



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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CHAPTER MEETING 1
 SEPTEMBER 3, 2013 – SOKOL HALL, DALLAS 1

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Chapter Meeting

September 3, 2013 – Sokol Hall, Dallas

When Tues. Sept. 3, 2013, 7:00 pm meet ‘n greet, 7:30 mtg.
Where Sokol Hall, 7448 Greenville Ave Dallas, TX 75231. (Map at <http://www.sokoldallas.org/contact/>)
Program **Trains Unlimited Tours: 23 Years of Adventure.**
 Chapter shares a free video adventure.



Image credit: Trains and Travel International, formerly Trains Unlimited Tours.
 Original source at: <http://www.traintrips.biz/>

Special Features

DART Celebrates Big Three-Oh



Image credit: DART InMotion, July 2013 issue at <http://www.dart.org/about/inmotion/july13/3.asp>

Dallas Area Rapid Transit turned the Big 3-0 last month as the agency celebrated the 30th anniversary of the vote to create DART. On Saturday, Aug. 13, 1983, residents in Dallas and 13 other cities elected to be a part of the new transit agency and contribute 1 percent in sales tax to fund it. Later, Cockrell Hill would opt in and Coppell and Flower Mound would drop out. More than 101,000 people, out of 175,000 voters, cast their vote for transit. In Dallas County, it was the largest turnout for a referendum to date.



Image credit: DART News Release at <http://www.dart.org/news/news.asp?ID=1104>

"Light rail, commuter trains, or bus lanes: I didn't have it firm in my mind, but I knew that this city needed to do something about transportation because we were growing fast," Adlene Harrison, chairwoman of the first DART Board, said recently of the historic vote.

The voter-approved 1-cent sales tax took effect in January 1984 and DART officially began operations. The fledgling agency promptly initiated suburban express bus service to connect residents from throughout the service area to downtown Dallas.

On June 14, 1996, the first 11.2 miles of the 20-mile light rail transit starter system opened on time and within budget. Later that year, the Trinity Railway Express opened the first 10-mile segment between downtown Dallas and Irving.

Thirty years after the historic vote, DART is one of the largest transit agencies in the Southwest, with the longest light rail system in the country. The multimodal network of bus, rail, paratransit and HOV lanes generates nearly 105 million passenger trips a year.

"For the first 30 years, the agency has focused on getting the infrastructure in place and working together effectively," said Gary Thomas, DART president/executive director. "Now that the integrated bus and rail systems cover a broad geographic area, we're influencing how our region grows and how people get around."



To DFW Airport and Beyond

The Orange Line through Irving is now one stop away from the most highly anticipated destination: Dallas/Fort Worth International Airport. DFW Station, adjacent to Terminal A, is on track to open in December 2014.

A 2.6-mile extension of the Blue Line from the Ledbetter Station to the University of North Texas at Dallas will add new connectivity in southern Dallas. The Camp Wisdom and UNT Dallas stations are scheduled to open in 2016, a three-year acceleration from previous plans.

Dallas soon will have another mode of public transportation: modern streetcars. DART is assisting the city in planning and building a 1.6-mile streetcar line from Union Station to Methodist Dallas Medical Center in Oak Cliff, with extensions planned to the Bishop Arts District and Dallas Convention Center. The first phase will open in early 2015.

A full-scale replacement of the bus fleet is underway as the agency takes delivery through 2015 of up to 575 buses - a mix of smaller and larger vehicles - an investment of nearly \$235 million.

Looking Ahead to the Next 30 Years: the best is yet to come

Construction of the original transit plan is nearly complete, and DART is shifting much of its focus to increasing passenger capacity and maintaining the capital assets of a maturing transit system. Nonetheless, the agency is keenly aware that most of the population growth in North Texas is outside of the cities of the service area - and that many of those residents commute into the DART System.

"Significantly expanding beyond the borders of the 13 service-area cities will increase rider access over a wider area, help sustain regional growth, enhance the economy, and improve the quality of life through reduced congestion, pollution and urban sprawl," said Walt Humann, the businessman known as the "father of DART," who led the charge for the agency's creation 30 years ago.

In March, the DART Board of Directors amended its policy on contracting for transit service outside its current service area. The new policy gives cities a gradual way to join the transit authority while being fair to residents of the 13 cities that have contributed the 1-cent sales tax since 1984.

Within the first three years, the municipality must pay DART to prepare a long-term transit system plan and a supporting financial plan. And within four years, the city must call an election so residents can vote whether to join the DART Service Area and dedicate sales tax revenue to fund transit service.

"In 1983, some people weren't ready for public transportation, didn't understand it or thought the need was too far out," Thomas said. "A lot has changed in the last 30 years and now DART is looking at how to expand in a fair and equitable manner."

DART, the North Central Texas Council of Governments and other parties also are searching for innovative financing to build commuter rail along the largely DART-owned Cotton Belt Corridor decades ahead of schedule.

Source: 08/06/2013, DART News Release at <http://www.dart.org/news/news.asp?ID=1104>

President's Roundhouse – Nicknames Texans Gave Their Railroads

by Wayne Smith, Chapter President

ANGELINA & NECHES RIVER	A&NR	Ain't Nothin Right
BARTLETT & FLORENCE	BF	Bull Frog
BARTLETT & WESTERN	BW	Better Walk or The Gospel Road
EAST LINE & RED RIVER RAILROAD	EL&RR	Ever Late & Rarely Runs or Ever Lasting Rail Road
DALLAS WICHITA	DW	Descend & Walk
FORT WORTH & DENVER CITY	FW&D	Flat Wheels & Dirty Coaches or The Denver Road
GALVESTON, HOUSTON & HENDERSON	GH&H	Go Home Hungry
GULF, TEXAS & WESTERN	GT&W	Getcha Ticket and Walk or Getcha Tub and Wash
HOUSTON, EAST & WEST TEXAS	HE&WT	Hell Either Way Taken or The Rabbit
INTERNATIONAL & GREAT NORTHERN	I&GN	Independent & Got Nothing

*Part 2 of 3 will be continued next month

Another Sunday, Another Steam Trip

by Frank Mellott, guest columnist and railfan from Mechanicsburg, PA

Another Sunday, another steam loco...at least that was the plan...

Today (Sun. July 21) was fun. The plan was to head to York Springs, pickup Valli and Harry and be in New Freedom PA by 0900 to ride by "Steam into History's" replica of an 1860s Rogers 4-4-0 #17.

That was the easy part. Got to New Freedom. 17 was there. So was the rebuilt PRR station. So was the Stewartstown (STEW) 10, a GE 44 tonner hooked to the train. As far as we knew the 10 should be in Hanover JCT. Our suspicions the 17 was not coming out to play turned out to be true. They told us 17 was down for 30 day wash and inspection. Seemed odd.

We rode the "non-steam" train to Hanover JCT and back. Hanover JCT was the Civil War era station that Abe Lincoln passed and possibly stopped on en-route to Gettysburg. PA when he went to deliver the Gettysburg address.

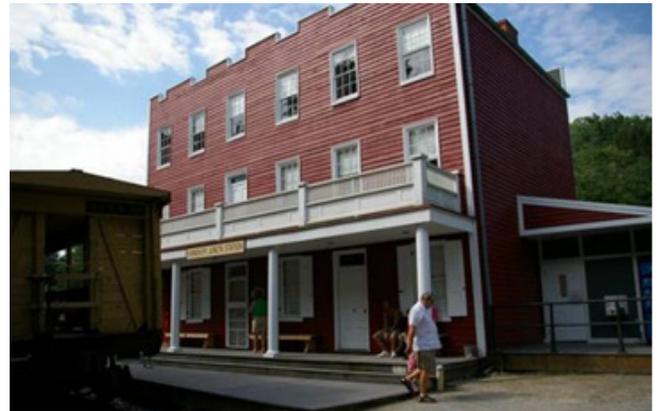
The museums in the New Freedom and Hanover JCT stations weren't open. The coaches are leased. They allegedly appeared in the mini series North and South. They tried, but without 17 it is just a train in trees. No different than the now defunct dinner train or the trip Dana Hunt and I made on Pine Tree State and Blue Ridge 20 years ago behind STEW #11.



Right above: #17 at New Freedom, PA. (All photo credit Frank Mellott)



Left above: Rebuilt PRR station, New Freedom, PA.



Right above: Local scene, Hanover Junction, PA

We went onto Railroad and got food and waited on the next train. Now have photos of train moving on the Northern Central. Next, we went to Shrewsbury and found the station. While there heard wheel on rail and here came 2 of the speeders. So now we had something moving on the STEW! We headed to Stewartstown. The station was open



Left above: Reading caboose at Stewartstown, PA.



Right above Spiffy speeders sally forth through town.

Then we came back along CSX to Brodbeck's. There is a feed mill and a brick building I didn't remember. I think I went through there 20 years or so ago but I don't remember it and may not have been through there.

.While we were taking photos, the owner of the brick building introduced himself. It was an ice house, one of at least 4 built by creameries to plans supplied by the Western Maryland about 100 years ago. The one in Lineboro MD also survives. He says there are now only 2 trains per day, 5 days a week that go past his place. The CSX EB stone trains go at night and the empties come west around 1300-1330, M-F. That means there is no longer a daily local each way Hagerstown-Gettysburg-Owings Mills.



Right above: former ice house, now a comfortable residence at a scenic, busy rail and agricultural location in Brodbeck's, PA

All in all, despite 17 not running, a very good day. Valli and Harry seem to find rare stuff and Harry is a good navigator, anticipating every need. Thanks both!

A Sunday Out With Ma and Pa

by Valli Hoski, NTZ Editor (Photo credit: Valli Hoski and Harry Fasick)

It's always good to visit Ma and Pa, especially on a Sunday. The Harrisburg NRHS Chapter sponsored a 'family outing' to the Ma and Pa Railroad, favorite of many a PA or MD railfan, now a very short local line in Muddy Creek Forks, PA. The visit took us 'over the river and through the woods' to Ma and Pa's place at the Heritage Village. The ride takes you to another time and place, meandering along a south central PA creek to an old mill and general store in the Heritage Village.



Left: Harry enjoys the ride.



Center: Single track with verdant scenery



Right: Valli welcomes all aboard the work car, just watch out for the hot seat!

The ride is slow, scenic and fun in an open work car. Nice summer afternoon ride through the south central PA woods, sunlight speckling through the verdant woods. The rather brown Muddy Creek is trackside for most of the ride, offering pleasant views and glimpse of an occasional fisherman. Seating arrangements are informal, bumpy, and warm, as Valli discovers sitting on the bench over the car's motor. The ride is friendly, very local and a popular with the families who live along the line's route. Families, kids, birds (and perhaps some fish from Muddy Creek too) wave at the train and riders all along the way.

The Heritage Village welcomes all visitors, from those seeking some candy treats to those ready to stretch and explore its historical buildings. The General Store has several floors of exhibits, historical stories and local soda pop to entertain all. Prices can't be beat either! The Rolling Mill offers a fascinating look at the inner workings, gears and fittings of an operating mill. Just remember to watch for train as you cross the tracks!



Left above: Muddy Creek Forks General Store



Right above: Muddy Creek Forks Roller Mill.

History of Muddy Creek Forks

In 1888 an enterprising young businessman named Alexander M. Grove saw the opportunity rail transportation offered, purchased the village, and set about transforming the community. A huge store was built which sold everything from food and fabric to reins and bridles. Anticipating the modern megastores by about a century, the A. M. Grove Store (photo above left) had available everything the community needed to buy for themselves, their families, and their farms. Muddy Creek Forks also contained a seed and fertilizer business, the fertile lowlands were farmed and livestock was raised, and coal was brought in to heat homes. The quantity and quality of the things people could purchase was also improved by having access to more rapid transportation. If the store at Muddy Creek Forks did not have the item desired they sent a clerk on the train to York to purchase it for the customer. With the advent of telephone service the process was simplified further. A. M. Grove simply called York and the merchandise was shipped down on the train.

Gears, wheels and more – Muddy Creek Forks Rolling Mill



Alexander M. Grove converted the old two story mill with traditional mill stones to a three floor, up to date roller mill (photo above right). A grain elevator was added to buy local grain and ship it out on the railroad.

Left: Gearhead heaven.



Right: Wheels to spare.



History of the Ma and Pa Railroad

Originally a narrow gauge line, the railroad traced a meandering seventy-seven mile route to connect Baltimore and York, two cities only forty-five highway miles apart. The line's surveyors could hardly have chosen a more picturesque route. The mainline traveled northeast from Baltimore across the rolling Maryland hills through Towson and Bel Air. At Delta, Pa., the line turned sharply northwest, hugging Muddy Creek's banks and passing through Felton, Red Lion, and Dallastown on its climb into York. Although traffic was never very dense, the Ma & Pa did serve as an indispensable link between rural communities and the outside world.



Preservers of the Historic Ma & Pa Railroad

It hauled furniture from Red Lion, slate from Delta, and milk from farms along the route, fostering the economic progress of the whole region. The railroad also carried countless residents from their rural homes to the "big city" for jobs, shopping, and entertainment, despite the fact that its "crack" passenger train took four hours to travel seventy-seven miles.

The Maryland Division from Whiteford south was abandoned in 1958, but the Pennsylvania portion survived into the 80's. At that time, the **Society** stepped in to preserve a piece of this unique little railroad, which was so prominent in the history and development of the area.

Source: 08/24/2013, 6pm. **Ma and Pa Railroad Heritage Village** histories at <http://www.maandparailroad.com/>

North Texas Rail and Chapter News

North Texas Rail and Hobby News

by Claude Doane

Notes from the North Texas Council meeting on 8/20/13.

Three North Texas layouts lose their homes.

- Texas Western has held their last open house and are dismantling the layout to move to their new home in Forest Park.
- Final open house at Lockheed (LMRA) will be held Saturday Sept. 14 from 9:00 am to 2:00 pm. Their building is going to be razed. At this point they have not located a new home.
- Dave Prodrasky reports that his club located in DUT (Dallas) has to vacate their site by Sept. 15. They are being allowed temporary storage there on site and he thinks they may be able to stay in Union Station in an alternate location.

North Texas Council Show Dates:

- Fort Worth. Saturday, November 9, 2013 - 10 am to 5 pm. Sunday, November 10, 2013 – 10 am to 4 pm
- Plano. Saturday, January 18, 2014 – 10 am to 5 pm. Sunday, January 19, 2014 – 10 am to 4 pm

McKinney Avenue Transit news

- John Landrum, MATA CEO was involved in a serious traffic accident out of state about two weeks ago. At Last report, he was hospitalized in Plano is serious condition.
- Meanwhile, unrelated to the above, trolley service has been suspended until the end of September while they cut in new switches and overhead wires for the new line on Olive Street.

Chapter Directory

North Texas Chapter Officers, 2013.

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-948-2413..
- **Vice President/Trips and Events, Skip Waters**, wgcrush@swbell.net.
- **Vice President/Communications, and NTZ editor, Valli Hoski**, ntx.news@yahoo.com
- **Secretary, Dave Gramm**, dgramm@sbcglobal.net
- **Treasurer, Jim King**, jking@swbell.net

Chapter Business Address

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

North Texas Zephyr Archive

<http://www.gogeocaching.com/gorailfanning/Home/northtexaszephyr.html>

North Texas Chapter @ Facebook

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

Press time: 8/224/2013, 6pm. Filename: NTx Newsletter 2013-09 v5



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, usually (but not always) at the Grapevine Tourist & Visitor Information Center at Main St. and the FWWR railroad tracks. Visitors and newcomers are welcome. Effective October 2012, regular membership is \$55 a year (\$39 national dues + \$16 chapter dues). Additional family members are \$7 per individual. 214-987-2888. Regular membership includes 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, Texas 75360. Reach the NRHS at National Railway Historical Society, 100 N 20th Street, 4th Floor, Philadelphia, PA 19103-1443.

North Texas Calendar

Tues. Sept. 3, 2013	North Texas Chapter meeting – 7:30 p.m. Location : Sokol Hall, 7448 Greenville Ave Dallas, TX 75231.(Map at http://www.sokoldallas.org/contact/) Program.: Trains Unlimited Tours: 23 Years of Adventure.
Sat. Sept. 14, 2013	Lockheed (LMRA) final Open House – 9:00 a.m. to 2:00 p.m.
Tues. Oct. 1, 2013	North Texas Chapter meeting – 7:30 p.m. Location: Founders Building, Grapevine. Program: NRHS Alaska convention report and recap.
Tues. Nov. 5, 2013	North Texas Chapter meeting – 7:30 p.m. Location: Founders Building, Grapevine. Program: Annual Chapter Auction
Sat. Nov. 9 – Sun. Nov. 10, 2013	Train Show, Fort Worth – Saturday, 10 a.m. to 5 p.m. Sunday, 10 a.m. to 4.p.m.
Dec. 2013*	North Texas Chapter meeting – 7:30 p.m. Program: Annual Chapter Holiday Party. *Exact date and Location to be determined.
Sat. Jan. 18. 2014 – Sun. Jan. 19, 2014	Train Show, Plano – Saturday, 10 a.m. to 5 p.m. Sunday, 10 a.m. to 4.p.m.

