



# NORTH TEXAS ZEPHYR

NEWSLETTER

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY  
NOVEMBER 2006, VOLUME 11, ISSUE 9



**NEXT MEETING: TUESDAY, NOVEMBER 7, 2006** GREET-7PM. MEET-7:30PM.  
PROGRAM: UNIV. OF TEXAS-ARLINGTON, SPECIAL COLLECTIONS LIBRARY  
LOCATION: 702 PLANETARIUM PLACE (FORMERLY COLLEGE ST.), ARLINGTON, TX.

## -WHAT'S IN THIS ISSUE -

**VALLI HOSKI, NORTH TEXAS NEWS DISPATCHER**

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### **Breaking News - 2008 NRHS Natl Bid!**

#### **Chapter Board Votes To Submit 2008 DFW NRHS National Convention Bid**

On October 24, 2006, the North Texas Chapter board voted, on behalf of the North Texas chapter membership, to submit a bid to host the 2008 NRHS National Convention here in the Dallas/Fort Worth metroplex. The bid will be submitted at the National Board of Directors meeting, Nov. 10-12, 2006 in Huntsville, Alabama.

### **Breaking News – Wabash Cannonball World Series!**

#### **Detroit Tigers & St. Louis Cardinals Play Ball Down The Wabash Cannonball Line!**

This year's World Series promises to be a real favorite for Midwest rail and baseball fans. The Detroit Tigers and St. Louis Cardinals face off in a true "Wabash Cannonball" series! Cheer the hits on down the rails and across the Midwest!

### **Chapter Events**

#### **Nov. Meeting – Special Collections, UT-A'ton**

We return to visit our friends at the very special collections at the UT-Arlington. Location: **UTA Special Collections Library**, 702 Planetarium Place (formerly College St.), Arlington, TX.



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**Directions to meeting:** From I-30 exit at Cooper St. Go South to the UTA campus. Turn left on Nedderman drive Turn left immediately at Planetarium Place, listed on the map as College St. Parking garage is on the right; the library is on left side of street.

## **Fort Worth Train Show - Nov. 11-12, '06**

Join the F.W. Train Show fun Nov. 11-12 at Amon Carter Exhibit Hall at the Will Rogers Memorial Center (3401 W Lancaster Ave). The Dallas Train Show will be held in Plano, Jan. 13-14, 2007. See <http://www.dfwtrainshows.com/phpwebsite/> a **Discount coupon**. The Chapter must fill volunteer hours at the Plano show. See Plano Show volunteer signup list in this newsletter in the Chapter News section. **Many thanks to Russ for filling the club's hours at the Fort Worth show!**

## **Hear Those Streetcar Sleigh Bells Jingling @ NTC Annual Holiday Outing – Dec. 5, '06**

**Plan for the North Texas Chapter holiday dinner on Tues. Dec. 5, 2006** Dust off that fancy sweater, holiday vest or blazer, and come to our ever-popular **tantalizing and tasty traditional event**. **Captain Transit** will give us a ride on the **McKinney Avenue Streetcar** in his fine motorman style, followed by a **collegial repast** at the **Texas Land & Cattle Restaurant**, McKinney Ave .

## **North Pole Express – Dec. 1-17, '06**

Be a spirited holiday sprite, share goodwill, and volunteer on the North Pole Express in Grapevine. For **each hour you volunteer** at the North Pole Express, **Grapevine Vintage**

**Railroad will donate \$5.00 per hour to our chapter.** See Chapter News section for info.

## **Caboosing Around - Dec. 30-31, '06**

See the old year out and the new year in, railfan style. Join Skip and ride the MKT caboose at the TSRR for the last weekend of the year, December 30th and 31st. Cost is \$60 per person, due Dec. See Chapter News section for info.

## **Renew, Or Join, Now – Dec. 31, '06**

You must **pay\* your 2007 dues** in order to **vote in the January 2007 election** of club officers.

Your 2007 NRHS dues notice will be sent with December's newsletter. Pay your dues by Dec. 31, 2006.

Please send your dues payment to the address on the notice. Membership cards will be sent in the next newsletter after your payment is received.

\*Dues may also be paid in person at the January meeting.

## **Run, And Vote Later – Jan. 2, '07**

Please get out and vote in November at your local neighborhood polling location. Then, **vote in January in the chapter election**. Vote early, and vote well-informed!

**Wanted: Officer nominations!** Have something to say and time to give to help the NTC be a good place and club? **Please consider running for an officer or board position**. Energy, optimism, enthusiasm and a sense of fair play are always welcome! Please contact any officer or the nomination committee.



Streetcars serving Fair Park during the 1936 Texas Centennial (Source: Collection of John Myers)

## **North Texas Rail News**

### **DART Rail Expansion Construction Starts**

By Captain Transit

DART is expanding the light rail system from the current 44 miles to almost 88 by 2010. More mileage specifics later. Construction has started on the portion from Downtown Dallas to Fair Park and on to Hatcher and Scyene Road. This section starts at the junction east of the Pearl Station (more about that



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later), and goes under IH-45. The original Central Expressway bridge will be torn down to provide enough clearance for the wires and pantographs. The line will then continue south in the middle of Good-Latimer Expressway. You can now see the streetcar tracks that have been unearthed in Live Oak Street where Good-Latimer crosses. In the construction process, DART renews all the utilities that are under any cross street before building the rail line, in an attempt to avoid any interruption of rail service later by a water main break or some other problem under the tracks. The line continues south in Good-Latimer over the Good-Latimer tunnel under the old T&P Railway right-of-way. The tunnel is being demolished as you are reading this. The rail line then turns east on the former T&P right-of-way behind the apartments on Gaston and south of Baylor Hospital to Parry Avenue. There will be a slight curve to the left and then a sweeping curve to the right to put light rail trains in "**the streetcar lane in front of Fair Park**" (see photo above). The station will be right at the gate.

Continuing across Robert B. Cullum Blvd., the route turns left on to the Southern Pacific right of way to continue out to Pleasant Grove. This is just south, or east, of John Radovich's line of Amtrak coaches. The line follows the Southern Pacific right-of-way out to Buckner Blvd, just south of Elam and just north of US 175. This will be a great park and ride location. Stations will be located in the middle of Good-Latimer about Swiss (where the Texas Electric Railway crossed Good Latimer), near Hall Street on the T&P right of way near Baylor Hospital, in the streetcar lane at Fair Park, next to the J B Jackson Transit Center just north of Martin Luther King Blvd, and at Hatcher Street and the Southern Pacific Right-of-Way.

This is the end of the construction activity underway now. Starting in early 2007, construction activity will begin beyond Hatcher on the SP right-of-way with stations at Lawnview and Scyene, next to the existing Lake June Transit Center east of US 175 on Lake June Road and the final station at Buckner south of Elam. The line will be mostly at grade with separations at the Union Pacific (formerly SP belt line), at Bruton Road where the tracks go under the road now, and over Lake June Road where there is a bridge now. A station was considered at Bruton Road, but the topography was very difficult, as the vertical difference between the road and the right-of-way was too great and on a slope. Also, there were no attractions there. All riders would have to arrive by auto or bus. I believe this station is officially "deferred" as opposed to

eliminated. I doubt that it will ever be built, unless somebody develops some attraction there.

As mentioned in the opening paragraph, there will be construction in the area of the existing junction east of Pearl Station. The southbound trains exit the tunnel on a right curve and then take a hard left into Hawkins street, followed by a hard right into Bryan Street where the existing junction is. As part of the realignment of the US75/IH45 service roads between Ross Ave and Bryan Streets, this track will be rebuilt to remove the "S" curve coming out of the tunnel. When exiting the tunnel, the track will curve slightly to the west, continuing to a new junction that will be the same double wye configuration that is there now, but east of its current location. A new double crossover will be installed between this wye and the Pearl Station. The tracks on the tight curves are showing a lot of wear, so they are being straightened out. If you are familiar with this area, you know that all of this track work cannot be done under service. The current plan is to close the light rail line (substituting buses) from Mockingbird to Union Stations on Thanksgiving weekend, including the Wednesday before. These are the last two stations on either side of the construction area that are near crossovers.

Service to Fair Park is to open in 2009 just before the State Fair. The rest of the line will open in stages in 2010 along with the north end. The north end will start where the tracks to Victory Station stop. They will continue up the Rock Island R/W to the junction with the Katy line that goes to Denton. The light rail will cross Harry Hines Blvd. behind the market center and continue up the MKT right-of-way all the way to Carrollton. Work on this portion will not start until 2007, although you may see some activity out on the line. This first construction will be DGNO moving the freight tracks around in anticipation of the light rail construction. The freight service will be severed at Dallas Junction next to Harry Hines. DGNO will serve all their customers from the Carrollton end of the tracks. The furthest south customer is Coca-Cola just south of Mockingbird. There will be no freight tracks south of that lead. More on this section at a later date. **Source 10/12/2006, Steve Siegerist (AKA Captain Transit).**

## ***Field Report – TX State RR Outing By Skip Waters***

I had a great time riding the MKT caboose at the Texas State Railroad. The idea came to me after watching the Ham Radio



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club presentation at one of our chapter meetings. I called the TSRR and asked if the caboose was still available. They said yes and booked it for October 1st during the chapter's day to ride.

A special treat came up when I realized the caboose was to be staged the day before. So, I asked to ride that run as well. In addition, I offer the ride to other railfans to join. Only one taker came on Saturday which allowed us to ride up in the cupola the whole way. On Sunday we got to ride a round trip, one way was right behind the steam engine. Return was the last car of the train. Behind the steam engine was a treat because riding the cupola allowed a dome seat position to watch steam up close. The returned allowed us to ride on the platform on the back. A very rare and nice experience. NTC-NRHS member Brian Vaughn rode with us, with railfans from Houston and around the state. **Would you like to ride the MKT caboose at the TSRR?** I have reserved the caboose again, for the **last weekend of the year, December 30th and 31st.**

Cost is **\$60 per person**, up to 8 people can ride. **Reserve now, pay in December!**

## Texas & Regional Rail News

### Heartland Flyer Cost-Sharing Agreement

State officials from Oklahoma and Texas have agreed to share the cost of Amtrak's Heartland Flyer, which operates between Oklahoma City and Fort Worth, the Associated Press reported. The Heartland Flyer costs \$4 million annually to operate. The Oklahoma Legislature last year approved \$2 million a year in funding for the rail line. Texas transportation officials agreed last week to share the cost of the train, Oklahoma  
The Heartland Flyer began operating in June 1999. Joe Kyle, manager of the rail programs division of the Oklahoma Transportation Department, said the train averages between 60,000 and 62,000 passengers a year. **Source: 10/2/06, Trains News Wire.** Original story at

<http://www.trains.com/trn/default.aspx?c=a&id=901>

Press time: 10/26/06, 10 am. File: NTx Newsletter 112006 Ver g.doc

## Chapter News

### Member Spotlight – Roy King

*Welcome to our new "member spotlight" series in the newsletter! Love to see your name in print? Easy! Send your railfan bio to [NTX.News@Yahoo.com](mailto:NTX.News@Yahoo.com) or flag down any club officer or your loyal news dispatcher! A helping hand is always ready and willing.*

#### LeRoy O. King, Jr.

My father was a young boy when the technological revolution in city transport was occurring. He lived in Georgetown (Washington DC), and his home was surrounded on three sides with streetcar lines a block away. In addition to that, two Virginia electrics were close by, and early in his life one of America's great interurbans was built to serve Washington, Baltimore, and Annapolis. He was fascinated by all aspects of the new technology, as were many of his boyhood friends. My father's interest grew while his friends went on to other interests.

I was one of four children but the first boy. My brother had a marginal interest in the subject and went with my dad and me on some rail trips. Annually, in the summer, my dad, my brother, and I went to Naval Academy Junction on the WB&A. Part of the excitement for my brother and me was the sandwich of our own choosing and a chocolate milk shake at the station. A part of the ritual was to walk a quarter of a mile to the Pennsylvania main line and watch the fast K4 hauled express trains. (In the last year of the WB&A they were electric hauled) The famed Pennsylvania GG1, of course, had not come into being then. When it did, it became one of my favorites, and the trains were even faster.

My dad and I thought we were loners in the hobby until the mid-thirties. Then, Railroad Magazine, which had a grudge against anything but steam engines, began to have small ads for streetcar picture collectors, the NRHS and the Electric Railroaders Association. The Central Electric Railroaders Association soon followed. We joined them all and began to get friends and correspondents all over the country.

My father and I investigated every streetcar line we came upon and, unfortunately, saw many of the quaint ones disappear. Some of my fondest memories are of the hours spent talking about trolleys with my father.



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I grew up in Washington but moved to California after World War II. I was transferred to Dallas in 1961. Moving around the country accounts for some of the variety of my train trips. Over the years, I have ridden some of the great trains: The City of San Francisco, The Broadway Limited, The Capitol Limited. The Congressional, The San Francisco Chief, The George Washington, The Merchants Limited, and The Daylight among others. These trains provided a level of service which one might now find in a luxury hotel.

I like trains and have a better than average knowledge of the workings and history of what used to be called the "steam" railroads, but my first love is the trolley and the interurban, and on that subject I am perceived by some as an expert. I have been fortunate in that I have ridden many of the great interurbans including but not limited to the Philadelphia area lines, the Washington area lines, the Indiana, the Chicago area lines, the Pacific Electric and the Key System. One way to understand my fascination with interurbans is to know some facts about one of the best, the Chicago North Shore & Milwaukee. Before World War II, America's passenger trains were the fastest in the world, and Railroad Magazine published an annual tabulation of all start to stop mileage over 60 mph. The North Shore Line had a greater percentage of its train mileage in those tables than any other railroad! Obviously, that took some disciplined operation.

When the DC Transit Company was forced to abandon streetcars, I decided to write and publish a book using my father's picture collection and his help as well as that of a few longtime streetcar fans in Washington. It was a difficult but enjoyable job, and of course I learned a lot about book publishing. Later I published two books by another author about Washington area interurbans, helped in the publication of Johnnie Myers' Texas Electric book, and I have done three Morning Sun books. I help other traction writers whenever I can with research or items from my collection. These activities make for a busy and productive retirement.

## ***2007 Club Officers Nominations Needed – Help Keep the Chapter Friendly & Growing***

Yes, it's that time of year again! Nominations for club officers are welcome, and eagerly sought. Please consider serving the chapter in its upcoming 11<sup>th</sup> year. **The club needs enthusiastic leaders to keep the "chapter home hearth" warm** as the convention committee members gallop a mile-a-minute towards 2008. Please see any current officer or nominations committee for more info.

## ***North Pole Express, Dec. 1-17, 2006 – NTC Holiday Spirit and Sprites Needed***

It's Holiday Time at the Grapevine Vintage Railroad and the North Pole Express. Again this year, our chapter members are invited to attend and volunteer to help us raise funds for our chapter's treasury. For each hour you volunteer at the North Pole Express, Grapevine Vintage Railroad will donate \$5.00 per hour to our chapter. Please consider coming out to the North Pole Express at least once or twice this holiday season and spread holiday cheer with friends and family by volunteering.

Following is the schedule and times you can volunteer. Please call Mr. Neal Wright with the Grapevine Vintage Railroad to sign up at 817-416-6358.

**Dates and Times:** December 1, 2, 3, 8, 9, 10, 15, 16, 17, 2006. **Fridays:** 12/1, 8, 15. **Saturdays:** 12/2, 9, 16. **Sundays:** 12/3, 10, 17

**Shifts/times:** **Friday** – 4 -7 pm & 7-10 pm. **Saturday** - 9 am-1 pm, 1-5 pm & 5 -10 pm. **Sunday** – 9 am-1 pm & 1-7 pm

**Positions** available: Ticket Agent, Cue Line/maze, Story & Bells, Hobo, Retail Sales, Photo Cue Line, Craft Station, Bounce house, Set-up Hotshot

If none of these shifts work for you personally, please call anyway, they can still use you even if it's just for a few hours. Any help is good help and they would really appreciate it, plus we could use the funds for future chapter projects (like maybe a national convention!). Also please remember the free train ride they gave us for our 10<sup>th</sup> Anniversary this past February, this is a great time to give back and show our appreciation for that generous trip. Again, call Mr. Neal Wright, with the Grapevine Vintage Railroad at 817-416-6358 to volunteer or learn more about the North Pole Express opportunity. Happy Holidays!

## ***Plano Train Show, Jan. 20-21, 2007 – NTC Volunteers Sought For These Jobs***

At the North Texas Council of Train Clubs meeting on 10-17-06, the NTC was assigned the following jobs for the Plano Show:

**SAT 1-20-07. Show Hrs 10 am – 5 pm**

- 10-11 AM LAYOUT TOUR SUPPORT EAST DOOR
- 4-5 PM TICKET SALES EAST DOOR
- 4-5 PM INFO TABLE SUPPORT



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SUN 1-21-07. Show hrs. 10 am – 4 pm

- 9-10 AM EARLY ENTRY TICKET SALES
- 12-1 PM SWITCHING CONTEST
- 1-2 PM TICKET SALES EAST DOOR
- 3-4 PM INFO TABLE SUPPORT

The other hours are being covered by RUSS COVITT, our COUNCIL REP. Don't forget to attend the Ft Worth SHOW at The AMON CARTER JR EXHIBIT HALL at Will Rogers Center in FORT WORTH on NOV 10-11 2006. Hours for both shows are 10-5 on Sat and 10-4 on Sun. Have **questions** about the shows or job assignment? Please **get in touch with RUSS COVITT russrstuff@aol.com**

## Chapter Meeting Minutes, October 3, 2006

NORTH TEXAS CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
MEETING MINUTES AND NOTES

DATE: October 3, 2006

LOCATION: Grapevine, Tx

ATTENDANCE: 21 MEMBERS AND GUESTS

President Skip Waters opened the meeting at 7:30 and guests were introduced. Skip told us that the Board of Directors is considering hosting an NRHS National Convention in 2008. Skip presented his ideas for activities at the proposed convention including excursions, and museum and shop tours. Skip took an poll of members present on who would be interested in hosting a National Convention. Skip told us that the Grapevine Vintage Railroad is looking for volunteers to staff its North Pole Express event on weekends during the month of December. The GVRR will donate \$ 5 an hour to the chapter for every volunteer hour worked.

Grapevine is now charging the chapter \$35 a meeting for our use of their visitor center. We are open to ideas for alternate meeting locations. Brian Vaughn is the nominations committee chair for our upcoming officer elections.

Skip announced that the Texas State Railroad will conduct another run with their MKT wide vision caboose on Saturday December 30 and Sunday December 31. A round trip ticket in the caboose will cost \$40. [Correction from Skip Waters: \$60, not \$40. Dispatcher note: see article earlier in issue.] Also on Saturday October 21 the TSRR steam engine no. 201 will be returned to service. The Gulf Coast Chapter NRHS will have a Railfan weekend at the TSRR on November 17, 18, and 19. Treasurer Steve Siegerist distributed the latest TRE schedules. DART will be running shuttles from a remote parking lot to the State Fair of Texas using RDC cars.

Russ Covitt briefed us on our volunteer hour obligations for the for the upcoming Fort Worth and Plano train shows. All of our volunteer hours are scheduled for the Plano show. The Lockheed Martin Train show is October 14,15. The Tyler train show is October 28. Our October program consisted of our annual railroadians auction. The chapter made about \$150 in auction sales and a good time was had by all. 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 include: a) subscription to the NRHS Bulletin (5 issues/year) and our monthly chapter newsletter, the North Texas Zephyr.

**Trivia Questions:** The last model of streetcars were the PCC streetcars produced in the 1935 to 1952 timeframe. Most PCC cars were single ended having a front and rear, but a few companies had double ended (two fronts like LRV cars) cars, primarily because their systems lacked loops at the ends of the line to turn the cars. Dallas Railway and Terminal's PCC cars were double ended. **How many other companies had double ended PCC cars? How many PCC cars did Dallas have?** Hint: Dallas placed only one order for PCC cars with Pullman-Standard.

**Chapter Business**  
**Address:**  
North Texas Chapter,  
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**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