

NORTH TEXAS ZEPHYR

NEWSLETTER OF THE NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
AUGUST 2006, VOLUME 11, ISSUE 6

NEXT MEETING: **TUESDAY, AUGUST 1, 2006** GREET-7PM. MEET-7:30PM.

PROGRAM: TEXAS STATE RR & FIELD DAY '06

LOCATION: GARLAND LANDMARK SOCIETY, 200 MUSEUM PLAZA DR. GARLAND TX

NEXT NEWS DEADLINE: TUES. AUG. 15, 2006 EMAIL: NTX.NEWS@YAHOO.COM

- WHAT'S IN THIS ISSUE -

BROUGHT TO YOU BY VALLI HOSKI, NTX NEWS DISPATCHER

HISTORIC STEAM LOCOMOTIVE COMING TO PITTSBURG KS, AUGUST 5 TH & 6 TH	1
RAILROAD PHOTOGRAPHY CONTEST, TEMPLE TX – DEADLINE AUGUST 13.....	2
STEAM TO THE BIG EASY – AUGUST 24 - 29, 2006.....	2
NORTH TEXAS TRIVIA QUESTION – COLLECT THEM ALL!.....	3
NORTH TEXAS CHAPTER MEMBER IN TRAINS MAGAZINE	3
DART WINS \$700 MILLION FULL FUNDING GRANT	3
NEW DART CARS IN SERVICE.....	3
GRAPEVINE COULD GET ON THE T	4
WEATHERFORD, MINERAL WELLS AND NORTHWESTERN HISTORICAL MARKER INSTALLED.....	5
NOTABLE REFRIGERATOR CARS.....	5
RESURRECTING REEFER RELICS IN SANTA FE.....	5
KCS, LDOT STRIDE WITH PRIDE.....	5
UP REDUCES CONTROL TO SPEED TRAINS.....	5
AMTRAK SECURES SECURITY FUNDING	6
TRANSIT SECURITY BILL ENTERS THE HOUSE.....	6
TRANSPORTATION SERVICES STILL ON THE MOVE.....	6
CHAPTER MEETING MINUTES, JULY 11, 2006	8

Historic Steam Locomotive Coming to Pittsburg KS, August 5th & 6th

THE "SPIRIT OF LOUISIANA" FROM NEW ORLEANS WILL BE POWERING PUBLIC TRAIN RIDES ON BOTH DAYS!

On Saturday, August 5th and Sunday, August 6th travel in air-conditioned 1950's era coaches behind the Southern Pacific locomotive #745, a 2-8-2 Mikado steam engine, on former Frisco Railroad track out of Pittsburg, Kansas toward Cherokee. This is the first public rides for this locomotive since being restored to steam last year by the Louisiana Steam Train Association (LASTA) and the first steam engine powered passenger train out of Pittsburg since the late 1940's. These approximately one and a half-hour round-trip rides will depart at 10:00 a.m., 12:30 p.m. and 3:00 p.m. on both days. Each excursion train ride will depart

exactly on time. Train boarding at Elm and Monroe Streets in Pittsburg will begin 20 minutes before each train departure.

Seating is limited so buy your tickets now. Cost is \$20.00 for adults, \$10.00 for children under age 10 and very young children can ride on laps free. Tickets may be purchased at the Pittsburg Area Chamber of Commerce, 117 West 4th Street, Pittsburg, Monday through Friday; 9:00a.m. to 4:30p.m. For people from outside the local area, reservations can be made by calling the Pittsburg Chamber of Commerce at (620) 231-1000. Please include your name, mailing address and phone number, number in party and date/time of train ride requested. Riders from outside the local area must pick-up their reserved tickets 45 minutes prior to boarding their scheduled train ride at the loading site. Cash and checks must be made payable to

the "Heart of the Heartlands". Sorry, Credit Cards are not accepted.

After 4:30p.m on August 4th any unsold tickets will only be available at the Pittsburg boarding site after 9:00a.m.the day of the rides. Any tickets not picked up and/or paid for by boarding time for each trip are subject to resale.

Please be at the loading site at least 30 minutes before your departure. The train is made up of historic equipment and is not handicapped accessible. No food or drinks are allowed on the train. There are limited restroom facilities. All ticket proceeds go to keep this engine restored and under steam. Rides are sponsored by the Heart of the Heartlands Railroad Historical Society, Louisiana Steam Train Association, South Kansas & Oklahoma Railroad and Watco Companies, Inc. Trips subject to change without notice.

For more information, please call Larry or Kathy Spahn, (620) 396-8594, on weeknights after 5:00p.m.CST. For additional information about the groups sponsoring these trips, go to:

www.geocities.com/htrainclub (Heart of the Heartlands),
www.lasta.org (Louisiana Steam Train Association), and
www.watcocompanies.com (SKOL Railroad and Watco Companies, Inc)

Source: 7/13/06, LASTA email, thanks to Skip.

Railroad Photography Contest, Temple TX – Deadline August 13

Photography Submissions need for Railroad Photography Contest in Temple, TX

The Central Texas Chapter of the National Railroad Historical Society will be sponsoring its first photography contest to be held on September 16-17 at the Railroad and Heritage Museum in Temple, TX. Submissions must be made at the Railroad and Heritage Museum, 315 West Avenue B, Temple, TX beginning Tuesday, July 25 through Sunday, August 13.

You may mail your photos to the museum, but please understand that the museum or the chapter will be responsible for returning the photos. We will provide an opportunity for you to pick up your photos. (See contest rules) *[VH note: Not clear how photos are returned.]* Each person will be limited to nine color or black and white prints in a combination of the following categories:

- Building and Structures (passenger/freight depots, semaphores, diesel maintenance facilities, etc.)

- Railroad People (MOW, engineers, conductors, passengers, etc.)

- Trains (steam, diesel, passenger, freight)

The fee is \$3.00 per photo and must be paid at time of photo submission. All photos will be judged by an experienced panel of judges. If interested please contact Jeremy, jdkrauss@swbell.net for official rules. Source: 7/6/06, Railspot. Thanks to Skip.

Steam to the Big Easy – August 24 - 29, 2006

Chicago/St Louis to New Orleans roundtrip Ride behind SP-5 Mikado # 745

Mid-west steam excursion - originates in St. Louis via diesel then switches to steam engine power in Kansas City for trip to New Orleans. Engine is Southern Pacific Type SP-5 Mikado # 745, which was built in 1921 in New Orleans. Return to Chicago by different route. This may be the premier steam excursion of 2006 and is available only from American Rail Excursions.

Passengers may pre-board either in St. Louis or Chicago on Wednesday, August 23. Separate sections will depart both cities on Thursday, August 24 and be joined together in Kansas City late that day.

On Friday, August 25, we'll depart Kansas City using rare mileage, freight only KCS tracks. From Kansas City to Shreveport a diesel will be on the point with the steam engine between it and the private cars.

Passengers will enjoy breakfast, lunch and dinner onboard. Passengers will enjoy beverages and dry snacks in the lounge in the afternoon and evening. We'll travel through Pittsburg (not PA) and Watts.

Saturday, August 26 we'll visit Heavener, OK and DeQueen, AK. Enroute we'll have breakfast and lunch onboard. In the evening we'll stop at Shreveport for an included dinner at Smith's Cross Lake Inn on where else, beautiful Cross Lake. Passengers will enjoy beverages and dry snacks in the lounge in the afternoon and evening. The next morning, Sunday, August 27 we'll depart Shreveport for New Orleans with the steam engine on the point with a diesel between it and the private cars. We'll have breakfast, lunch and dinner enroute as we travel through Camti, Latanier and Baton Rouge. Passengers will enjoy beverages and dry snacks in the lounge in the afternoon and evening.

NORTH TEXAS ZEPHYR

NEWSLETTER OF THE NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
AUGUST 2006, VOLUME 11, ISSUE 6

After we blast over the towering Huey P. Long bridge over the mighty Mississippi River and into the New Orleans Union Station, passengers may take off to visit the cool jazz nightspots. Most have reopened and there is much to see and hear.

Monday morning, August 28, we depart New Orleans attached to Amtrak #1, The Sunset. Breakfast, lunch and dinner will be served as we travel to San Antonio.

Passengers will enjoy beverages and dry snacks in the lounge in the afternoon and evening after dinner.

On Tuesday, August 29 we'll depart San Antonio attached to Amtrak # 22 The Texas Eagle. Breakfast, lunch and dinner will be served enroute. Passengers will enjoy beverages and dry snacks in the lounge in the afternoon and evening. Wednesday, after breakfast, we arrive at St. Louis about 8:09 AM where St. Louis originating passengers will leave us. We'll continue on, and after lunch for our Chicago passengers, we are scheduled into Chicago at 2:14 PM.

Fare is \$1,999 and up per passenger depending on accommodations. Single bedrooms, double bedrooms and suites are available. For full details or to make a reservation, please call 313-300-8411, or by mail to American Rail Excursions, PO Box 2345, Dearborn, MI 48123-2345 or by e-mail to frank@americanrail.com Source: 7/16/06, Skip.

North Texas Trivia Question – Collect Them All!

The King Of Trivia Announces A New Contest!

Is that really a CF7? Lattimore Materials has a green and white locomotive in their yard near 14th Street and Avenue N in Plano. Does anyone have further information or know the real origin of this unit? Source: 7/12/06, Claude Doane. See him for prize (a hearty handshake).

North Texas Chapter Member In Trains Magazine

The 2005 Trains Magazine photo contest (winners announced in March 2006 issue) subject was "Trains at Speed". Member Jimmy Barlow was a Runner Up with his submission of a DART light rail train on the bridge over Beltline Road in Richardson. The photo was taken at a slow camera speed, so the train is blurred but the surroundings are clear. He even got the Interurban Street sign in the photo.

The caption reads "A southbound Dallas Area Rapid Transit light-rail vehicle whisks over Main Street in downtown Richardson, Texas, on August 26, 2005. As the sign suggests, Richardson was once big interurban country. It was served from 1908 to 1948 by the Texas Electric, the second-largest interurban west of the Mississippi. U. S. 75 did away with much of it. But while both of DART's tracks are good for 65 mph anytime, you can bet that at 5:58 PM, on this and every weekday afternoon, each of 75's eight lanes is anything but fast!

Ken Fitzgerald, of Fort Worth, and known to most of the local railfan community, won the contest in both 2005 and 2004 with FWWR photos. The subject for the 2004 contest was "Railroaders at work". Source: 7/16/06, Steve (AKA Captain Transit)

DART Wins \$700 Million Full Funding Grant

The U.S. Department of Transportation recently approved a \$700 million Full Funding Grant Agreement for Dallas Area Rapid Transit (DART). The grant will help fund DART's \$2.5 billion light-rail expansion, which will double the agency's 45-mile rail system by 2013.

DART will build a 21-mile northwest/southeast "connector" linking Farmers Branch and the Pleasant Grove area of Dallas. Once complete in 2010, the Green Line will serve Deep Elum, Baylor University Medical Center, Fair Park, Victory Park, the Dallas Market Center, the Southwestern Medical District, Love Field Airport and downtown Farmers Branch.

By 2013, DART plans to open additional branches that will extend the Green Line to Carrollton, provide service to Garland and Rowlett, and construct a new Orange Line to serve Las Colinas and DFW International Airport.

In April, the Federal Transit Administration approved the grant agreement; the U.S. transportation secretary then signed off on the grant after a 60-day congressional review period.

The Official Ceremony took place Monday, July 3rd at 11:00 am at the American Airlines Center. Source: 7/5/06, Progressive Railroading email. Thanks to Claude.

New DART Cars In Service

DART bought 40 new LRVs for the Starter System and numbered them 101 thru 140. They have been in service since the beginning of DART Light Rail in 1996. For the

expansion to Plano and Garland, DART bought an additional 55 cars numbered 141 thru 195. These were placed in service in 2000 before the opening of the Plano and Garland service, as the ridership on the Starter System was above the capacity of the original 40 cars. DART is now receiving delivery of 20 more cars for the northwest to southeast Green Line that is to open starting in 2009. These cars are numbered 196 thru 215. On June 22, 2006, car 200 was observed in regular service, the first such sighting since the cars were delivered. They have been out on the line testing, but this was the first sighting in regular service.

For those of you questioning "I thought the TRE was the green line", you will notice in the latest literature the TRE color on the DART maps has been changed to a dark blue, darker than the Light Rail Blue Line. I guess it is just the TRE and does not have a color. For those interested, the line to Irving (Las Colinas) and DFW will be orange. **Source:** 6/22/06, Steve Siegerist, President of Captain Transit Newsletter Publishing and Distribution Company

Grapevine could get on The T

Commuter rail line through city would link to airport
07:47 AM CDT on Thursday, June 29, 2006
By MARICE RICHTER / The Dallas Morning News

Grapevine is considering joining the Fort Worth Transportation Authority to help jump-start a new commuter rail line that would link southwest Fort Worth to Dallas/Fort Worth International Airport.

The proposed rail line -- which would be up to 40 miles long -- would be the first to operate exclusively in Tarrant County. The Trinity Railway Express stretches through parts of Dallas and Tarrant counties.

Officials from Grapevine and the transportation authority -- popularly known as "The T" -- said they have been meeting for months to develop an agreement that would allow Grapevine to join The T at a reduced rate through a contract arrangement.

"We can't just keep building highways that are used by one person in one vehicle," said Grapevine Mayor William D. Tate. "We need mass transit, but our citizens only want rail.

"What we've come up with is a new concept -- a way for us to pay for our fair share of rail only," he said.

The T charges its member cities a half-cent of sales tax on every dollar spent. DART charges its member cities a tax of 1 cent on every dollar spent.

Grapevine could be the first city in the region to join a transportation district under a contract arrangement and lower rate, officials said.

To join The T, Grapevine voters must approve a sales tax increase of three-eighths of a cent. An election is being considered for November, Mr. Tate said.

Officials with The T said Grapevine's participation, along with The T's revenue, funds from Tarrant County and the North Central Texas Council of Governments, and a federal grant would pay for the commuter line's start-up costs of about \$330 million.

In preparation for seeking a federal grant, The T has launched a study of transportation alternatives in a 40-mile corridor stretching from Dirks Road near Benbrook to the airport. The study will examine alignment alternatives for the new rail line corridor as well as possible freeway improvements and bus route additions.

A recommendation on the new rail line and other improvements could be released by November.

Plans in place

Grapevine has already started planning a rail station in downtown Grapevine, Mr. Tate said. The station is expected to have a historic character, but it would be separate from the existing depot for the Tarantula train, which is geared toward tourists.

The new rail line would use the Cotton Belt Line, which currently carries some freight traffic and the Tarantula train that runs between downtown Grapevine and the Fort Worth Stockyards. The line would then hook up to at least one other existing railroad line in Fort Worth.

Regional transportation planners long ago targeted the Cotton Belt Line as a good possibility for a new commuter rail line.

"We see this as something that could happen fairly quickly and inexpensively," said Dick Ruddell, president and executive director of The T. "We have advantage here of a publicly owned rail line."

If Grapevine buys in, the new line could be up and running by 2011 or 2012, officials said.

DART, which plans to extend a light-rail line into D/FW Airport from the east, isn't expected to reach the northern edge of airport property until 2013, officials said.

The T's new line and DART eventually would connect at the airport so that Tarrant County riders could catch DART

trains and Dallas County riders could access The T, officials said.

"We see this as one of the biggest selling points," Mr. Tate said. "You could travel from Fort Worth to the airport, or you connect in the airport to a DART train and get to the American Airlines Center."

The Cotton Belt Line passes through Grapevine, Colleyville, North Richland Hills, Haltom City, Richland Hills, Southlake and Fort Worth. Richland Hills is the only city in that group that already belongs to The T.

Other cities

The other cities along the line have been invited to join The T at the same rate and with the same conditions that were offered to Grapevine, Mr. Ruddell said. However, those cities cannot increase sales tax rates because they already levy the state-mandated maximum 8.25 percent, officials said. Grapevine's sales tax rate is 7.25 percent.

Voters in the other cities previously increased sales tax rates to pay for park improvement or crime control districts. Tarrant County Commissioner Glen Whitley said efforts are under way in the Legislature to allow D-FW area cities to raise sales taxes beyond the state cap to support mass transit.

"With the high price of gas, congestion on the freeways and our poor air quality, there is a lot of interest in rail," he said.

Only cities in the new rail corridor that are part of The T would get a station and stop, officials said.

E-mail mrichter@dallasnews.com Source: 6/29/06 Dallas Morning News. Page at: http://www.dallasnews.com/sharedcontent/dws/news/localnews/stories/DN-nettransit_29met.ART.West.Edition1.247d606.html

Weatherford, Mineral Wells and Northwestern Historical Marker Installed

The Weatherford, Mineral Wells and Northwestern Railroad has been gone for about 15 years, but a new state historical marker honors its history.

The marker, dedicated in mid-March, is between Mineral Wells and Weatherford on the south side of U. S. Highway 180 along the old railroad corridor. After the railroad ceased operation in 1991, the tracks were removed and the corridor became a hike, bike and equestrian trail called the Lake Mineral Wells State Trailway.

The railroad, established in 1889, linked Mineral Wells with the rest of the nation, moving freight into and out of the area and providing transportation to health-seekers who visited

Mineral Wells to drink and bathe in mineral-laden well water that was believed to have healing properties. Source: 7/9/06, Dallas Morning News, Travel Section, submitted by Steve, Captain Transit.

Notable Refrigerator Cars

Captain Transit Spots Special Service Cans Cars

You never know where you are going to find railroad history. While enjoying one of my favorite beverages recently, I read the can. On the side of the Budweiser can was this historical tidbit. "Railroads united America in the late 1800s. With 850 specially built refrigerated railcars, Anheuser-Busch became the first brewer to ship beer nationally. Packed with ice and heavily insulated, these "BEER CARS" delivered Budweiser cold and fresh, no matter where in the country the KING OF BEERS was shipped." There is even a picture of the car on the can. Source: 7/16/06, Steve (AKA Captain Transit)

Resurrecting Reefer Relics In Santa Fe

Workers demolishing a building across from Santa Fe Southern tracks in Santa Fe, NM discovered that its first floor had been made from 4 Santa Fe reefer cars built in the early 1900s. A Santa Fe Southern spokesman said that the 4 cars still bore Santa Fe markings of that time and that 2 of the 4 cars would be preserved.

The Santa Fe Southern now operates the former Santa Fe branch between Lamy, NM and Santa Fe. Said SFS President Carol Raymond, We have spent 14 years preserving rail service in Santa Fe. It was like discovering a treasure. Source: 6/19/06, Gary Roe.

KCS, LDOT Stride With Pride

Kansas City Southern announced that it would partner with the Louisiana Department of Transportation to improve or eliminate approximately 300 crossings in the state. The project will cost about \$16 million. A LDOT spokesman said, by combining available state and federal resources with railroad resources [for this purpose], we are making important strides toward enhancing safety throughout the state. Source: 6/19/06, Gary Roe.

UP Reduces Control To Speed Trains

Union Pacific filed to remove several controlled points, remove several intermediate signals, and convert several switches to hand-throw operation between MP 232 and MP 235 on its Houston West Belt Subdivision near Houston, TX. The reason given for the proposed change is to allow

more trains to move through this corridor efficiently and without undue delay. *Source: 6/23/06, Gary Roe*

Amtrak Secures Security Funding

Yesterday [7/7/2006], the U.S. Department of Homeland Security (DHS) announced it will award about \$400 million in fiscal-year 2006 security funding through the Office of Grants and Training's Infrastructure Protection Program.

DHS will provide more than \$136 million for the Transit Security Grant Program, which covers transit, bus and ferry system operators. Of that, \$123 million will be allocated to "Tier 1" urban areas, where transit systems have been determined most at risk based on various factors, such as ridership and underground infrastructure.

The department also will provide \$7.2 million to Amtrak to continue improving security in the Northeast Corridor and Chicago, and begin enhancing security on the West Coast. DHS is requiring the national intercity passenger railroad to conduct a risk assessment of its West Coast service area to determine where security improvements are most needed.

In addition, intercity and charter bus services can obtain a portion of \$9.5 million, and the American Trucking Association will receive \$4.8 million for the Highway Watch program, which recruits and trains highway professionals to identify and report security and safety concerns.

Meanwhile, the country's 100 most critical seaports will be eligible to compete for a portion of the \$168 million available through the Port Security Grant Program. Applicants have 30 days to submit proposals to DHS, which will award funds by Sept. 30. *Source: 7/7/06, Progressive Railroading.*
<http://www.progressiverailroading.com/transitnews/article.asp?id=9131>

Transit Security Bill Enters The House

Rep. Bennie Thompson (D-Miss.) recently introduced the Rail and Public Transportation Security Act of 2006 (H.R. 5714) in the House.

The bill calls for the U.S. Department of Homeland Security (DHS) to develop and implement a National Rail and Public Transportation Security Plan, which would outline the responsibilities of federal, state and local agencies, and transit authorities in the event of a terrorist attack. DHS would identify and address gaps or overlaps in the agencies' roles, and identify and recommend legislative, regulatory and organizational changes to improve coordination among the groups.

In addition, the department would designate Area Rail and Public Transportation Security Committees. Comprised of transit agency representatives, the committees would develop and submit to DHS a security plan for their region.

H.R. 5714 also would require the department to establish standards and procedures for conducting vulnerability assessments and developing security plans. Agencies would be required to conduct an assessment, and prepare and implement a plan that addresses vulnerabilities.

Under the proposed legislation, DHS also would establish a grant program and conduct security assessments to prioritize agencies' need for federal security funds, add at least 200 security inspectors and create a public transportation worker security training program.

The bill was referred to the House's Homeland Security, and Transportation and Infrastructure committees.

Source: 7/10/06, Progressive Railroading.
<http://www.progressiverailroading.com/transitnews/article.asp?id=9138>

Transportation Services Still On The Move

The Transportation Services Index (TSI) reached 112.4 in May, rising 1.1 percent compared with April and registering its third consecutive monthly gain, according to the U.S. Department of Transportation's Bureau of Transportation Statistics. The TSI's last three-month winning streak occurred in September, October and November 2004.

During 2006's first five months, the index increased 1.7 percent — the third-straight January-to-May gain but smallest since 2003.

May's Freight TSI of 113.2 rose 1.9 percent compared with April and 0.4 percent compared with May 2005. The index registered its sixth consecutive year-over-year gain in May but smallest since 2000. Through five months of 2006, the Freight TSI rose 2 percent compared with 2005's first five months.

May's Passenger TSI of 110.2 decreased 0.3 percent compared with April, ending a two-month winning streak. However, the index rose 0.1 percent compared with May 2005 for its third consecutive year-over-year gain in the month yet smallest since 2003. Through five months, the Passenger TSI rose 0.6 percent.

The TSI is a measure of month-to-month changes in the output of services provided by for-hire transportation industries, including rail, air, truck, inland waterways, pipelines and local transit. *Source: 7/10/06, Progressive Railroading.*

<http://www.progressiverailroading.com/freightnews/article.asp?id=9140>

Keeping Track - BNSF Recruits Rail fans

After decades of resisting the idea, BNSF has enrolled train enthusiasts to watch for suspicious people, activities

By DAN PILLER STAR-TELEGRAM STAFF WRITER

STAR-TELEGRAM/RALPH LAUER

Rail fans Kenneth Fitzgerald, left, whose photos are displayed, and John Briggs shoot pictures of a rolling train at the Saginaw depot. Railroads are asking rail fans to report unusual activity near train tracks.

After treating rail fans -- those enthusiasts who line railroad rights of way to observe and photograph trains -- like unwanted relatives for decades, railroads are beginning to realize the value of extra eyes and ears on their systems.

BNSF Railway Corp. of Fort Worth has gone the furthest, enrolling more than 3,100 rail fans in an ad hoc system of observers to look for suspicious people or activities along its 32,000 miles of track in the western half of the U.S. Each enrolled rail fan is issued a card that identifies him or her to railroad police as a legitimate fan and rightful observer along the BNSF system -- so long as they don't trespass.

"It seems natural to harness their interest to help keep America's rail system safe," said William Heileman, director of BNSF's police system.

It may seem natural enough to railroads now, in the post-9-11 world, to use rail fans to keep a lookout on railroad lines, but for decades rail fans near tracks have often found themselves in unpleasant confrontations with railroad police or employees.

Most rail fans are photographers, taking pictures of locomotives and trains that end up in rail-enthusiast magazines, calendars, coffee-table books and occasionally railroad publications. Because tracks and yards are open and accessible, many of the unknowing mistakenly assume that a railroad is public property.

"You have to remember that railroads are private property, and railroads have to protect their property," said Kathy Kube, managing editor of Trains Magazine.

Kube said all railroads have heightened their security since the 9-11 attacks. A typical general freight train may contain millions of dollars' worth of goods, not to mention possibly dangerous or hazardous materials or military equipment.

The Department of Homeland Security has tended to let the railroads take the lead on security matters. The department

issued a grant of \$115 million to improve rail and transit security in urban areas in 2003. Its Transportation Security Administration says it is "addressing gaps in anti-terrorism training among rail personnel," and some railroad workers have been sent to federal training centers for anti-terrorism training.

The Association of American Railroads, the organization of the major freight carriers, has prepared what the Homeland Security Department calls a "classified security plan that identifies risk and security measures."

Homeland Security also screens high-risk cargo entering the U.S. by rail.

Railroads have long had to deal with terrorist attacks, although the targets are usually passenger trains.

In October 1995, the Amtrak Sunset Limited was sabotaged near Hyder, Ariz.; one crew member died and 78 people were injured. A note left at the scene cited the Branch Davidian siege and other causes of right-wing groups. And BNSF executives said they suspected sabotage in the derailment of a runaway train near St. Paul, Minn., although the company later said sabotage did not seem to be the cause.

A rail transit attack in Spain in March 2004 killed 191 people. An attack on the London transit system in July 2004 killed 51.

Although attacks on passenger trains can cause many deaths directly, freight trains carrying hazardous chemicals could be even more dangerous if derailed or blown up in an urban area.

Although BNSF's rival in the western U.S., Union Pacific Railroad, hasn't gone as far as BNSF with its rail-fan observer program, spokesman Joe Arbona said: "Particularly since 9-11, we have invited the public to contact us if they see anything suspicious along our tracks or near the yards."

But "we want to make sure that when people are photographing a train, it is from a safe distance," he said.

Kenneth Fitzgerald of Benbrook, a financial planner who won a magazine contest for photography last year and has sold photos to railroads, acknowledges that many fans have more enthusiasm than good sense.

"There are rail fans out there who give all of us a bad name," Fitzgerald said. "You can tell the real rail fan simply

NORTH TEXAS ZEPHYR

NEWSLETTER OF THE NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
AUGUST 2006, VOLUME 11, ISSUE 6

by noting whether or not he or she has the railroads' emergency safety numbers in their speed dial."

Fitzgerald and his fellow rail fans hail the BNSF program as bestowing new legitimacy on their hobby. A true rail fan knows as much about a railroad as the people who work for it, right down to the markings on cars, schedules, freight loads, routes and other matters.

On a recent Saturday Fitzgerald was joined by David Hawkins of Plano, who runs a family heating-distribution business, and John Briggs, who photographs trains to relax from his day job as a crime-scene examiner for Tarrant County.

Freight railroads don't publish their schedules. To follow trains, rail fans listen to the railroads' radio frequencies on portable radios, then use the Internet, hand-held computers and cellphones to spread the word.

In Tarrant County the favorite places for train-spotting are near Tower 55, just southeast of downtown Fort Worth, and near the old Saginaw train depot.

Rail fans look for the smallest details. Fitzgerald, Hawkins and Briggs were excited at the passage of one BNSF train because the second locomotive bore the new "swoosh" underline that BNSF has on its logo.

Fitzgerald likens rail fan work to hunting deer.

"Deer run when they run, and you have to learn about them and find out what they're doing in order to be there at the right time," he said. "Being a rail fan is no different."

IN THE KNOW

Safety numbers

The emergency safety numbers for the railroads:

BNSF Railway: 800-832-5452

Union Pacific Railroad: 888-877-7267

And on the Web: Citizens United for Rail Security,
newdomino.bnsf.com/website/crs.nsf/request?open

Dan Piller, 817-390-7719 danpil@star-telegram.com article with text since the beginning of DART Light Rail in 1996. Source: <http://www.dfw.com/mld/dfw/business/local/14957287.htm> Posted on Mon, Jul. 03, 2006. Thanks to Skip.

Chapter Meeting Minutes, July 11, 2006

NORTH TEXAS CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

MEETING MINUTES AND NOTES

DATE: JULY 11, 2006

LOCATION: GRAPEVINE VISITORS CENTER

ATTENDANCE: 16 MEMBERS AND GUESTS

President Skip Waters opened the meeting at 7:30 pm.

Skip made the following announcements: Valli Hoski has agreed to take over the newsletter editor position [News dispatcher comment: Valli agreed to continue as news dispatcher, not editor, as needed. A long-term editor is still sought.], member Dave Eckhardt made a generous donation of a baggage wagon to the Grapevine Vintage railroad in the name of the North Texas NRHS, the chapter has purchased its own slide projector, and the board has increased the amount of money allocated for a Digital projector to include a sound system and possibly a screen.

Skip also announced that our next meeting will be at the Downtown Garland Santa Fe Depot with a program on amateur radio operator operations at the Texas State Railroad.

We are planning a chapter trip to the Texas State railroad tentatively scheduled for the last weekend in September. We are looking at creating a historian position to inventory and oversee the chapters growing archives collection.

Louisiana Steam Train Associations' SP 745 Mikado steam engine will be making a trip from Shreveport to New Orleans on Sunday August 27. Member Dale Wilkin reported on his recent trip to China. Treasurer Steve Siegerist distributed two publications from DART, "Connections" and "In Motion" both commemorating DART's 10 year anniversary of Light Rail operations.

For our September meeting, Skip presented an interesting video: Johnny Cash Ridin' the Rails, the Great American Train Story, a documusical. In the video Johnny Cash tells the story of American railroads through reenactments and song. Some of the familiar events shown include The Tom Thumbs race against a horse, the Best Friend of Charleston, the Great Locomotive Chase, the completion of the Transcontinental Railroad the legend of John Henry, the Casey Jones story, and the City of New Orleans.

Submitted by Mike Bedford, Secretary

Press time: 7/18/06, 2 pm. Includes chapter news available by press time; see extra or late news in next month's issue.

File: NTx Newsletter 082006 Ver G 8 pg.doc