

# WHEEL CLICKS

Pacific Railroad Society Inc.

February 2019

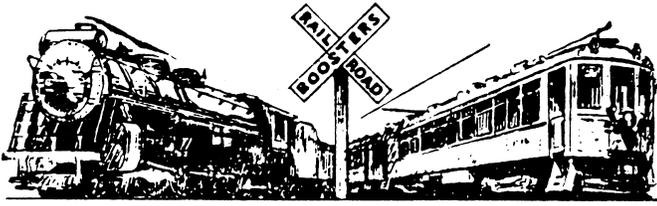


*Western Pacific (WP) GP40 #3511, leads the westbound U.S. Steel train across the middle fork of the Feather River, just west of Portola, California, on September 4, 1980. The train of coil steel is coming from the US Steel Geneva Steel Works in Utah and is bound for their plant in Pittsburg, California. The WP 3511 was built by EMD in 1967 and after the merger with the Union Pacific became their #660. The locomotive was sold to Kansas City Southern (KCS) and re-built into a GP40-3 as KCS 4774. It currently operates on the KCS and is now #2819. –Albert Novak Photo*

**Pacific Railroad Society Inc.**

**210 West Bonita Avenue**

**San Dimas, CA 91773**



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**Upcoming PRS Events:**

**Feb 15:** Membership Meeting 7:30 PM at South Pasadena Library with ERHA (1055 El Centro Street).

**Feb 15:** Deadline for Wheel Clicks Submissions for the March Issue (See contact information below).

**Feb 23-24:** Overnight Excursion to San Diego on *National Forum* (Book online at [pacificrailroadsociety.org](http://pacificrailroadsociety.org))

**March 6:** March Board Meeting 7:30 PM at the Museum in San Dimas (210 West Bonita Avenue).

**March 7:** Wheel Clicks Mailing 10:00 AM in San Dimas (210 West Bonita Avenue) (909) 394-0616.

***(The mailing parties are now on Thursday!)***

**March 15:** Membership Meeting 7:30 PM at South Pasadena Library with ERHA (1055 El Centro Street).

**February Meeting Program by Russ Davies**

For three exciting days in September of 1988, Ed and Mary Lee Von Nordeck's Let's Travel Tours sponsored a chartered train on the NdeM's Nacozari subdivision. The train traveled from Nogales to the copper mining town of Nacozari by way of Agua Prieta. Harvey Laner videoed the trip extensively from the front "porch" of the Bombardier M424 diesel locomotive to the caboose's rear platform. The program features scenes that showcase railroading in Mexico in the 1980s, reminiscent of railroading in the US some forty years earlier. Be there and bring digital briefs!

**Submission of Material for Wheel Clicks**

Stories, information, and photos for Wheel Clicks should be sent directly to the editor at the contact information below. If mailing in items, please include a self-addressed stamped envelope or material will be considered a donation. Inclusion of said material is at the sole discretion of the editor and may be edited or serialized due to space constraints. Due to the editors time constraints, any material not sent via electronic format may not be included since it would have to be re-typed. Thank You!

**Railroads-The Backbone of America**

**WHEEL CLICKS  
 FEBRUARY 2019 VOLUME 83, NO. 02**

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Opinions expressed in unsigned articles are those of the editorial board, and do not necessarily reflect the opinions of the Society, its officers or directors. Opinions in signed articles are those of the author only. All rights reserved. ISSN: 0043-4744.

Pacific Railroad Society, Inc. is a non-profit 501 (c)(3) educational organization staffed by volunteers. The Society supports rail car preservation and restoration; railroad excursions; a museum which preserves and displays railroad literature, photos, artifacts and a resource library; railroad related education; social events; and publications. The public is welcome to participate in the Society's events, operations, and facilities. The Society is funded by memberships, donations, grants, and fundraising activities.

As of April 1, 2018, PRS members have a choice of paper or pdf (electronic version) of Wheel Clicks. Please note the paper version is \$5 more to cover the cost of mailing First Class.

Participating Member (PDF) .....\$45.00 per year  
 Participating Member (Paper) .....\$50.00 per year  
 Sustaining Member (PDF).....\$60.00 per year  
 Sustaining Member (Paper).....\$65.00 per year  
 Corporate Member (PDF).....\$110.00 per year  
 Corporate Member (Paper).....\$110.00 per year  
 Life Member..... \$500.00

**Pacific Railroad Society Museum**

210 W. Bonita Ave., San Dimas, CA 91773.  
 Telephone: (909) 394-0616.

**Museum Operating Hours are:**

Monday and Wednesday from 12:00 PM to 5:00 PM  
 Saturday from 10:00 AM to 4:00 PM  
 Our Museum is open to the public and admission is FREE!



Andrew Novak - Editor  
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 Downey, CA 90242

Or via email at [rtd1121@yahoo.com](mailto:rtd1121@yahoo.com)

## Museum Report

By David Housh, Curator

A Happy New Year from your museum staff!

I wish to thank our dedicated volunteers for a successful 2018. It has been a good year for the museum with many visitors enjoying our facility and several significant donations coming our way that brought about new displays or improved existing ones. We look forward to a fruitful 2019 and hope to see you here in the near future.



### Coming to future issues of Wheel Clicks:

We are working on stories on the following. Please contact the editor, (see page 2), if you have photos or information to contribute.

- Black Hills Central Railroad
- Texas Transportation Company
- LArY, LATL, and LAMTA PCCs
- Leonard's M&O/Tandy Center Subway
  - Amtrak P30CHs
  - Iowa Traction
  - SP/Amtrak FP7s
- Amtrak's Spirit of California

Thank you!

## TEXRail Begins Operations

By Andrew Novak

On January 10, 2019, Trinity Metro began operation of the new TEXRail service between Fort Worth, Texas and Dallas-Fort Worth International Airport (DFW). The new 27-mile long commuter line has 9 stations and utilizes a fleet of 8 diesel-multiple unit (DMU) train sets.

The idea for TEXRail was first discussed in 2006 with the release of the Southwest-to-Northeast Transportation Corridor Study. This study was done to examine different types of transportation options in the corridor from southwest Fort Worth and downtown Fort Worth to DFW. A commuter rail operation was chosen and in 2011 the name TEXRail was adopted for the proposed service. Over the next five years, plans were developed and construction contracts were awarded.

On August 24, 2016, a groundbreaking ceremony was held at the historic depot in Grapevine, Texas, one of the cities that will be served by the new line. After the groundbreaking construction of the line began and was completed in 2018. The line was originally scheduled to open on Saturday January 5, 2019, however, due to the United States Government shut down, Federal Railroad Administration (FRA) inspectors were delayed in a final sign off on the project. Service began on January 10, 2019, only five days late.



*A new TEXRail train is seen at the DFW Station in late 2018. –Trinity Metro Facebook Photo.*

*(Continued on Page 4)*

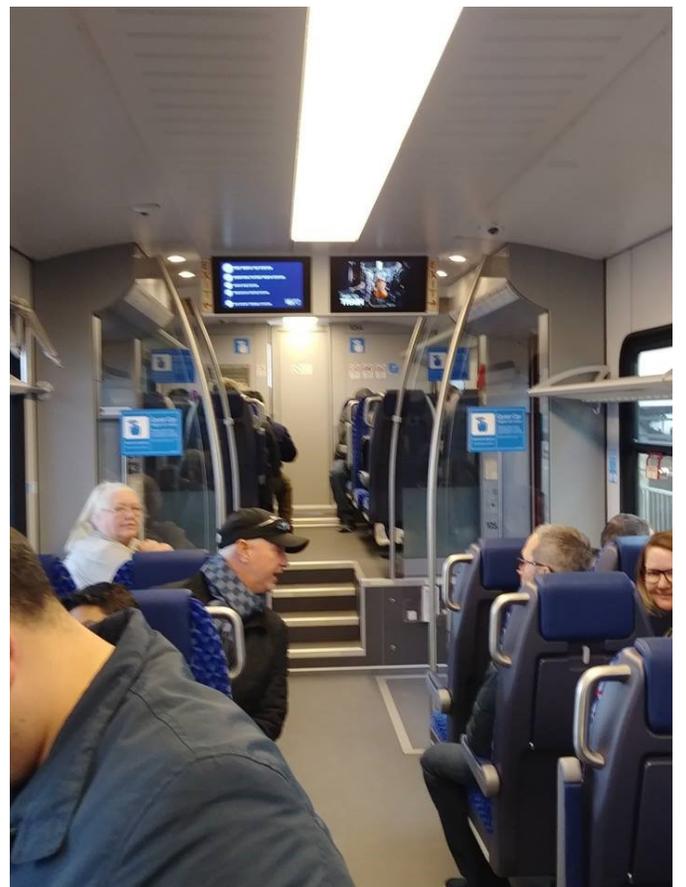
### TEXRail - continued

The new commuter line is a single track line with passing sidings at key locations. It follows a former Cotton Belt railroad line and parallels tracks used by Union Pacific, BNSF, and the Fort Worth & Western.

At the Texas & Pacific Station in Fort Worth and the Fort Worth Intermodal Transportation Center, passengers can transfer to the Trinity Rail Express, which is the commuter rail service which operates between Fort Worth and Dallas, Texas. Passengers on TEXRail can also access the Grapevine Vintage Railroad at the Grapevine Station. The two stations on TEXRail at DFW will eventually be transfer points to another DMU service that will operate east from DFW to Dallas, continuing east along the Cotton Belt right-of-way. The service is still in the planning phases and will be operated by the Dallas Area Rapid Transit (DART).

For the TEXRail service, Trinity Metro, purchased eight Stadler FLIRT3 (Fast, Light, Innovative, Regional Train) DMUs. The Switzerland-based Stadler began assembly of the cars in their Hungary plant, with final assembly done at their plant in Utah. Each DMU set has a total capacity of 488 passengers and are the first FLIRT3 cars to operate in the United States. The first car was delivered in October 2017, with training and testing beginning in March 2018. A new maintenance facility was built for the TEXRail to maintain these cars. Trains operate approximately every 30 minutes, seven days a week. A one way trip on the line takes about 52 minutes. Regular one-way fare is \$2.50.

*Three photos on this page taken by John Andoh.*



## News Briefs

**Metra F59PHIs:** The first two Metra F59PHIs, Metra 73 and 93, made their inaugural run on Metra Train 2119 on December 20, 2018. Train 2119 is a Milwaukee District North Line train that operates from Chicago Union Station to Grayslake. These two are the first of 21 former Amtrak F59PHIs purchased by Chicago based commuter agency. *-Information from the Metra Facebook page and Eddie Fisher. Photo below is from Metra Facebook Page.*



**Metra Heritage Unit:** Metra has recently unveiled a Milwaukee Road-inspired heritage unit. MP36PH-3S #405 was released on January 4, 2019 sporting the orange and maroon colors. The locomotive made it's first trip in the new colors on Train 2119, Milwaukee District North Line, on January 10, 2019. This is the second unit to carry a heritage-inspired scheme at Metra. The first was MP36PH-3S #425, which has is in Rock Island red and yellow.

*-Information from the Metra Facebook page, Trains Magazine online, and Eddie Fisher. Photo below was taken by Eddie Fisher.*



**Milwaukee E9 has new home:** Minnesota based, friends of the 261, have recently announced the acquisition of former Milwaukee Road EMD E9A 32A. The 32A was built for the Milwaukee Road in 1956 and their 202A. It was painted in Union Pacific yellow and used on the Milwaukee Road portion of UP "Cities" trains. In 1956 the locomotive was renumbered 32A and in 1974 was sold to Amtrak and renumbered 434. In 1982, Amtrak retired the locomotive and it was sold to the Alaska Railroad where it became their 2402. Northern Rail Car Leasing of Wisconsin acquired the locomotive in 1986, and it was renumbered 10C. Northern Rail Car used the E-Unit on their Scenic Rail Dining dinner train from 1987 to 1990. In 1990, Northern Rail Car acquired the Wisconsin Southern Railroad and the locomotive was used for business and special trains. The Wisconsin Southern renumbered the locomotive 101.

The Friends of the 261, has entered into an agreement with the Wisconsin Southern, and their current owners, WATCO Companies, to acquire the locomotive. The historic E-Unit will need some minor mechanical work and will be repainted in the Milwaukee Road orange and maroon paint scheme. The locomotive never wore those colors while on the Milwaukee Road, however it will be painted that way to match the organization's fleet of passenger cars. This new diesel will work with the star of the organization, former Milwaukee Road 4-8-4 261. *-Information from Trains Magazine on-line and the Friends of the 261 website <https://261.com> Photo below from the Friends of the 261 website.*



## News Briefs Continued

**Amtrak Engines in Nevada:** Dynamic Rail Preservation, has recently moved former Amtrak F40PHR 231 and SDP40F 644, from Ogden, Utah to the Nevada Southern Railway in Boulder City, Nevada. The two former Amtrak locomotives were the first pieces of equipment to arrive at the museum on their own wheels since 1993. A new bridge over Interstate 11/ US 93 near Railroad Pass that was completed in 2018, made this rail delivery possible. *-Information from the Friends of the Nevada Southern Facebook page and Dynarail.org.*

**McKinney Avenue PCC:** The McKinney Avenue Transit Authority in Dallas, Texas, has recently completed restoration work on former Toronto Transportation Commission (TTC) PCC, 4614. The car is currently in limited service while operators are trained on operating the car. Along with the restoration work, the car was given the name "Margaret." All street cars operating on the McKinney Avenue Line are named as well as carry their original fleet numbers.

The 4614 was built in 1950 for the TTC as their 4509. The car was rebuilt by TTC in 1991/1992 and renumbered 4614. It operated in Toronto, Ontario, Canada until 1995 when it was retired. The 4614, along with sister car 4613 were acquired by McKinney Avenue in 1996. McKinney Avenue Transit Authority operates a 4.6 mile vintage street car line in Dallas, Texas. Most of their fleet is former Dallas Railway and Terminal Company cars. *-Information from the McKinney Avenue Facebook page and Rapid Transit Press.*



*TTC 4509 is eastbound on The Queensway approaching King as it passes the Roncesvalles Car house in 1984. -Andrew Novak Collection*



*McKinney Avenue car 4614, Margaret, prepares to roll out of the car barn on a test run on December 19, 2018. -McKinney Avenue Trolley Photo*

**Buffeteria Car Saved:** The Illinois Railway Museum (IRM) is currently raising funds to move and restore former Milwaukee Road "Buffeteria" car 126. The car is currently stored in Chamberlain, South Dakota and the current owner plans to donate the car to the museum, with the museum footing the bill for shipping.

The car was built in 1948 by the Milwaukee Road in their own shops as a 48-seat diner. In 1964, they rebuilt the car into a counter-service style cafeteria car. The car was named a "Buffeteria" because it was a combination buffet and cafeteria. The car was sold into private ownership in 1971, has never been rebuilt and is still complete.

Donations can be made through the museum's website, [www.irm.org](http://www.irm.org) or mailed to the Illinois Railway Museum, PO Box 427, Union IL 60180. *-Information and photo below from the IRM Coach Department Facebook Page.*





*Above: Kansas City Public Service PCC 778 at the 12th and Jackson Streets on June 14, 1949. In 1957, this car was sold to the Toronto Transportation Commission (TTC), becoming TTC 4769. In 1973 it was sold to San Francisco MUNI and became their 1185 before being retired and scrapped.—Photographer Unknown/Andrew Novak Collection*

*Below: Massachusetts Bay Transportation Authority (MBTA) Boeing LRV 3429 is resting in the sunlight at the Riverside Car House in Newton, Massachusetts on July 21, 1978.—Photographer Unknown/Andrew Novak Collection*





*Above: Southern Pacific S-12, 0-6-0, 1261 is seen here working the Wingfoot Industrial complex in south Los Angeles on December 30, 1953. The major industry in the area was the Goodyear tire plant. The 1261 was built by the Southern Pacific in their Los Angeles Shops. Sister engine 1258 is on display in Martinez, California. —Ray Ballash Photo*

*Below: Southern Pacific SD45T-2 9254 assists Amtrak's Coast Starlight through California's Salinas Valley on August 23, 1980. SP 9254 was built in 1972 by EMD and after retirement was sold to Kyle Railroad in Kansas as their 3099. —Photographer Unknown/Andrew Novak Collection*

