



**NEXT MEETING: TUESDAY, AUGUST 7, 2007 GREET-7PM. MEET-7:30PM.**  
 PROGRAM: **TEXAS DEPOTS, WITH ED STOLL**  
 AT: DALLAS SOKOL CENTER (WALNUT HILL LN. EAST OF GREENVILLE), DALLAS

**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**Ann Arbor Railroad Depot - Howell, Michigan**  
 (Photo credit: Valli Hoski)



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## Special Feature – 145th Anniversary Of The Pacific Railroad Act

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### ***Union Pacific Railroad-145 Years of Service, Progress***

On July 1, 1862, President Abraham Lincoln signed into law the Pacific Railroad Act, creating Union Pacific and Central Pacific Railroads and chartering the two companies to link the country from Omaha to Sacramento. One hundred and forty-five years later, Union Pacific has become one of the most recognized corporations in America and continues to build on its rich history.

Jim Young, chairman and chief executive officer of Union Pacific Corporation, said the 145th anniversary is a time to not only remember the railroad's rich past, but also to highlight the tremendous progress Union Pacific has made in helping build the nation and protect its natural resources.

"The railroad industry has changed dramatically from the original days of wood-fired locomotives steaming across the plains to connect a nation," Young said. "Today Union Pacific is committed to moving the products that fuel the nation's economy in the most safe, economical and environmentally friendly manner possible."

As Union Pacific celebrates its 145th anniversary, the company is working to build a better environment for its employees, the public and customers through improved crossing visibility, technology and education. **Source: 6/29/07, Union Pacific Railroad News Release.** Original article at [http://www.uprr.com/newsinfo/releases/heritage\\_and\\_steam/2007/0629\\_145.shtml](http://www.uprr.com/newsinfo/releases/heritage_and_steam/2007/0629_145.shtml)

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## Photos Of The Month – UP No. 844

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### ***No. 844 Brings The Face Of UP To The Nation***

To celebrate the railroad's history and heritage, Union Pacific Railroad's historic steam locomotive, No. 844, is traveling more than 3,000 miles from its base in Wyoming on a 16-day, six-state tour in the Midwest.



**Union Pacific No. 844** (Photo credit: Union Pacific Railroad)

Steam Locomotive No. 844 is the last steam locomotive built for Union Pacific Railroad. It was delivered in 1944. A high-speed passenger engine, it pulled such widely known trains as the *Overland Limited*, *Los Angeles Limited*, *Portland Rose* and *Challenger*. Many people know the engine as the No. 8444, since an extra '4' was added to its number in 1962 to distinguish it from a diesel numbered in the 800 series. The steam engine regained its rightful number in June 1989, after the diesel was retired.

The engine has run hundreds of thousands of miles as Union Pacific's ambassador of goodwill. It has made appearances at Expo '74 in Spokane, the 1981 opening of the California State Railroad Museum in Sacramento, the 1984 World's Fair in New Orleans and the 50th Anniversary Celebration of Los Angeles Union Station in 1989. Hailed as Union Pacific's "Living Legend," the engine is widely known among railroad enthusiasts for its excursion runs, especially over Union Pacific's fabled crossing of Sherman Hill between



Cheyenne and Laramie, Wyoming. **Source:** 6/29/07, **Union Pacific Railroad News Release, and Special Trains Section.** Original articles at [http://www.uprr.com/newsinfo/releases/heritage\\_and\\_steam/2007/0619\\_cornbelt.shtml](http://www.uprr.com/newsinfo/releases/heritage_and_steam/2007/0619_cornbelt.shtml) and <http://www.uprr.com/aboutup/excurs/up844.shtml>

### ***'Living Legend' Steam Celebrates UP History***

The "Corn Belt Rocket Tour" will begin on June 22 when No. 844 leaves Cheyenne, and travels to North Platte, Neb. Before circling back through Nebraska and returning to Cheyenne on July 7, the locomotive will make overnight stops and be on display in:

- North Platte, Grand Island and Fremont, Neb.;
- Carlisle and Boone, Iowa;
- Trenton, Liberty and Kansas City, Mo., and
- Fairbury, Neb.

"This will be the first time No. 844 has stopped in the Midwest cities of Carlisle, Iowa, Trenton and Liberty, Mo., and Fairbury, Neb. We look forward to bringing a piece of living history to this part of our rail network," said Steve Lee, Union Pacific's manager – operating practices and locomotive engineer. "We are extremely proud of our collection of historical railroad equipment, which is the largest of any U. S. railroad."

No. 844, also known as Union Pacific's "Living Legend," returned to service in 2005 after one of the most extensive steam locomotive overhauls in the United States since the 1950s. The work began in 2000 and affected its running gear, pumps, piping, valves and springs, along with replacement of its firebox and extensive boiler work. The cab interior also was refurbished. No. 844 has run hundreds of thousands of miles for UP's Heritage program. **Source:** 6/19/07, **Union Pacific Railroad News Release.** Original articles at and <http://www.uprr.com/aboutup/excurs/up844.shtml> and [http://www.uprr.com/newsinfo/releases/heritage\\_and\\_steam/2007/0619\\_cornbelt.shtml](http://www.uprr.com/newsinfo/releases/heritage_and_steam/2007/0619_cornbelt.shtml)

### ***UP No. 844 Revives Canteen Spirit***

As part of Union Pacific's Corn Belt Rocket steam locomotive excursion through the Midwest, the No. 844 - the last steam locomotive built for Union Pacific Railroad – supports a modern day canteen project.

The steam locomotive contributed to the existence of the North Platte Canteen. In the years before Union Pacific switched to diesel-electric motive power, North Platte was a servicing point for the steamers hauling the troop trains.

In the canteen's heyday between 1941 and 1946, more than 6 million servicemen and women traveling through Nebraska during World War II received the hospitality of North Platte residents. The North Platte Canteen became famous when volunteers met every troop train with sandwiches, coffee, cookies, cakes and other homemade goods during stops there.

In this "reverse" canteen project, volunteers in North Platte are once again honoring those serving in the military. They are doing this by loading a variety of food, toiletries, books and other donated items into a baggage car on a train being pulled



**Union Pacific No. 844** (Photo credit: Union Pacific Railroad)

by the No. 844. The train will be unloaded in Fremont, Neb., into a RC-135 transport plane at Offutt Air Force Base for delivery to U.S. troops serving in the Middle East. .

**Source:** 6/28/07, **Union Pacific Railroad News Release.**

Original article at [http://www.uprr.com/newsinfo/releases/heritage\\_and\\_steam/2007/0622\\_canteen.shtml](http://www.uprr.com/newsinfo/releases/heritage_and_steam/2007/0622_canteen.shtml)

### ***North Texas Hot Spot Detector***

#### ***Miguel's Revives DART's Cantina Spirit***

By Valli Hoski

As that old standard goes "downtown, where all the lights are bright, downtown, waiting for you" at **Miguel's Cantina**. Take the DART light rail, stop off at headquarters, cross the street, there you are – get a window-side table.



Whether a jaunt downtown, business at DART HQ, or just a ride on the light rail, Miguel's is an easy stop, where you can eat well, eat quickly, and be on your way. Or linger over your beverage of choice with friends after work, before you hope the bus or light rail home. Not designer or epicurean Tex-Mex, Miguel's provide a modest meal at a modest price, and a true transit enthusiast's view. Keep the change you'll save over a "big box Mex" restaurant – get a DART pass for more rail fun.

**Miguel's Cantina.** 214 North Akard, Dallas. 214-999-1250. Fax orders 214-999-1012. M-F 11 am-7:30 pm.

## Special News Focus - TSRR

### **Washouts Suspend TSRR Operations**

The Texas State Railroad State Park operations have been indefinitely suspended by state park officials, the Texas Parks and Wildlife Department announced on July 10, 2007. On July 8, a heavy rainstorm hit Cherokee County, dropping about 7.25 inches of rain over a two hour period. Numerous areas flooded and the Texas State Railroad track between Maydelle and Rusk sustained serious damage. For more information, call the railroad toll-free at (800) 442-8951. **Source: 7/10/07, Texas Parks and Wildlife news release.** Original article at: <http://www.tpwd.state.tx.us/newsmedia/releases/?req=20070710a>

On July 11, 2007, *Palestine Herald* reported that recent heavy rains and washouts had exposed TSRR tracks and ties, leaving them unsupported in the air. No trains or passengers were involved in the washout, as scheduled runs had been temporarily cancelled due to a derailment on July 6. **Source: 7/11/07, The Palestine Herald, by Beth Foley.** Original article at: [http://www.palestineherald.com/local/local\\_story\\_192132057.html](http://www.palestineherald.com/local/local_story_192132057.html)

The *Cherokee Herald* reported the price tag for Texas State Railroad washout repairs might be \$150,000-\$250,000. However, this is not a "deathblow for the train", commented American Heritage Railways vice president Paul Schranck. American Heritage is slated to take over as general manager of the Texas State Railroad on Sept. 1, 2007. **Source: 7/11/07, Cherokee Herald.** Original article at: [http://www.thecherokee.com/news/2007/0711/Front\\_Page/004.html](http://www.thecherokee.com/news/2007/0711/Front_Page/004.html)

### **TSRR Trains Collide At Slow Speed**

On July 6, 2007, two Texas State Railroad trains collided at a switch point between Rusk and Palestine. The railroad operates two steam trains simultaneously each day of operations. The collision was at slow speed, and no passengers were injured. The 83-ton steam locomotive 300, built in 1917, did incur some damage.

One passenger commented that both the ride and accident were memorable events, all included in the cost of one ticket. **Source: 7/06/07, The Lufkin Daily News, by Jessica Savage.**

Original article at: [http://www.lufkindailynews.com/search/content/news/stories/2007/07/07/train\\_crash.html](http://www.lufkindailynews.com/search/content/news/stories/2007/07/07/train_crash.html)

### **Texas State Railroad Operating Agency Holds First Meeting**

On July 3, 2007, the newly-created Texas State Railroad Operating Agency met. The agency was mandated by the Texas Legislature's 80th session. The agency consists of seven total members, six of which were appointed by the mayors of Rusk and Palestine. Rusk Mayor Angela Raiborn appointed Charles Hassell, Bob Goldsberry, and Marie Whitehead. Palestine Mayor Caroline Salter appointed Dale Brown, and Dan Davis of Palestine and Wesley Holloway of Grapeland. The seventh member, Steve Presley, was elected by the six members. The group elected these officers - Mr. Presley, president; Mr. Goldsberry, vice-president; Dale Brown, secretary; and Charles Hassell, treasurer. **Source: 7/11/07, Cherokeean Herald.** Original article at: [http://www.thecherokee.com/news/2007/0711/Front\\_Page/007.html](http://www.thecherokee.com/news/2007/0711/Front_Page/007.html)

## North Texas Rail News

### **Rail Shops, Depot - New Historic Landmarks**

Railroad history is well-represented in the latest properties and buildings added to the National Register of Historic Places. The July/August 2007 issue of *The Medallion*, the publication of the Texas Historical Commission, lists new additions, including these north Texas locations of note:

- **Monroe Shops, Dallas** - former shops of the Texas Electric Railroad
- **International & Great Northern Railroad Depot, Rockdale**
- **Dallas Downtown Historic District, Dallas**
- **Eighth Ave. Historic District, Fort Worth**
- Kress Building, Fort Worth
- Old Town Residential Historic District, Palestine
- Terrell Carnegie Library, Terrell

**Source: 7/6/07, submitted by Jon Shea.** Original article from *The Medallion, Texas Historical Commission, July/August 2007, pp.12-13* at [http://www.thc.state.tx.us/medallionmag/medallionPDFs/md07\\_07.pdf](http://www.thc.state.tx.us/medallionmag/medallionPDFs/md07_07.pdf)

### **Mineola Rail Station – Amtrak Success Story**

Mineola's rail station is showcased as a key success story of Amtrak's "Great American Train Stations" program. Mercy Rush, Community/Economic Development Director said "The city is proud of its railroad heritage", in an article on the program's web site (<http://www.greatamericanstations.com/>) As stated in the article - "A major leader of the redevelopment project for the rehabilitation of Mineola's railroad station, Ms. Rushing believes that the investment in the station shows Amtrak that Mineola is a full partner and that the citizens of Mineola are "hungry for transportation choices and Amtrak is one of those choices." The restaurants and merchants in close proximity to the station also benefit from the favorable Texas



Eagle mealtime schedule. The newly renovated depot is beneficial for all concerned, as it is now a destination unto itself. It will continue to help support the local downtown commercial community, and provide a beautiful and accessible station for all of our community residents and visitors. "Source: 7/8/07, **Great American Train Stations** web site. Original article at <http://www.greatamericanstations.com/>

### **Southwest-to-Northeast Rail-Read All About It**

The Fort Worth Transportation Authority (The T) has launched a Web site, <http://www.sw2nerail.com/>, for the Environmental Impact Statement phase of the proposed Southwest-to-Northeast Rail Corridor.

The site contains current information about the project and answers frequently asked questions concerning the proposed rail line. The Web site also provides notices of public meetings, the first of which will take place the week of June 18 in Fort Worth and Grapevine.

The Southwest-to-Northeast Rail Corridor would follow existing rail lines from Fort Worth's Granbury Road/South Hulen area, through downtown Fort Worth, northeast to downtown Grapevine and then into the north entrance of Dallas-Fort Worth Airport. The route proposed from a 2006 study of various possible transit improvements connects to the Trinity Railroad Express in downtown Fort Worth.

On June 19-21, 2007, Fort Worth Transportation Authority (The T) launched a new round of public involvement meetings on its proposed Southwest-to-Northeast Rail Corridor (presentation at <https://www.commentmgr.com/projects/swne/docs/sw2neRAIL%20public%20scoping%20presentation.pdf>). Source: 6/12/07 **Fort Worth Transportation Authority Media Release**. Original article at

[https://www.commentmgr.com/projects/swne/docs/sw2neRail\\_Media\\_ReleaseNo%202\\_WebsiteLaunch\\_Final\\_06-11-07.pdf](https://www.commentmgr.com/projects/swne/docs/sw2neRail_Media_ReleaseNo%202_WebsiteLaunch_Final_06-11-07.pdf)

Read all about it in the **inaugural issue of the SW2NE Rail newsletter!** Four colorful pages introduce the proposed rail line, need for public input and involvement and more. An area map projects the route of the proposed line in greater Fort Worth, including connection with the Trinity Railway Express at the ITC. See all these details and more in the inaugural newsletter issue, June 2007 at :

[https://www.commentmgr.com/projects/swne/docs/SW2NERail\\_NewsletterNo1\\_FINAL052307.pdf](https://www.commentmgr.com/projects/swne/docs/SW2NERail_NewsletterNo1_FINAL052307.pdf)

### **Four new members named to DART Board**

City councils in Dallas and Plano have appointed four new members to the Board of Directors of Dallas Area Rapid Transit. Attorneys Pamela Dunlop Gates, Daniel C. Perez and Robert Strauss represent Dallas, and businesswoman Linda Paulk will represent Plano. Dunlop Gates works as an attorney in Dallas. Prior to joining the DART Board as an appointee of the Dallas City Council, she was a member of the Dallas Fort

Worth International Airport Board of Directors. Perez is an attorney in private practice and was named to the board by the Dallas City Council. Paulk, appointed to the board by the Plano City Council, is chief executive officer of Sky Ranch, Inc. Strauss, a City of Dallas appointee to the DART Board, is a partner in the Texas-based law firm of Strasburger & Price, L.L.P. Source: 6/22/07, **DART News Release**. Original article at: <http://www.dart.org/news/news.asp?ID=759>

### **FWWR Acquires GenSet Locomotives**

The Fort Worth & Western Railroad (FWWR) recently purchased two 1,400-horsepower generator-set locomotives from National Railway Equipment Co.

The U.S. Environmental Protection Agency-certified locomotives are designed to reduce nitrous oxide and particulate matter emissions between 50 percent and 80 percent, and cut fuel usage up to 40 percent compared with a conventional switcher. The Gen-Set units will help the 276-mile short line meet stricter air emission standards in Texas.

Owned by Tarantula Corp. and formed in 1988, FWWR interchanges with BNSF Railway Co., Kansas City Southern and Union Pacific Railroad. The short line provides service from the Dallas-Fort Worth area to San Angelo Junction, Texas. Source: 6/19/07, **Progressive Railroading Freight News**. Original article at:

<http://www.progressiverailroading.com/freightnews/article.asp?id=10898>

The short line has been running the units in its Hodge Yard (Melody Hills) since May 28, according to FW&W President Steven P. George, and, due to their successful operation, is considering ordering more in the future. A Texas Commission on Environmental Quality grant covered \$1.8 million of the \$2 million-plus price tag. Source: 6/18/07, **Railway Age Industry News**. Original article at:

[http://www.railwayage.com/breaking\\_news.shtml](http://www.railwayage.com/breaking_news.shtml)

## **Texas & Regional Rail News**

### **Blair Lavell, Former TSRR Superintendent, Has Left The Station**

**Blair Lavell**, 79, who worked 26 years as the **shop superintendent of the Texas State Railroad**, died on June 14, 2007 after a brief illness. Lavell was a longtime advocate and supporter of steam locomotive preservation. He was instrumental in the restoration of Texas & Pacific 2-10-4 No. 610, which pulled the American Freedom Train through Texas during the Bicentennial Celebration. Through his efforts, No. 610 became a permanent exhibit on the TSRR and was designated a National Historic Landmark by the American Society of Mechanical Engineers. He also helped establish the Texas Export Railroad Company, a tourist attraction in the Fort Worth area. During his tenure at the TSRR, Lavell participated in the production of and made appearances in several television shows and movies that used the railroad's steam



locomotives. He retired from the TSRR in 2002 and moved to Maryland, where he assisted with the model railroad exhibit at the Brandywine River Museum in Chadds Ford, Pa., and recently became a member of the Rising Sun Historical Commission, for which he helped organize the artifacts in preparation for the recent opening of the Rising Sun Historical Museum. **Source: 6/22/07, Trains News Wire.** Original article at <http://www.trains.com/trn/default.aspx?c=a&id=2088>

### ***UP Picks Up Speed In South Texas***

To improve efficiency and safety, Union Pacific will gradually increase the maximum train speed on certain portions of the rail line through Harlingen, Los Fresnos, Kingsville, Bishop, Driscoll, Corpus Christi and Odem from 10 miles per hour to 49 mph, beginning June 29. Following Federal Railroad Administration regulations, the railroad will gradually increase the maximum speed limit until the new maximum is reached near the end of August. This measure is expected to improve public traffic flow and grade crossing safety by increasing train traffic fluidity through the area. Statistics show that more highway-rail grade crossing collisions occur at slower train speeds. At the same time, slower train speeds can cause traffic delays as trains occupy crossings longer. **Source: 6/28/07, Union Pacific Railroad News Release.** Original article at [http://www.uprr.com/newsinfo/releases/service/2007/0629\\_harlingen.shtml](http://www.uprr.com/newsinfo/releases/service/2007/0629_harlingen.shtml)

## **General Rail News**

### ***St. Louis Metro Ridership Soars Past Projections***

In St. Louis, the Metro Board of Commissioners approved a \$214.8 million operating budget for the transit agency. Metro President and CEO Larry E. Salci said service improvements, internal efficiencies, and community leadership resulted in the Agency's ability to continue to provide quality service within limited resources. "The St. Louis Metropolitan area is enjoying a major rebirth in public transportation," Salci said. "St. Louis hasn't seen these kind of ridership numbers and growth in decades. Through solid planning, operations, and financial management, our community will see more Metro than ever before." For the first time in nearly a decade, Metro transported five million passengers in a single month. Preliminary May statistics show more than five million boardings on MetroBus, MetroLink and Metro Call-A-Ride in May 2007.

MetroLink ridership continues to soar beyond projections.

The new MetroLink extension opened August 26, 2006 to enthusiastic crowds, and riders continue to come aboard. Monthly MetroLink ridership in May exceeded 2.2 million boardings, a 50 percent increase over May 2006. The metropolitan region's planners forecasted the new light rail extension would require several more years before reaching that level of ridership. System-wide annual ridership is projected to exceed 54.5 million passengers, a 9.6 percent

increase over FY06. Metro's fare box recovery increased to 24.1 percent, over the first nine months of the fiscal year, representing a 9 percent increase over FY06. In addition, customer satisfaction continues to climb due to improved scheduling, on-time reliability, and operator performance. **Source: 6/15/07, Metro News Release.** Original article at <http://www.metrostlouis.org/InsideMetro/NewsRoom/releases/2007-022FY08BudgetFINAL.pdf>

### ***Caltrain Travel Times To Tempt Hwy 101 Commuters***

Caltrans, the San Mateo County Transportation Authority and Caltrain will begin offering commuter travel time information system for Caltrain on the changeable message signs on US 101, between San Jose and San Francisco, which is one of the more congested corridors in the Bay Area. The signs, which currently show the amount of time it will take commuters to travel to destinations along US 101 between San Francisco and San Jose also will display Caltrain travel times and scheduled departure times for trains at the Millbrae and Redwood City stations. Commuters can use this information to decide whether to take Caltrain or remain on the freeway. **Source: 7/6/07, Caltrain News Release.** Original article at [http://www.caltrain.com/news\\_2007\\_07\\_02\\_101\\_info\\_signs.html](http://www.caltrain.com/news_2007_07_02_101_info_signs.html)

### ***Rio Grande 2-8-0 No. 315 Almost Ready***

The Durango Railroad Historical Society is nearing completion of restoration work on Denver & Rio Grande Western narrow gauge 2-8-0 No. 315. Baldwin built the locomotive in 1895 for the Florence & Cripple Creek. It went to the Rio Grande in 1917 and was classified as a Class C-18. It was displayed in a park in Durango since 1950, although it did appear in the 1956 film "Around The World in 80 Days," but was pushed by a diesel. No. 315 is being restored to its look and operating configuration of 1940.

The Society plans to have No. 315 on display and running for special excursions on the Durango & Silverton Narrow Gauge Railroad during Railfest in Durango, Aug. 22-26, and for Photographer's Specials on September 22-23. When the 315 goes into operation, it will be the first D&RGW 2-8-0 to operate on original narrow gauge trackage since 1955. **Source: 7/3/07, Trains News Wire.** Original article at <http://www.trains.com/trn/default.aspx?c=a&id=2135>

### ***Powder River Coal Travels Far On BNSF***

BNSF Railway is carrying coal further and further away from Powder River Basin (PRB) mines in Wyoming. The Class I moves the low-sulfur coal as far east as New York and southeast as Georgia, as well as to points in the Midwest, South and Southwest. To keep up with growing demand and growing volumes — which are increasing at an annual 2 percent clip — BNSF is adding capacity as quickly as possible to better serve the PRB's 20 mines and dozens of utility customers. In fall, the railroad will finish building the most track



it's ever constructed in the PRB since the 1995 Burlington Northern/Santa Fe Railway merger. The new construction includes a key 39-mile segment that will completely triple-track the 130 mile joint line BNSF shares with Union Pacific Railroad and a 21-mile quadruple-track section — the joint line's first fourth mainline. **Source: 6/27/2007 Progressive Railroading Freight News.** Original article at <http://www.progressiverailroading.com/freightnews/article.asp?id=10951>

### **BNSF - Speedier, Wider Spanning Service**

BNSF Railway Co. is tapping technology to improve intermodal and coal operations. The railroad is installing four wide-span cranes at its Seattle intermodal facility. The 152-foot-wide, electrically operated cranes feature 26-foot cantilevers, cable-suspended lift spreaders with overhead cabs and anti-sway systems. Each crane can access four rows of containers stacked four-high, three truck lanes and three ramp tracks compared with current cranes that can only access one track or lane and don't feature stacking capabilities. BNSF will begin testing, certifying and operating the cranes by year's end. The railroad then will start employing the equipment at terminals in Los Angeles, Memphis, Tenn., and Kansas City, Kan. In addition, the Class I plans to test larger cranes — designed to access four rows of containers, eight track lanes and three truck lanes — in Memphis.

Meanwhile, BNSF is employing a new in-train wheel-change process for coal trains at its Alliance, Neb., terminal. Workers previously changed defective wheels on a repair track, causing train delays associated with switching bad-order cars out of train and replacing the cars from a fill-train pool. Now, crews use a 5,300-pound hydraulic scissor jack and heavy-duty forklift to replace wheel sets in the train yard in about 30 minutes compared with the old average cycle time of 4.5 days. **Source: 7/5/2007 Progressive Railroading Freight News.** Original article at <http://www.progressiverailroading.com/freightnews/article.asp?id=10994>

### **NARP Envisions Rail "Grid / Gateway" Plan**

The National Association of Railroad Passengers (NARP) on its 40th anniversary outlined a vision of a nationwide "grid and gateway" train network. NARP's proposal will expand and modernize the country's intercity rail system, helping to reduce both the nation's carbon emissions and its dependence on oil and facilitating the efficient movement of people and goods.

The gateways are major terminals, in many cases served by short- and medium-distance higher frequency and higher speed services, and the grid is an expanded national passenger train network connecting all major metropolitan areas. NARP's goal is to have a nationwide "grid and gateway" system fully in place in the next 40 years, which can be achieved by utilizing existing resources. **Source: 6/25/07, Union Pacific Railroad News Release.** Original article at [http://www.uprr.com/newsinfo/releases/heritage\\_and\\_steam/2007/0622\\_canteen.shtml](http://www.uprr.com/newsinfo/releases/heritage_and_steam/2007/0622_canteen.shtml)

### **GrandLuxe Rail Journeys Via Amtrak**

Beginning this fall, passengers traveling on select Amtrak routes will have the option of lingering over five-course dinners, sleeping in luxurious suites and enjoying personal butler service. The premium service is being made possible by a new partnership between *GrandLuxe Rail Journeys*, the country's premier, private rail tour operator, and Amtrak, the national passenger rail service. This is the first time in history that luxury accommodations have been offered on multiple Amtrak routes throughout the country. Called *GrandLuxe Limited*, the new service uses a separate, private, seven-car luxury train attached to several regularly scheduled Amtrak trains. The *GrandLuxe* train, which features Dining, Lounge and Sleeping cars appointed with elegant vintage furnishings, will be occupied exclusively by *GrandLuxe Limited* passengers. **Source: 6/13/07 Amtrak News Release.** Original article at

[http://www.amtrak.com/servlet/ContentServer?pagename=Amtrak/am2Copy/News\\_Release\\_Page&c=am2Copy&cid=1178293995013&ssid=180](http://www.amtrak.com/servlet/ContentServer?pagename=Amtrak/am2Copy/News_Release_Page&c=am2Copy&cid=1178293995013&ssid=180)

### **APTA International Rail Rodeo Results**

The **Southeastern Pennsylvania Transportation Authority (SEPTA)** won the prestigious **Rail Transit Team Achievement Award** at the fifteenth Annual APTA International Rail Rodeo, held in conjunction with the American Public Transportation Association's Rail Conference in Toronto, Ontario, Canada. The Rail Transit Team Achievement Award recognizes the men and women who keep North America's rail transit systems operating safely and efficiently. It is given to the operator and maintainer team that has the highest combined score of all competing rail transit systems. The **Operators Competition** measures professional skills including: train operation; knowledge of safety regulations; train equipment; and track right-of-way rules and procedures. First place in the Operators Competition went to the **Southeastern Pennsylvania Transportation Authority**. Santa Clara Valley Transportation Authority earned a second place finish and the Massachusetts Bay Transportation Authority came in third place. The **Maintainers Competition** judges the ability to troubleshoot maintenance problems. **Los Angeles County Metropolitan Transportation Authority** earned first place in this competition. (LA Metro placed second in this category in the past two rodeos.) The San Francisco Bay Area Rapid Transit earned second place in the Maintainers Competition. Third place went to Denver's Regional Transportation District. **Source: 6/5/07, American Public Transportation News Release.** Original article at: [http://www.apta.com/media/releases/070605\\_rail\\_rodeo.cfm](http://www.apta.com/media/releases/070605_rail_rodeo.cfm)

Press time: 7/12/07, noon. File: NTx Newsletter 2007-08 vC2



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## Chapter President's Corner

### *Ron's Rumbblings and Ramblings*

History is fun to me. It is one thing to look at pictures of where you were many years ago and what does the area look like now, and see the changes. It is even neat to see pictures of what the place looked like long before you were there. It is fun to imagine what life was really like at different periods of time. Much of the time, though, we probably don't actually realize how much easier most things have become. We become accustomed to slow changes that don't make us feel, suddenly, hey this is life! I used to feel more acceptable to changes, but seem to have become a little more resistant. Status quo makes most people more comfortable. What I can see, and know that I miss, were the benefits of passenger rail travel. From the very early days before roads and automobiles, trains were the lifeline between so many towns and cities. Later, improvements in all kinds of railroad technology made it outstandingly comfortable. I think that is a big reason groups like ours exist, just to remember the good ole days. As Steve pointed out, the average age in NRHS is 62. The older we get, the more things there are to remember!

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## Chapter News

### *Zephyr RPO*

By Valli Hoski, Chapter VP Publications

This new, occasional column shares news from Zephyr readers – greetings, love letters, special service reports. Thanks to all who sent their salutations. Please send mail to [NTX.News@Yahoo.com](mailto:NTX.News@Yahoo.com) or ATTN: Editor at the chapter mailing address.

- ☛ 01 Jul 2007. From: "Cowcatcher Round Up". **Fine job on the newsletter.** I particularly liked the Addison depot inclusion. **Tim** (Blackwell)
- ☛ 30 Jun 2007. Received the news letter today & **it is as good as it gets!** Thanks! **John** (Morris)
- ☛ 28 Jun 2007. Just a brief note to say how much I enjoyed the July issue...**the Zephyr keeps me well informed.** Thanks again. **Ted Gilles**
- ☛ 26 Apr 2007. Valli, **Good job on the newsletter!** Your hard work shows. Glad you decided to go "full time". **Gary** (Roe)

### *Jon's History Corner*

By Jon Shea, Chapter VP Programs

Santa Fe "Prairie Engine" #1819 continues our series where we mine the rich railroading history of the Centennial State. In an article entitled "**Santa Fe 'Prairie' Engine 1819**", The *Lamar Daily News* (a tourist newspaper from Lamar in southeastern Colorado) introduces the engine and its history. The 2-6-2 locomotive was built by Baldwin in 1906 at a cost of \$23,239.51. It was one of 88 engines of the 1800 class of Prairie type locomotives. The Santa Fe railroad gave it to the city of Lamar in 1956. The engine was last used in October, 1953 and had run for a 916,626 miles on the Middle Divisions of the railroad which were the states of Colorado, Kansas and Missouri. Originally, a coal burner, it was converted to oil burning in November, 1941 and received several other upgrades over the years.

An article in the April 9, 1906 issue of *The Railroad Gazette* describes the life and times of the engine:

"These locomotives are intended for fast freight service on a part of the Santa Fe having 10-degree curves, and with grades of .6 to 1.25. Heretofore the balanced compound has been considered as exclusively a type for heavy passenger service, chiefly because the perfect balancing obtained made possible high speeds and greater adhesive weight per axle. The application of the principle to locomotives for fast freight services is novel, but entirely in line with the demand for quick transportation of perishable commodities. The growing traffic in fruits and Oriental imports from California has resulted in the adoption of through freight schedules by the transcontinental roads, which today exceed in average speed the passenger schedules of a few years ago. These locomotives with their large boilers and ample cylinder dimensions will be able to handle these fast freights in better time and with more reliability than before." [Quotation marks in the original].

Similar locomotives had run on the Chicago, Burlington, and Quincy and Northern Pacific Railroads but the Santa Fe locomotives were larger and more powerful. This much power was probably needed to get freight trains over the steep grades of Raton Pass on the Colorado-New Mexico border. Engine specifications (as provided on the website The Santa Fe in Colorado:

<http://home.earthlink.net/~ngc5139/RR/sfcolo.html>): Weight with Tender: 322,775 lbs. (174,000 lbs. is on the drivers); Tractive Effort: 42,500 lbs.; 62 lbs. per sq. ft. of total heating surface; Type of Service: Freight, passenger and switch.





Today, number 1819 is located next to the Lamar, Colorado Santa Fe depot. The depot was completed in May, 1907 and is considered to be in the "county-seat" style. It is still in use as a flag stop for Amtrak passenger trains. Get a good look at the locomotive and depot at the Santa Fe Preserved Locomotives site (<http://atsf.railfan.net/atsfpres/>).

### **10+ Years Ago With The North Texas Chapter**

By Valli Hoski, Chapter VP Publications

Looking back to **August 1996**, we ...

- ☺ Planned upcoming chapter activities, including TU Electric tour, Kiamichi RR trip, and the annual election funfest. (*Ed. Note: It was so much fun, we decided to hold an election each year.*)
- ☺ Established annual dues at \$13/year, which were due to Steve, Treasurer in Richardson. (*Ed. Note: It was so much fun, we decided to send Steve our money each year.*)

Looking back to **August 1997**, we ...

- ☺ Read about the discovery of the former Cotton Belt depot from Addison, then used as an annex building by an Episcopal church, adjacent to Frankford Cemetery. (*Ed. Note: It took another 10 yrs to move the depot back to Addison, as noted in the North Texas Zephyr, July 2007, with thanks to the Dallas Morning News.*)
- ☺ Pondered riding the UP 844 "Chisholm Trail Limited" from El Reno to Fort Worth, Sunday, Oct. 19, 1997. Fares were listed as \$155/person coach, \$195/dome seating. (*Ed. Note: UP 844 is highlighted again in this issue, Aug 2007, p. 2.*)

### **Chapter Meeting Minutes, July 10, 2007**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MEETING MINUTES AND NOTES, DATE: July 10, 2007, 14 MEMBERS AND GUESTS, LOCATION Grapevine.**

President Ron Anderson opened the meeting at 7:30 pm. Vice President Jon Shea told us our upcoming programs topics are: August; Texas Depots, September; Chattanooga Convention review, October; Development of the First Transcontinental Railroad, November; Railroadiana Auction, December; Holiday Banquet. Skip Waters gave us an update on the LSR convention progress as follows: Convention website has been updated by Greg Harrison, Host Convention Committee met with the National Convention Committee this past June 23, Pending NRHS national dues increase, its impact in the convention, and ways to mitigate this increase were discussed with the NCC, a Convention logo has been developed and finalized, Pre-registration rates have been established, a Convention Pre registration form is being developed, Discussions with the Railroads regarding possible excursions are underway, Russ Covitt will organize and run a train show during the convention. Our July program was presented by Jon Shea and Skip Waters on the 135th anniversary of the first railroad to Dallas. Jon presented an interesting history of the Houston and Texas Central Railroad in developing its Houston to Dallas line. Jon showed us pictures of some early H & TC locomotives and post cards showing Dallas Union Station and the Dallas to Houston Sunbeam passenger train. Skip showed us an interesting Southern Pacific color promotional video "SP 100 years in Texas". This video has some excellent footage of the Sunbeam in Dallas and Houston and the Sunset Limited in Houston. An interesting sequence of the Sunbeam being washed in Houston is shown. Diesel locomotives in Daylight, Black Widow, and Tiger Stripe paint schemes are shown. Submitted by Mike Bedford, Secretary.

### **Convention Corral – LSR 2008**

#### **Convention Committee Report**

At the June 18, 2007 monthly meeting, the committee planned for National Convention Committee's upcoming visit. On June 23, 2007, the NCC and committee met in Fort Worth. July 23 is the next planned monthly meeting.

### **Chapter Directory**

#### **North Texas Chapter Officers**

- **President, Ron Anderson**, rra\_nrhs@yahoo.com
- **Vice President/Programs, Jon Shea**, 972-480-9054.
- **Vice President/Publications, Valli Hoski**, ntx.valli@yahoo.com
- **Vice President/Trips and Events, Skip Waters**, 214-987-2888.
- **Secretary, Mike Bedford**, 214-692-7137.

- **Treasurer, Steve Siegerist**, 972-234-2682.
- **National Director, Dale Wilken**, 817-370-8227.

#### **Chapter Business Address**

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



## North Texas Calendar

<b>Tues. August 7, 2007</b>	<b>North Texas Chapter meeting, 7:30 pm</b> – Sokol Dallas Center, 7448 Greenville Ave, Dallas. map: <a href="http://www.sokoldallas.com/id13.html">http://www.sokoldallas.com/id13.html</a> Guest speaker: Ed Stoll. Program: “Texas Depots”.
<b>Tues. September 4, 2007</b>	<b>North Texas Chapter meeting, 7:30 pm</b> – Founder’s Building (by Cotton Belt Depot), 701 S. Main St., Grapevine. Guest speaker: Skip Waters. Program: “2007 National Convention, Chattanooga”.
<b>Tues. October 2, 2007</b>	<b>North Texas Chapter meeting, 7:30 pm</b> – Founder’s Building (by Cotton Belt depot), 701 S. Main St., Grapevine. Guest speaker: Dr. Richard Francaviglia, UT Arlington. Program: “Promontory Summit and the Transcontinental Railroad in Utah.”

## North Texas Chapter History

Founded and chartered in 1996, the **North Texas Chapter** is one of the newest chapters of the **National Railway Historical Society**. The chapter is a non-profit, 501(c)(3) educational organization incorporated under the laws of the state of Texas. Emphasis of the chapter is activity, history, and enjoyment of railroading past and present. **Meetings are held 7:30-10:00 PM, first Tuesday of each month**, often (but not always) at the Grapevine Tourist & Visitor Information Center at Main St. and the FWRW 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. Chapter mailing address: **North Texas Chapter NRHS, P.O. Box 600304, Dallas, TX 75360.**

From  
 North Texas Chapter, NRHS  
 P.O. Box 600304  
 Dallas, TX 75360