



NORTH TEXAS ZEPHYR

NEWSLETTER

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
SEPTEMBER 2006, VOLUME 11, ISSUE 7



NEXT MEETING: **TUESDAY, SEPTEMBER 5, 2006** GREET-7PM. MEET-7:30PM.
PROGRAM: **POSTCARDS FROM THE RAIL'S EDGE – 2006 NRHS NAT'L CONVENTION**
LOCATION: **DALLAS SOKOL CENTER** (WALNUT HILL LN. EAST OF GREENVILLE)

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September Chapter Meeting – 2006 NRHS National Convention

What: 2006 NRHS National Convention trip reports from the chapter's intrepid travelers.

Where: Sokol Dallas Center, 7448 Greenville Ave, Dallas, TX, map: <http://www.sokoldallas.com/id13.html>

- **Driving?** From **Central** Expressway, go east on Walnut Hill, east past Greenville. Turn south at the driveway just past Gershwin's Restaurant, drive down a short hill, the building's on the left side.
- **DART?** Take the Red Line to Walnut Hill Station, exit the platform's north end. Board #501, 506 or 582 bus in the bus lane (not across the street). Go east on Walnut Hill. Get off at the last stop before Greenville (2nd stop after the station), walk east across Greenville, turn right (south) at driveway past Gershwin's Restaurant, walk down to the hall. All bus routes

turn right on Greenville, so don't go that far. Ride back to the station will be provided. 8/4/06, Steve Siegerist

Special Feature

Rails Across The Blackland Prairie, by Jon Shea

Our Chapter's 10th Anniversary Meeting was a very enjoyable and memorable trip on the Grapevine Steam Train. Since that train runs on an ex-Cotton Belt Line (St. Louis Southwestern Railway), it seems appropriate to provide some history on the Cotton Belt Railroad in the North Texas area.

The Blackland Prairies region of Texas in the late 1800s and early 1900s was the greatest cotton producing area in the world. This column covers the coming of the Cotton Belt to



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the Dallas Fort Worth area including the line we rode. The information comes from a booklet titled 80 Years of Transportation Progress, A history of the St. Louis Southwestern Railway which was published by the railroad in 1957.

The first predecessor railway of the Cotton Belt to build into Texas was the Texas and St. Louis Railway, which used a narrow gauge. Even as early as the 1880's this railroad was already being called The Cotton Belt Route. On February 11, 1886, the Texas portion of the line was merged into the St. Louis, Arkansas and Missouri Railway Company. Work soon began to change the track to standard gauge and that work was completed in Texas on January 12, 1887.

Three extensions were soon built in Texas. The Corsicana to Hillsboro branch (1% grade) was completed on February 3, 1888 (it was abandoned in 1940). The Mt. Pleasant to Sherman branch was finished on July 17, 1887 with a grade of 1 ¼ percent. The Commerce to Fort Worth Branch was finished on April 14, 1888 with a grade of 1 1/10 percent.

Our trip took place over the westernmost part of that branch. All of these lines were laid with 56 pound rails. Prior to that, the railroad had used 36 pound rails. The cost of all those new rails was too much to bear and on May 13, 1889, the company went into receivership. On January 11, the railroad was reincorporated as the St. Louis Southwestern Railway.

In 1898, the Cotton Belt reached Dallas. It was decided to be an advantage to obtain trackage rights over the Gulf, Colorado, and Santa Fe Railroad from Wylie to Dallas and this was done in August 1898. A 10 year contract was signed which allowed the GC&SF to charge 40 cents per mile for both passenger and freight use. At one time the Cotton Belt had wanted to build a line from Carrollton to Dallas but this line was never built.

In April, 1901, the Cotton Belt acquired the Dallas Terminal Railway & Union Depot Company which was originally formed in 1894 to build terminal tracks and other property. In 1899 the name of that company was briefly changed to The Dallas, Fort Worth and Gulf Railway Company when an extension to Fort Worth was being considered. The original name was resumed in 1901. By 1896 five miles of track had been built. The remaining four miles of track was finished in May, 1903. At the same time, the Cotton Belt finished the branch from Addison to Dallas, which right of way is now the Dallas North Tollway.

A passenger Station was built in 1902 and used until Dallas Union Terminal opened in 1916. The station was then used as an office building until 1931 when it became the Greyhound Bus Station.

The freight station of The Dallas Terminal Railway & Union Depot Company was shared by the Cotton Belt and The Fort Worth & Denver Railway under a joint agreement. In 1932, the Southern Pacific acquired a controlling interest in the Cotton Belt although the latter operated under its own name for several decades more. Both are now of course part of the Union Pacific System. [Dispatcher note: many thanks to Mr. Shea for his patience while this article was rescued for this issue]

North Texas Rail News

Texas Association Of Railroad Passengers, Annual Meeting, Sept. 9, Fort Worth

The Texas Association of Railroad Passengers (TXARP) will hold its **Annual Membership Meeting** on Saturday, **September 9, 2006**, at the **Fort Worth Transportation Center**, 1001 Jones Street, Fort Worth, Texas 76102. Registration begins at 8:30 a.m. with the meeting beginning at 9:00 a.m. **Registration fee, which includes the luncheon, is \$15.** The meeting will conclude in time for attendees to ride train #22, the Texas Eagle, that afternoon.

To register, make your check payable to: Texas Association of Railroad Passengers. Send your registration to: TXARP, P.O. Box 1186, Hawkins, TX 75765. Membership in TXARP not required in order to attend. More details posted at the TXARP web page under "News" at www.txarp.org

What is the status of Austin to San Antonio commuter service? What are the prospects for extending the Heartland Flyer to connect with the Southwest Chief? Will the Baby Crescent and Dallas to Houston service become realities? Will the Sunset Limited resume service east of New Orleans? Will it be re-routed in Texas? What is the status of freight rail in Texas, and how does its status impact on Amtrak? What impact would the Trans Texas Corridors have on passenger rail? Would Amtrak/state partnerships help development of a Texas regional rail?

What can you do to support and promote passenger rail in Texas? How will TXARP approach the future of passenger rail in Texas?



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These and other questions will be addressed and discussed during our meeting. You will have time to ask questions and meet informally with the presenters and other attendees. This is an opportunity you cannot afford to miss.

More information will be provided as it becomes available. Also check the Texas Eagle web site:

<http://www.texaseagle.com/> See you on September 9th!

Henry Wulff, President, Texas Association of Railroad Passengers. Source: 8/11/06, Skip Waters

So Many Trains, So Little Time

The Trinity Railway Express schedule will be revised effective 08-14-06. This is a minor time change but it will produce an operation at Union Station that we have never seen. Train #2936 currently arrives at Dallas Union Station at 5:55 PM. Westbound train #2935 departs at 5:46 PM and the two trains pass each other between Medical Market Center and Union Station. In order to accomplish this, train #2936 arrives at Medical Market Center Station at 5:36 PM and sits there for 10 minutes waiting for the westbound. Effective August 14, 2006, train #2936 will not wait at Medical Market Center station, and will continue into Union Station and arrive on track #4, while train #2935 is still sitting on track #3. So from 5:42 PM (#2936 arrival) until 5:46 PM (#2935 departure) weekdays, there will be a TRE train on track #3 and a TRE train on track #4 and maybe Amtrak on track #5 (schedule is unpredictable). Train #2937, which is the same equipment as train #2936, will board and depart from Union Station on track #4 at 6:17 PM like it does now from track #3. The next arrival at Union Station is train #2938 at 6:25 PM, on track #3.

New TRE schedules will be available at the next monthly NRHS meeting. **Captain Transit.** Source: 8/4/06, Steve Siegerist.

Interurban Rail Depot Now A Museum

By John Watson, Cleburne Times-Review

In 1902 the North Texas Traction Co. had an Interurban (electric railcar) line from Fort Worth to Dallas. By 1911 the company decided a line to Cleburne would be profitable and started construction of a line from Fort Worth through Burleson and Joshua and on to Cleburne. The line went into service in 1912.

In Cleburne the line ran down the middle of Main Street to James Street, turned east, crossed Caddo Street and made

a turn-a-round behind the old Liberty Hotel. The track on North Main Street was visible up until North Main was made into four lanes and the rails were paved over.

In Fort Worth the line connected with the line that ran east to Dallas. In 1912 very few people had cars, and to go to Fort Worth by horse and buggy was almost a two-day trip. With the Interurban you could catch a ride in the morning, do your shopping and be back home that afternoon.

The Fort Worth-to-Cleburne segment of the rail line was known as the Pea Vine. The Pea Vine earned its name because the Interurban rail cars were painted green with a yellow stripe and yellow lettering.

The building that housed the Interurban depot in Burleson is located at the corner of Ellison and Wilson Streets. At the time the building was constructed, in 1912, it was the first building in Burleson to have electric lights and ceiling fans and the first to have a concrete floor.

From 1912-1931, the building not only served as a depot, electrical plant and freight-storage facility for the rail line, but also as a pharmacy and soda fountain.

By 1930 cars were more plentiful, roads were better and ridership had dropped off for the Interurban. In 1931 the Interurban ceased operation.

The building remained vacant for a while. Then R.G.K. Deering purchased the building and it became home to The Burleson News, which later became The Burleson Dispatch. The early newspapers used hand-set type, meaning the type was set one letter at a time by hand. No wonder the early papers were published only once a week.

In 1951 Deering, longtime owner of The Burleson News, purchased a Linotype. By using the machine-set composition, more work could be accomplished in less time. The Linotype uses a 90-character keyboard to create an entire line of metal type at once. Ottmar Mergenthaler produced the first Linotype in 1886, thus they are known as the Mergenthaler Linotype.

After Deering's death in 1973, his courageous wife, Hazel, continued publishing the newspaper and kept it and the print shop running until late in 1985. Hazel's paper was one of the final six hot-type newspapers in the state. Upon her retirement, the equipment that made up The Burleson



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Dispatch was either sold off or left in the old Interurban Building.

In 1999, the city of Burleson began restoration of the old Interurban building to be used as a Visitor's center. What remained of the newspaper equipment — the Linotype, a Hammond Easy Kaster and a Fairchild Scan-a-Graver — was removed to the old service center on Main Street and left on the back lot to deteriorate in the weather.

Robert Griffith, a Burleson Heritage Foundation member, found the equipment rusting away on the back lot in July 2005. After looking over the equipment and realizing what it was, he thought that it was worthy of restoration. After discussing this with some of the other foundation members, who also agreed that it was a worthy cause, they got the city to move the equipment inside where the restoration work could take place. The equipment was moved inside in January 2006.

Griffith was going to school at Tarrant County College and spent the week of his spring break in March working on the Linotype. Since then he has spent about two days a week working on it. He has gotten most of the rust removed and has removed the keyboard and sent it to Dan Williams in Houston to be rebuilt.

This Linotype is a Model 14 Single Keyboard Auxiliary Magazine 30 M machine. The nameplate on the side reads; "Model N #35532, Manufactured by Mergenthaler Linotype Company, New York, NY, originators and improvers of the Linotype."

The Burleson Heritage Foundation has also acquired an old Interurban car, No. 330, which the foundation is restoring. The car traveled the Fort Worth-to-Cleburne Interurban line. Once the restoration is complete, the Burleson Heritage Foundation plans to place the car adjacent to the Heritage Visitor's Center, where it will be open for public tours. There are also plans to construct a permanent awning to protect the rail car from the elements.

On July 25, a historical marker was set in place in front of the Burleson Heritage Visitor's Center giving the history of the Interurban in Burleson and the subsequent tenants of the building. Dorothy Schwartz of Alvarado, a great Johnson County historian, helped prepare the paperwork to get the marker from the Texas Historical Commission.

Today, the old depot is open to the public as the Heritage Visitor's Center, a resource for information about Burleson's history and the centerpiece of Burleson's Old Town shopping and historic district. The center is staffed entirely by Heritage Foundation volunteers and it offers a unique opportunity to view items of historical interest to the Burleson Community.

If you would like to learn more about the Interurban and its service to this area, visit the Burleson Heritage Visitor's Center. They have a lot of the history of the Interurban along with pictures. There are also other items of interest. One display that caught my attention was the old wooden telephone booth. The Center is open from 10 a.m. to 4 p.m. Wednesday through Saturday. **Source: 8/6/06, John Watson, texastraveler@sbcglobal.net Cleburne Times-Review.**

Texas Rail News

Houston METRO Completes Draft Environmental Report For Southeast Corridor

The Metropolitan Transit Authority of Harris County, Texas (METRO) recently released the Draft Environmental Impact Statement for the Southeast Corridor light-rail line.

The 6.8-mile Southeast Corridor would run from downtown Houston to the Palm Center. Next month, METRO will hold a public meeting and hearing to review the plan.

Preliminary engineering is scheduled to be complete by 2006's end, with final design beginning in 2007. METRO plans to start construction in mid-2007 and complete the line by 2010's end.

The Southeast Corridor is one of five transit corridors included in the \$2 billion METRO Solutions Phase 2 program, which is designed to improve Houston-area mobility by 2012 by creating a rapid-transit network. **Source: Progressive Railroading email, Claude Doane, 7/31/06**

Nuclear Notes 'n Amarillo

(MON 17Jul06) The Amarillo Railroad Museum in Amarillo, TX took delivery of cars that were used to ship nuclear warheads during the Cold War. A museum spokesman said that the cars, which were owned by the U.S. Government, were originally painted white to protect the warheads against the sun's heat, but were later painted in different color



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schemes to thwart possible attacks and unwanted protests. The spokesman added that the museum plans to restore the cars and exhibit them in the near future. **Source: Gary Roe.**

San Antonio Growth Keeps Going UP, Up!

(THU 20Jul06) Union Pacific announced that it would build a new intermodal terminal near San Antonio, TX. The new terminal will be developed on a 300-acre site and is expected to have a capacity to handle up to 100,000 intermodal units annually. A UP spokesman said that construction of the new terminal would begin in 2007 and that completion was expected in 2008. **Source: Gary Roe.**

Railroad Cameras Lead Police On Right Track

DALLAS, TX -- A new tool has been placed on freight trains traveling across North Texas. Another set of eyes are helping engine operators identify objects on the track, and assisting authorities in catching criminals. Trains are now being equipped with digital video cameras.

So far, Union Pacific has installed the cameras on 20 percent of its fleet.

One of these cameras recently caught a crime taking place in South Dallas, and now authorities are hoping that someone can identify the three teens seen in the video, responsible for sending a conductor to the hospital.

The incident occurred around 21:00 on Jul14, when the operators of a train noticed something on the track between Scyene Rd. and 2nd St. in South Dallas. It was the teenagers in question, one directly on the track and the two others on either side.

"The conductor stuck his head out and apparently one of the teenagers threw a rock, or a brick, and hit him in the face," said Capt. Jim Beach, Union Pacific Police Department.

The thrown object knocked out several of the conductor's teeth and left him with severe facial injuries. He is still at home recovering. "This is a serious crime. This is not just kids playing on the tracks. First of all, they could get hurt playing chicken. That train cannot stop," Beach says. "The second thing is, they injured one of our employees to the point that he had to go to the hospital."

Operators say that they see people trespassing on the train tracks everyday. "I've had things thrown at the engine, but I've always had the window closed," said conductor, Todd Cooley. Police hope that someone will recognize the area, and the teens playing on the track, and help them solve this crime.

Crime Stoppers and Union Pacific are offering a \$2000 reward for any information leading to the arrest and indictment of these teenagers. Anyone with information is being encouraged to contact Crime Stoppers at 877-373-TIPS (8477).

Union Pacific officials are hoping the new digital cameras will make things safer for everyone. "We'll be able to see what actually happens in crossing accidents and incidents like this where people playing chicken with the train, people throwing rocks at trains," Beach said.

"Don't trespass; don't throw rocks at trains, because we're going to come after you." - **Pam Harris, KTVT-CBS11, Dallas, TX.** **Source: 8/7/06, Skip Waters**

Sales, Freight Soar At BNSF

By Dan Pillar, Fort Worth Star-Telegram

Burlington Northern Santa Fe Corp., which saw freight volume increase by 9 percent and revenue by 18 percent, posted a record profit of \$470 million, or \$1.27 per share, up from \$366 million or 96 cents per share in the second quarter of 2005.

The Fort Worth-based railroad enjoyed a 14 percent increase in coal shipments as many electric utilities turn back to coal because of higher natural gas prices.

The carrier also saw a 19 percent increase in consumer-product shipments, bolstered by continued strong flow of Asian imports through California ports that are moved inland by rail.

"BNSF continues to experience record demand for rail service across all of its business units," said BNSF Chairman Matt Rose, who predicted continued strong demand for rail service through the end of this year.

Agricultural shipments were up 14 percent for the quarter, primarily because of strong foreign markets to move what was a record corn harvest.



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High diesel prices have pushed much freight from trucks to rail, and the strong demand for rail service has allowed railroads to impose higher rates.

The rising rates have made shippers restive. One shipper organization, Consumers United for Rail Equity, is pushing Congress to provide some rate relief through some limited re-regulation of the industry.

"The bulk shippers of coal, grain and chemicals feel that they are subsidizing the intermodal shippers, who basically are bringing foreign products into the country," said Bob Szabo, executive director of Consumers United. **Source: 8/9/06, Fort Worth Star-Telegram.**

General Rail News

Tulsa Rail Service Study

Tim Stanley, The Tulsa World

Tulsa metro-area planners are looking to the area's transportation future. The possibility of establishing commuter rail service between Broken Arrow and downtown Tulsa, including whether there's enough community interest, will be the focus of a forthcoming metro-area study.

Area planners have mentioned a passenger train as a future option and are eyeing existing tracks that run from near Main Street in Broken Arrow to downtown Tulsa as a likely route.

The Metropolitan Tulsa Transit Authority has begun seeking a firm to do the study, which will explore rail and additional bus options, and expects to hire one by the end of September.

The Destination 2030 Long-Range Transportation Plan for the Tulsa Metropolitan Area, developed by the Indian Nations Council of Governments, was originally presented to Broken Arrow and other communities in 2005.

The plan recommended rail service, but an in-depth study needs to be done, said Cynthia Staab, the transit authority's director of strategic development.

The study, to be completed by early 2007, will examine "community interest for mass transit, further accessibility, station locations, adjacent land-use, right-of-way, and capacity constraints for commuter rail and (bus rapid

transit)." The study will include formation of a steering committee of stakeholders.

Broken Arrow residents who want to learn more and give input can look for public meetings to be held in the fall. Tulsa Transit would operate the rail service.

"Many transit authorities across the country are doing rail now," Staab said. "If the feasibility study comes back with positive results, we will likely take a contingent of local leaders to Dallas to see what they have accomplished with commuter rail, light rail and expanded bus service."

The planners originally estimated the cost of establishing rail service at around \$40 million, with annual operating costs of up to \$3 million. The study will present new figures.

The rail service would require upgrading the tracks and signals, building three stations, including one in Broken Arrow, and acquiring trains. An operating agreement would be required to operate passenger service on the railroad, according to the report.

The long-range plan recommends improvements in four areas: roads, public transportation, bicycle/pedestrian and freight. **Source: 8/2/06, The Tulsa World.**

Dollars Deluge Amazes Amtrak

(TUE 18Jul06) The Senate Appropriations Committee approved \$1.4 billion in Fiscal Year 2007 federal funding for Amtrak. The amount totals \$300 million more than was recently approved by the House. The bill now goes to the full Senate for debate and voting, after which it will be reconciled with the House bill. Concerning these developments, Railway Age Magazine noted that "the Bush Administration appears to have abandoned its attempts to zero-fund Amtrak and is no longer trumpeting 'reform.' This year's budget process so far has been quiet compared to last year's, when now-departed Transportation Secretary Norman Mineta went barnstorming around the country giving speeches on Amtrak that many critics and industry observers said were rife with misinformation and distortions." **Source: Gary Roe.**

Cubs & Tigers & Amtrak, Oh My!

July 28, 2006. NEW YORK - History returned on Sunday evening, July 23, when the Chicago Cubs baseball team traveled on a chartered Amtrak train up the Northeast



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Corridor from Washington to New York. The Cubs had just been swept in a series at RFK Stadium by the Washington Nationals, and since their next series was in New York with the Mets, the team decided to take the train.

According to TRAINS Magazine correspondent Bob Johnston, this was the first time the Cubs had chartered an Amtrak train, and Cubs' General Manager Andy McPhail said he was thrilled with the experience. Field Manager Dusty Baker commented to the Chicago Tribune that riding the train, just as teams did in decades past, was educational for today's players, saying, "Sometimes old-school knowledge is good."

Johnston reports that Amtrak provided a three-car car "sports consist" of a Metroliner full club car for team coaches and front-office personnel; a 60-seat Metroliner business-class coach; and a club dinette food-service car with tables and power outlets on one side of the food counter area and one-two seating on the other side. Players and media, along with others on board associated with the team, used the dinette car. Reporters used the tables to file stories via their computers, and players used the tables to play cards. Once in New York, the Cubs, who are experiencing a very bad losing season, ended up snapping a losing streak and beating the Mets, currently the best team in the National League, in the first two games out of three.

Amtrak does regular business with several northeastern Major League Baseball teams on the Northeast Corridor including the Mets, Yankees, Red Sox, Phillies, Nationals, and Orioles, plus several "off-corridor" teams as well, when they travel the NEC between series. These include the White Sox, Pirates, Braves, and Devil Rays. NFL, NBA, and NHL teams also use Amtrak charters regularly.

In a related story, the Associated Press reports that Detroit Tigers fans soon will be able to board a train to get from Oakland County suburbs to Comerica Park. The Ilitch organization, owner of the Tigers, plans to team up with Amtrak and the Michigan Department of Transportation to bring a limited number of fans to Detroit for four Saturday

night games in August and September, Detroit Free Press columnist Tom Walsh reported Friday.

The Foxtown Tigers Train will replicate the old Grand Trunk Western commuter-train corridor, originating at the Amtrak terminal in Pontiac (now used by Chicago-Detroit-Pontiac Wolverine trains) and making stops in Birmingham and Royal Oak before arriving at Detroit's New Center station. Passengers then will board Tigers Trolley buses for the short ride to Comerica Park. The package will cost \$29 and guarantee a right field box seat, a food voucher for refreshments, and round-trip air-conditioned transportation. About 100 tickets for each game are available.

"I just thought this would be a fun thing to do. It's a cool experience that we can offer along with the game," said Atanas Ilitch, president of Olympia Development, the real estate and community development arm of Ilitch Holdings, told the Free Press. **Source: 7/28/06, Trains News Wire at Trains.com**

Gunn's Gossip, Golly Gee!

(SUN 16Jul06) In a notable series of interviews published this date in the Philadelphia Inquirer, former Amtrak president David Gunn revealed that Amtrak came very close to shutting down a year ago last spring following the Bush Administration's proposal of no federal funding for Amtrak for Fiscal Year 2006. Mr. Gunn said that this caused vendors to start demanding cash, insurers to resist renewing liability coverage, and Amtrak auditors declining for months to sign off on financial statements certifying that the company could continue in business. When he attempted to discuss these problems with then Secretary of Transportation Norman Mineta, Mr. Gunn said, "It was like talking to a mannequin...He never showed any intellectual engagement in terms of dealing with the problem." Following differences with its board of directors, Mr. Gunn was let go from Amtrak in November, 2005 and Mr. Mineta resigned as Secretary of Transportation earlier this month. **Source: Gary Roe.**

Press time: 8/11/06, 2 pm. All chapter news available by press time; see late news in next month's issue. File: **NTx Newsletter 092006 Ver E .doc**



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Chapter News

Chapter Meeting Minutes, August 1, 2006

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY

MEETING MINUTES AND NOTES

DATE: August 1, 2006

LOCATION: Garland Landmark Society

ATTENDANCE: 14 MEMBERS AND GUESTS

President Skip Waters opened the meeting and made the following announcements: The NTCNRHS recently received a check for volunteer hours that our members contributed to the "Day Out With Thomas" Event. Members are also encouraged to volunteer for the upcoming Polar Express event on the Grapevine Vintage Railroad during the 1st 3 weeks in December. Grapevine will start charging us for our previously free meeting space. Members are encouraged to give us ideas on alternative meeting sites. We are looking at two dates for a farewell to the Texas State Railroad Weekend September 30 - October 1, and, in conjunction with the Gulf Coast Chapter NRHS, November 18 & 19.

The BNSF railroad recently started a program of issuing ID cards to railfans that request them.

Pentrex has a summer sale on all of their train videos. The current issue of Railfan magazine has an interesting article about BNSF's line from Fort Worth to Amarillo. Classic Trains has an interesting article about RPO operations and a picture of Seven Spot at Dallas Union Terminal. The year 2007 will mark the 135th anniversary of the first railroads to reach North Texas (Houston and Texas Central and Texas and Pacific). It will also mark the 75th anniversary of the Gulf Colorado and Santa Fe and Missouri Kansas Texas railroads crossing for the first time in Garland.

The Louisiana Steam Train Association's T&NO steam engine no. 745 a MK5 2-8-2 Mikado will be pulling public excursion trains out of Pittsburgh Kansas on August 4 and 5. It will also be pulling an Association of Private Rail car Owners train from Shreveport to New Orleans on Sunday August 27.

Vice President Jon Shea previewed us on **upcoming meeting subjects: September - NRHS National Convention report with slides; October - UTA Special Collection Libraries; November - annual railroadiana auction; December - annual Christmas Banquet.** [Dispatcher added news emphasis.] Treasurer Steve Siegerist discussed an upcoming schedule change on the TRE that will put two TRE trains on adjacent tracks at the same time at Dallas Union Station. Steve passed out some complimentary DART system wide passes, good for the week of August 21-27, proving once again the benefits of attending NTCNRHS meetings.

Valli Hoski introduced our speaker for August, Jim McClelland. Jim showed us an interesting program of his amateur radio club demonstrating their capabilities to set up and operate in the field on a recent Texas State Railroad trip. Jim also worked with the TSR to repaint and operate MKT wide vision caboose no. 129 on the end of the passenger trains.

At 8:30 pm a long DG&NO freight train passed our location with 82 cars including locomotives 2001, 4025 and 3806 with 7 gondolas, 8 center beam flats, 24 tank cars, 10 covered hoppers, 5 box cars and 8 coil cars. **Submitted by Mike Bedford, Secretary**

Trivia Contest & North Texas Chapter Who's Who

Founded and chartered in 1996, the North Texas Chapter is one of the newest chapters of the National Railway Historical Society. Current membership is about 60 members from the Dallas/Fort Worth area. Emphasis of the chapter is activity, history, and enjoyment of railroading past and present. Meetings are usually held 7:30-10:00 PM on the first Tuesday of each month at the Grapevine Tourist & Visitor Information Center at Main St. and the FWWR railroad tracks. Visitors and newcomers are welcome.

Regular membership is \$35 a year (\$22 national dues + \$13 chapter dues). The membership includes a subscription to the Bulletin of the NRHS (published six times a year) and our monthly chapter newsletter, the North Texas Zephyr.

Trivia Contest, 8/7/06, by Claude, the Chapter King of Trivia. Turn on your thinking caps for this month's trivia challenge!

- 1) Who set the official track gauge of the Pacific (transcontinental) railroad?
- 2) What was the official gauge?
- 3) Bonus question: Do you think this is too easy?

Chapter Business

Address:

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

North Texas Chapter Officers

President, Skip Waters, 214-987-2888

Vice President/Programs, Jon Shea, 972-480-9054

Secretary, Mike Bedford, 214-692-7137

Treasurer, Steve Siegerist, 972-234-2682

National Director, Claude Doane, 972-272-3958