \$10 International) _____
Total \$ _____

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 Billing Zip Code if different _____
for additional quantities, multiply the Total amount