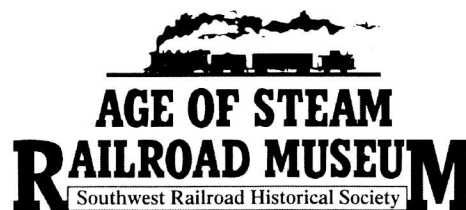


# THE CLEARANCE CARD

*Quarterly Journal of Southwest Railroading History*

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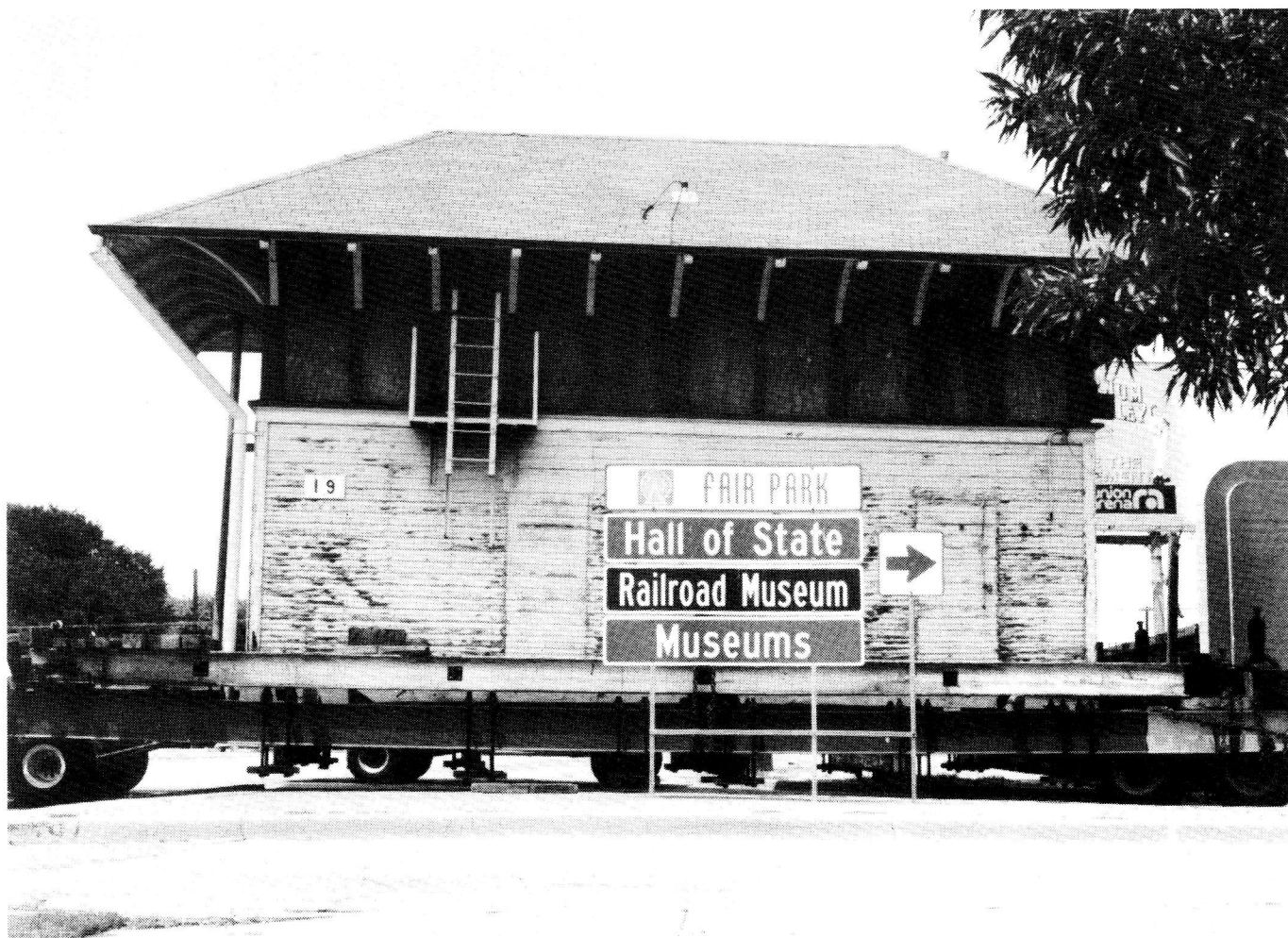
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**FALL 1996 -- 35TH ANNIVERSARY ISSUE**

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## Tower 19

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On its way to a new home at the Age of Steam Railroad Museum, Tower 19 wends its way down the final stretch at the Washington Street entrance of Fair Park on Wednesday, August 14, 1996. The three mile trip from its old location at the crossing of the Santa Fe East Dallas yard line and the Union Pacific (ex-MKT) Belt line to the (expanded) museum grounds took about eight and one half hours. The move was the result of several years of waiting and negotiating with DART going back to late 1990, culminating in a frantic, and ultimately successful, eight month fund raising drive and acquisition effort. The whole project was made possible by the contributions of individuals, groups and businesses of money, materials and or services to whom we owe a very large thank you (see page 4). Thanks are also due to the volunteers who donated time and labor to the effort (see page 2). A lot of work remains to be done and fund raising efforts in the form of grant requests will continue. But, for now the tower is safe and secure within the confines of Fair Park. For more Tower 19 coverage and photos see pages 2 & 3.

*All Tower 19 photos by Bob LaPrelle*

## 35 Years of the Southwest Railroad Historical Society

Executive Director Bob LaPrelle was looking around the baggage car for the 1971 editions of the *Clearance Card* so I could do the 25 Years Ago section. In the course of his rummaging, he found the minutes for the first SRHS Membership meeting and, at the same place and time, the first SRHS Board of Director's meeting. These are reprinted below:

### *Southwest Railroad Historical Society*

1. Meeting held September 6, 1961 in room #209 of Dallas Union Terminal with Dan G. Shelby as acting chairman.
2. By-Laws were accepted as per attachment.
3. The following Directors were elected: (1) Dean Hale, (2) Charles Mizell, (3) Everett DeGolyer, (4) June Magnum, (5) H. E. Cross, (6) Dick Kuelbs, (7) Larry Briggs, (8) Clyde Odeneal, (9) Dan G. Shelby
4. Meeting temporarily adjourned for Director's Meeting.
5. Meeting Reconvened with Everett DeGolyer as chairman.
6. President DeGolyer announced the following elections and appointments:

President - Everett DeGolyer, Executive Vice-President - Dean Hale, Vice-President & Treasurer - Charles Mizell, Vice-President & Secretary - Dan G. Shelby, Vice-President & Curator - Dean Hale, General Legal Counsel - Clyde Odeneal, Chairman Membership Committee - Dick Kuelbs, Chairman Finance Committee - Charles Mizell, Chairman Publicity Committee - Dean Hale, Liaison between the Society and Dallas Union Terminal - June Magnum, Supervisor of Rules - H. E. Cross

7. The following resolution was offered and passed:

The Directors of the Society are directed to undertake to incorporate under the laws of the State of Texas as a non-profit corporation and that this shall be accomplished by the January 1962 Meeting.

8. Meeting adjourned.

9. Larry Briggs then presented a program of slides of the Norfolk & Western and Canadian roads. Charles Mizell followed with slides from the collection of Charles Cooper.

35 years ago I was a 5th grader at Maplewood Elementary School in Austin. The only connection I had with railroading was the tracks for the Longhorn Railway (formerly Austin and Northwestern), SP back then, ran in back of the school playground. I had no idea, then, that I would be sitting here tonight, writing about a railroad historical society in Dallas. One has to wonder if our founding fathers had any notion of what the fruits of their efforts would be 35 years later.

Simply having survived for 35 years may be the most telling testimony to the vitality of the SRHS and the Age of Steam. This most basic of goals is one that has proved elusive for many groups and organizations. The Society has done more than just survive, however. Where once there was a single New York Central Mohawk painted in T&P livery, there is now an awesome collection of heavy weight Pullmans, a Big Boy, Frisco 4501, the Doodlebug, the Centennial, and the GG-1 to name a few. The collection also includes the depot, nor is it static as evidenced by the acquisition of Tower 19.

As a relative newcomer, I can happily report that the physical condition of the Museum and the collection has steadily improved over the last eight years. Our membership is at the highest level since I became Secretary four years ago. In addition to the tower, we can look at the successful UP

excursion trips as further evidence of an active and vital society.

This is not to say that all is rosy and our future is necessarily bright and secure. Our superb collection constantly challenges its caretakers with the formidable task of maintaining it. Any future growth is going to be severely hampered by space constraints at Fair Park. Lots of good people have come and, for whatever reasons, gone over the years. There have definitely been bright and dark periods in the Museum's history.

But, it's our 35th Anniversary.

Let's enjoy the moment. We owe thanks to our founders who 35 years ago had the vision to give us this opportunity to participate in and help preserve railroad history. For better or for worse, we've made it this far. We've come a long way and the past few years we've made some changes for the better. Look at the good things that have happened over the last eight years, and over the last 35 years, and take the time to enjoy them.

Enjoy the moment, and then get ready for the next 35 years.

Hume Kading

October 14, 1996

## Tower 19 Update

Work on the tower has pretty much gone on hold since the 1996 State Fair of Texas began. Prior to that time, the first story walls had been poured and the tower was lowered onto them about two weeks later.

A great deal remains to be done in the way of scraping, painting, carpentry, wiring, plumbing, etc. Also, the fence needs to be extended to encompass the new perimeter of the museum grounds so that the tower will be, finally, truly within the museum.

Contributions are still coming in, albeit at a very slow pace. Total cash contributions to date are now just slightly over \$15,000. We would like to extend thanks to the Pump Haus, a concrete pumping company, for services partially donated during pouring of the first story. Thanks also to Sherwin Williams Paint, who graciously donated 30 gallons of paint for the tower. Donation of the fence required is being sought and grant requests will continue.

On a related note, the gate at the museum for the 1996 State Fair of Texas has been phenomenal. Apparently, all records set last year, our previous best year, will be eclipsed this year. In fact, we have already had our best day ever, over \$2,100, on Saturday, October 5th.

The bill has not been fully paid for relocating the tower, and the revenue from the fair will make it possible to pay the bill without breaking into our savings account.

Hume Kading

## Tower 19 Volunteers

The SRHS wishes to extend special thanks to the following volunteers who assisted, and continue to assist, in the Tower 19 acquisition and preservation effort:

Charles Alspach

Mike Jobe

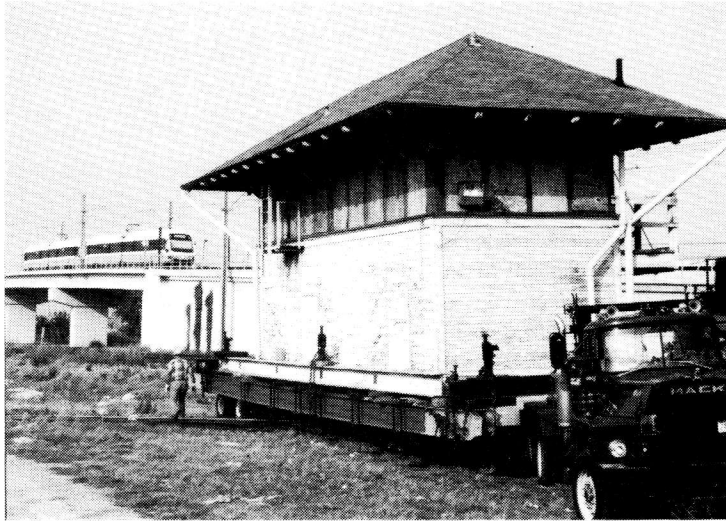
Jeffrey Phelps

Edwin Pegelow

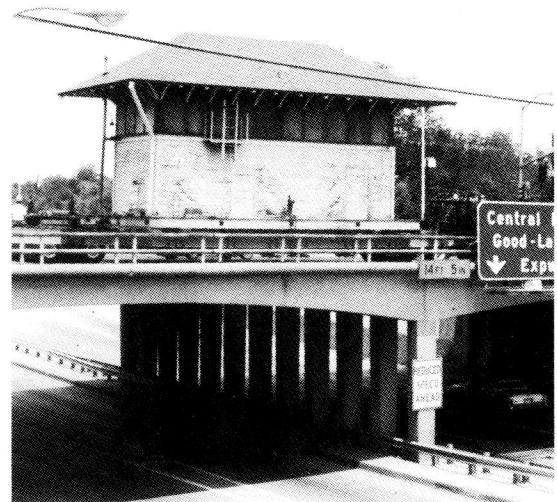
Jonathon Shea

Kate Schultz

# Tower 19 Moves to the Museum



As a DART car-set looks on, Tower 19 begins the eight and one half hour journey to the Age of Steam Railroad Museum. The car-set is descending the elevated right-of-way approach to DART's new Trinity River Bridge, construction of which necessitated moving the tower about 50 feet east of its second site location, where it had served from 1924 through 1993. The tower remained at the temporary site in service until the summer of 1993, and out of service until the move to the museum.



Motorists travelling on highway 175 get treated to a towering view of Santa Fe interlocking tower 19 crossing the M.L.K. overpass.



In the course of the move, 20 telephone lines, 22 power lines and 8 television cable lines had to be relocated or dropped to permit passage of the two story structure. There were two police escorts and 15 to 20 utility vehicles accompanying the procession. The move went smoothly with no major problems or delays.



It was a long time coming, but the tower finally moves on to the site of its new home at the Age of Steam Railroad Museum, while Frisco #4501 watches. Once placed atop its new concrete first story, Tower 19 will be three stories tall and offer a new place, and a different perspective, from which to view the museum.

### Tower 19 Contributors

**The SRHS wishes to thank the following individuals, families and businesses for their contributions to the Tower 19 preservation effort:**

Mr. Rozwell S. Adams	Mr. Everett Lee DeGolyer, III	Mr. Robert H. LaPrelle	Mr. John Scolastico, Jr.
Mr. Charles R. Alspach	Denton Area Model RR Club	Ms. Beverly J. Larkin	Mr. Harold W. Secker
SGM. Amos P. Amos	Mr. Bob Diller (Arco Foundation)	Mr. & Mrs. Carl Boyd Latham	Mr. Jonathon C. Shea
Mr. Irwin Arnstein	Mr. Gene E. Diskey	Mr. James R. Latimer	Mr. John F. Shine
Mr. Louis E. Bailey (in memoriam)	The Donica Family	Tanya & Steve Lawson	Mr. Duane Simmons
Mr. Gene E. Bailey	Bill & Ann Dowdy	Frank A. Leonard, M.D.	Southwestern Bell Telephone
Mr. Milt H. Barath	Jack & Mary Anne Durnin	Steven & Shanna Longley	Spring Creek Model RR Club
Mrs. Robert V. Barnes	Fair Park Administration	Mr. John F. Lott	Mr. & Mrs. Ken Smith
Mr. B. A. Beauchamp	Marshall Field's (Nancy Herring)	Mr. Houston A. Maddox	Mr. William H. Spurgeon
Ms. Catherine Bell	Mr. Michael B. Forman	Mr. John H. Mann	Mr. Thomas M. Stawicki
Mr. Matthew Bell	Ft. Worth & Mid Cities Model RR	Mr. Victor Chase McCrea, Jr.	Mr. Lee Stetson
Mr. Fred A. Bennett, Jr.	Mr. Richard J. Fowler	Mr. C. T. McDonald, II	Mr. Douglas Stevens
Mr. John Best	Mr. Christopher J. Galvin	Mr. Roger Meier	Timothy W. Stevens, M. D.
Mr. W. L. Blackstone	The Godbey Family	Mr. Reg Miller	Mr. James A. Stone
Joel Martin Brown, M.D.	Clyde & Gay Grauke	Mr. Zach Miller	Mr. Glenn J. Straus
Dr. Ray K. Brown	Mr. Keith Haney	Ms. Elda Mitchell	Mr. Loyd C. Stuck
Mr. Donald Bustion	Dr. Mary L. Harbold (in memoriam)	Ms. Denise Morris	TCA 1996 Nat. Convention, Dallas
Mr. Jeffery N. Carruth	Mr. Paul Hargrave	Mr. T. Edgar Mouritsen	TCI Cablevision of Dallas
Centex Corporation	Mr. Dale Hennington	Robert N. Muckleroy, M.D.	TU Electric
Mr. Mike D. Chambers	Ms. Nancy W. Herring	Mr. Bill A. Muros	TXI, Cement Division
Mr. Charles L. Chesier	Mr. Rodney C. Herring	Mr. Robert W. Myers	Mr. John W. Tigert
Mr. Timothy J. Clary	Mr. David M. Hill	North Texas Garden Railway Club	Mr. Toby Toberny
Mr. Robert Coffman	Mr. James D. Holtz	North Texas NTRAK	Ms. Janice Underwood
Jerry D. Coleman	Mr. Rocky L. Hopper	Mr. John E. Peak	Ms. Judy Van Landingham
Mr. Jake Commer	David & Marge Howard	Mr. Edwin F. Pegelow	Mr. Harold K. Vollrath
Ms. Kristen Commer	Mr. Joe C. Huffman	Mr. David R. Peironnet	Sharon & Richard Wainscott
Mr. David A. Comyns	Mr. J. J. "Happ" Huffman	Mr. Roland B. Peterson (in memoriam)	Mr. David O. Walker
Ms. Catherine Conway	Mr. Richard B. Hunter	Mr. Jeffrey & Janet Phelps	Ms. Priscilla Walker
Mr. James E. Cooper	Mr. Mike Jobe	Bill Pollard, D.D.S.	Mr. & Mrs. Donald Wall
Mr. Russell E. Covitt	Mr. Fred T. Johnson Jr.	The Pump Haus	Dr. Donald Warren
Tom & Rita Cox	Mr. Hume P. Kading	Mr. John Radovich	Mr. Skip Waters
Mr. Richard Cox	The Kass Family	John's Retrofit, Inc.	Mr. Otto K. Wetzel
Mr. Roy Cox (in memoriam)	Mr. Ronald Keck	Mr. John S. Reed	Edward & Luella Wheeler
Mr. James B. Cresap	Mr. Dennis P. Kennedy	Bill & Ruth Reiman	Mr. Byron A. Whitmarsh
Mr. Langdon C. Cutright	Mr. Kelvin B. Kerr	Mr. Arthur J. Roberts	Mr. Gil Wildhagen (in memoriam)
DART	Mrs. Flora M. Kimbell	William W. Robinson, D.D.S.	Mr. Kay Williams
D.U.T. Employees Past And Present	Kirk Air Conditioning	Antonio & Marci Rodriguez	Sherwin Williams Paint
Dallas Parks & Recreation Board	Mr. John L. Lancaster	Mr. James C. Royse	Mr. Philip Wilson
Mr. Alfred K. Day	Mr. & Mrs. J. L. LaPrelle	Mr. William F. Sanderson	Mr. Conrad M. Wolfman

## 25 Years Ago

### August 1971 – Vol. 9, No. 8

WELCOME TO OUR NEW MEMBERS: William D. Naysmith – Dallas, Loyd C. Stuck – Dallas, Thomas D. Creighton, Sr. – Oak Lawn, Ill.

MUSEUM NOTES—WITH A BIT OF “AMTRAK” THROWN IN-(OR VICE VERSA): The beginning of AMTRAK negotiations in Dallas was, at best, a process difficult to describe. The concept of passenger train service had drifted so far from the public awareness that, even if a hotly contested city election had not clouded the issue at the outset, some sort of metamorphosis would probably have had to take place before it occurred to the powers that be that they might remain the largest city in the United States without rail passenger service indefinitely..... Realizing that this was not a situation becoming the eighth largest city in the U. S., City Councilman Jesse Price (also recently announced candidate for Congress from the new district including Irving and Grand Prairie) got busy and with the help of County Commissioner John Washington and Councilman Jerry Gilmore saw to it that city and county AMTRAK committees were formed. An ex officio seat for an SRHS member was included since we provided them with all the files that we had accumulated during our publicity campaign which had kept the light burning while confusion reigned otherwise. Subsequently a meeting was called on July 9, the joint committee was merged into one, Comm. Washington was elected chairman, a report from SRHS was heard and Price, Whittington, and Gilmore were authorized to go to Washington for a pow-wow with AMTRAK.

In the meantime two men from Klauder & Associates, representing AMTRAK, had visited Dallas and made a report to Washington. This report was factual in a few places but ranged from sketchy to incorrect in others. This seemed to stem from two facts. The men were Easterners and were unfamiliar with the Southwestern scene, local men could have done better. Also, they talked to no public officials or other interested parties-only railroad personnel. As might be expected the report exuded pessimism concerning the diversion of the “Texas Chief” mentioning none of the potentials such as “Six Flags” and dwelling at length on “deteriorated roadbeds” and disinterested citizens. Before adjourning, the above committee was presented with copies of the report and a sub-committee consisting of ex officio member Monaghan and C of C Transportation Mgr. Ken Tubbs was appointed to write an analysis and critique thereof which was to be taken to Washington by-the representatives.

A complete portfolio was assembled consisting of the critique, letters from Dallas and every major suburb and other interested parties as evidence of interest, maps, timetables, articles, and photos of everything appropriate from Fort Worth to Houston. Considerable emphasis was placed upon the passenger picture between Dallas and Houston 30 years ago and what actually had been done, even with steam. It was further pointed out that even the Yugoslavian Communists had successfully operated passenger service between Belgrade and Zagreb (approximates Dallas-Houston) in 4 hours for the past 2 years and we strongly suspected that their capitalist counterparts in the U.S. could do as well if they put their minds to it. Our presentation was complimented by AMTRAK and served two purposes: rumors of disinterest were completely dispelled and a truer picture of facilities and potentials between Fort Worth-Dallas and Houston was supplied.

.....Towns along the present route of the “Texas Chief” are providing opposition to the diversion. Dallas however, can offer a population potential of over 1.5 million compared to their 60,000 plus a shorter, less circuitous route thru the mid-Cities area with their rapidly developing entertainment-sports complex. Nevertheless the opposition must be

countered by support and an accurate presentation of facts. Our representatives returned to Dallas with an optimistic outlook and are awaiting further directives from AMTRAK after which another meeting of the committee will be called to take action.

Will the “Texas Chief” continue to follow its improbable and circuitous route including an entry into Houston’s back door and a side trip thru the Astrodomain, or will it be diverted to connect the country’s 6th and 8th largest cities with a real swinging corridor completely in step with the times? Tune in next month and see. —We’re working!!!!

*Dan Monaghan*

SOUTHERN PACIFIC-COTTON BELT NOTES: SP has had an established policy of trading an engine in- or scrapping it when gets to a certain age which they adhered to rather strictly- until they got short of power-especially switchers. Now, in addition to upgrading GP-9’s and SD-9’s in Sacramento, they have launched a program of upgrading some of the EMD NW-2’s- this time in the Houston Shops.

During the first half of this year, ten such units have been upgraded, emerging with numbers in the ‘300 series. Units were most recently numbered in the 1900’s with earlier numbers in the 1400 series for SP units and 70’s and 80’s for the T&NO units. Some of these units date from 1940, and were some of the SP’s earlier diesel switchers. It is said that the 1300’s are assigned to the Texas lines, and we have a request for a picture of one of them. Anybody caught one yet??

### September 1971 – Vol 9, No. 9

TURBOTRAIN ON TOUR: In the first major joint-effort of the Department of Transportation and AMTRAK (that’s what the news release says) to revitalize intercity rail passenger service, a leased Turbotrain is making a 12,000 mile, 31 state tour over more than half of the AMTRAK system. It is making a loop around the perimeter of the United States, and will not only give the public a chance to see the train, but will give DOT a chance to evaluate ride qualities and durability of the train. It went across Texas on the SP on August 20 and 21.

AN ELEVEN-MILE RAILROAD WITH NO NAME: is being constructed in Northeast Texas. Three of the major electric companies of the area are building a huge generating plant at Monticello, in Titus County about six or eight miles southwest of Mt. Pleasant. The plant will be fired with lignite coal, which will be strip-mined about eleven miles north of the plant, with the railroad moving the coal from the mine to the plant. The new railroad will cross the COTTON BELT and Interstate Highway 30 on an overpass at Winfield. An interchange will be built with the COTTON BELT’s Mt. Pleasant- Dallas and Ft. Worth line at Winfield. The railroad is being built first so that the huge generators and other equipment can be transported to the site of the new plant.

The nameless railroad has two 3300 HP diesel locomotives- (which we imagine are General Electric what else??- U-33-C’s)- and has, or will have, thirty 100-ton hopper cars equipped to be unloaded automatically (dumped)- as the train is moving. Two 14-car trains will be operated on two-eight hour shifts. Although total tonnage and usage figures are still “classified”- they will move and use a lot of lignite.

Why is the railroad nameless?? It is part of the plant- just like the smokestack.

We had heard of lignite coal in East Texas, but didn’t realize that there was a band of lignite something like 200 miles wide extending across the

(please see 25 Years Ago on page 7)



Photo by Paul Gibbs

### FRISCO 4501

The picture above shows our own Frisco 4501 leaving the St. Louis Union Station on July 10, 1948. This is possibly a second section of Train #1, the *Texas Special*, or Train #5, the *Twin Meteor*.

Train #1, the *Texas Special* left St. Louis at 5:30 p.m. servicing Denison, Dallas, Fort Worth and San Antonio. Train # 5, the *Twin Meteor*, left St. Louis at 6:00 p.m. and serviced Fayetteville, Fort Smith and Paris, Texas. Train #9, the *Meteor*, left St. Louis at 6:45 p.m. and serviced Tulsa and Oklahoma City. However, by the time this picture was taken E-7 diesels had replaced the oil burning steam locomotives 4500, 4501 and 4502 on Train #9, the *Meteor*.

The 4500, 4501 and 4502 were delivered to the Frisco in November 1942, three months after 4503-4514 had been delivered. They were the only three 4-8-4s that were oil fired and they were assigned exclusively to the *Meteor*.

The 4501 and its two oil fired sisters had a special paint scheme consisting of a graphite gray smokebox and firebox, glossy blue enamel boiler jacket, domes, cab, cylinders, driving and pilot truck wheels and tender body, and glossy black below the running boards including pilot,

air pump shields and trailing truck. As can be seen in the picture, the tender had a large white band on it with large red letters spelling out "Meteor."

The Baldwin built 4501 has 28 X 31 inch cylinders, 74 inch drivers, 88.3 sq. ft. grate area, 464,850 lbs. engine weight and 80,800 lbs. tractive force (with booster). The boiler pressure was 255 lbs. Tender capacity included 6,500 gallons of oil and 18,000 gallons of water.

The 4501 could develop 5,600 horsepower in the 47-65 m.p.h. speed range. Pound for pound the 4500 series Frisco locomotive delivered more horsepower than any other 4-8-4. Only four other classes of 4-8-4 locomotives exceeded the 4500's tractive force of 71,200 lbs. (without booster).

The 4501 is without a doubt one of the finest examples of the magnificent Northern class 4-8-4 locomotive ever built. A total of 25 4500 series locomotives were delivered to the Frisco railroad by August 1943.

David Wodraska

## THE FIRST RAILROADS IN TEXAS

(This is an addition to a previous article by Jon Shea on Civil War Texas Railroads which appeared in the *Clearance Card*, Vol. 31, No. 2.)

In the early 1850's the main cash crop grown in Texas was cotton. It was grown mainly between the Trinity and Colorado Rivers with a high concentration in the fertile Brazos Valley bottomlands. Prior to the coming of the railroads, the large, uncompressed cotton bails were carried by slow moving ox carts over bad roads to Houston. Cattle and timber were also important to the economy but faced the same transportation problems. The railroads would change that and greatly contribute to Houston's growth and development. In 1857 the railroads brought 46,000 bales of cotton into Houston. By 1860 this had increased to 115,000 bales.

The first railroad in Texas started from Harrisburg, a small town just east of Houston on Buffalo Bayou. In the late 1840's, a group of Boston businessmen bought the Harrisburg Town Company. Then they founded the Buffalo Bayou, Brazos and Colorado Railway Co. (BBB&C), which began construction in 1851 building west from Harrisburg. The railroad had many problems and it took 5 years to reach Richmond on the Brazos, 30 miles away. The bridge over the Brazos had structural problems but the railroad managed to reach the Colorado River at Alleyton (across from Columbus) in October, 1860. From the time it reached the Brazos Valley, ever growing amounts of Cotton began to move to Harrisburg.

Houston did not want to be left behind, so in February 1856 the Houston Tap Railroad was authorized. In October, 1856 it was completed from downtown Houston to the BBB&C at what is now called Pierce Junction. It wasn't long before Brazos County cotton planters wanted the Houston Tap extended to Columbia (now East Columbia). On May 29, 1858 a group of them purchased the Houston Tap from the city and renamed it the Houston Tap and Brazoria Railroad Co. (HT&B). On February 22, 1860, the railroad got to Columbia. It was originally intended to continue on to Wharton and Matagorda Bay, but was never built any further. However, it allowed the wealthy cotton plantations of Brazoria County to ship to Houston.

The most important of Houston's railroads in this period was the Houston and Texas Central (H&TC). It received its charter in 1848, but building did not begin until 1855. The charter was purchased by Paul Bremond, a Houston merchant, who claimed he had advice from the spirit world on how to build a railroad. The railroad finally began to build to the northwest, reaching the 50 milepost in June, 1858. Here the town of Hempstead was laid out by some of the railroad's directors. This private speculation led to a management shakeup in which Bremond was replaced by Abraham Groesbeck. At Hempstead, the tracks turned north to Navasota ending at Millican in April, 1861. However the company had financial problems and was sold at an execution sale the same month. The H&TC later was the first railroad to reach Dallas in 1872.

The Galveston, Houston and Henderson Railroad Co. (GH&H), chartered in 1853 was supposed to allow Galveston to open up northeast Texas to

railroad transport. It was purchased by French and English investors who planned to build to Boston in Bowie County near Texarkana. It began construction on the mainland opposite Galveston at Virginia Point and reached Houston on January 8, 1859. Galveston appropriated \$100,000 to build a causeway from Virginia Point to the island. When completed on February 8, 1860, it was the longest bridge in the U.S. When this line was completed it was also sold at an execution sale. The GH&H was important since it linked the Houston rail network to the major city and port of Galveston.

The Texas and New Orleans (T&NO) was the last railroad built out of Houston prior to the Civil War. It was the longest and most quickly built of all these early railroads. The railroad was chartered in 1856 and began building eastward from Houston on August 27, 1857. It became the T&NO in 1859 when it was decided to eventually connect with the New Orleans, Opelousas and Great Western which extended from New Orleans to Brashear (now Morgan) City. The railroad was built concurrently east and west from every river or stream where building materials could be landed. Bridges were constructed over the San Jacinto, Trinity, and Neches Rivers. The Houston to Beaumont stretch was completed on May 25, 1861. The connection to New Orleans was not made until after the Civil War.

By 1861, the Houston rail network went southeast 50 miles to Galveston, southwest 45 miles to Columbia, west 70 miles to Alleyton, northwest 80 miles to Millican, and east 90 miles to Beaumont. Also, at Hempstead, the Washington County Railroad went west 22 miles to Brenham. This was not, however, a unified railroad system. The BBB&C and the HT&C used what is now the standard gauge of 4 feet 8 and 1/2 inches. The others used a larger gauge of 5 feet 6 inches. However the larger gauge railroads did not interchange with each other as the BBB&C and the HT&C did. The GH&H wanted to connect with the H&TC to have direct traffic from the middle Brazos Valley to Galveston. The city of Houston chartered the Galveston & Houston Junction Co. to connect the two but the connection was not completed until the fall of 1865. Different gauges and lack of connections in major cities were common throughout the south and would seriously impede the Confederacy's war effort during the Civil War.

Most of the Houston railroads desired to build a Union Station. A 10 acre site was selected north of Buffalo Bayou. Plans were made to build the finest public building in the state and all the railroads planned to build short spur links to the site. The start of the Civil War interrupted these plans and Houston was never to build a Union Station serving all of its railroad lines.

(Source: "Railroads Come to Houston, 1857-1861" by Andrew Forest Muir, *The Southwestern Historical Quarterly*, July, 1960.)

Jonathan Shea

### (25 Years Ago continued from page 5)

state from Texarkana to Brownsville- some parts of it easier to mine than others. Some use has been made of this coal in the past- including some unsuccessful attempts to fire locomotives- but it was largely replaced by oil and gas after so many oil fields were discovered and developed in the state. Now that these fuels are becoming more scarce and more expensive- large users as these generating plants are falling back on cheap lignite. Two others are being built- one at Fairfield in Central Texas- where the coal is dumped on a conveyor belt in the plant's "back yard"- and one at Tatum, just south of Longview in East Texas- where the SANTA FE gets a little of

the action.

### October 1971 - Vol. 9, No. 10

NEW ITEM AT SWITCHMAN'S CORNER: Everybody has markers and classification lights but no way to hang them. Roland has come up with an antique type cast-iron marker holder as found on old caboose. Mounts flat on the wall with flathead screws or bolts. Measures 4" x 5", unpainted, sand casting. Price \$3.50 each plus postage which we don't know what is yet (wt. about 1 lb.). Our thanks to Phillip Dybvig who made patterns and

(please see 25 Years Ago on page 8)

**(25 Years Ago continued from page 7)**

otherwise assisted in making this item available.

THE GREAT STATE FAIR OF TEXAS is upon us. The theme this year is "EXPO/TRANS/PORT". The theme advertising shows: (1) a modern jet airplane; (2) a modern ship; (3) a modern truck; (4) a 4-4-0 diamond stack locomotive???? The railroads will be represented in the Transportation exhibit by SANTA FE- who will have a modern and up-to-date display- with no passenger trains- (they are not in the passenger business, remember??)- Modern ground rapid transit receives considerable attention and there is an interesting pictorial history on street cars and buses of the Dallas Transit System.

### Editor's Apology

My apologies for the July *Clearance Card* mailing fiasco. It costs a nickel per copy to have the *Clearance Card* folded by the printer, which I do not out of laziness but because I've been having trouble with my right hand (it's not carpal tunnel syndrome but it's similar). Anyhow, two printers, the one in Arlington and the one here in Ballwin told me I didn't have to fold the newsletters, the post office would mail them unfolded, and thus save \$20. Well, they were right, except the postage for one ounce folded is 32 cents, and for an odd sized piece (i.e. unfolded) it's 43 cents. So, apparently some of you got your CCs postage due, others got them postage due without having to pay the postage, some were returned to the museum (these were remailed) and some apparently just disappeared. If you didn't get your *Clearance Card* there are a few at the museum and I keep a few for new members. So, you can either call Bob LaPrelle or Melissa Smith at the museum, or go to the museum, or send me a postcard addressed to Hume Kading, 686 Walnut Point Court, Ballwin, MO, 63021-6213. Again, my apologies and it won't happen again.

All too often this is the fate that befalls interlocking towers. Out of service interlocking tower 118, which guarded over Belt Jct.,

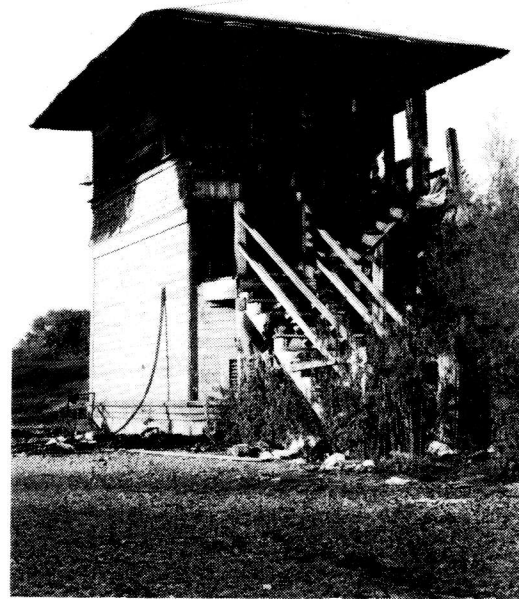


Photo by Bob LaPrelle

ist. At least Tower 19 made it into a safe harbor, and hopefully has a brighter future in front of it.

"mysteriously" caught fire and was badly damaged in mid July of this summer. Perhaps it is kinder when the railroads just go ahead and demolish abandoned structures, rather than let them deteriorate and suffer the ravages of vandals and arson-

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