

# North Texas Historic Transportation

Autumn 2008

[www.northtexasrtransport.org](http://www.northtexasrtransport.org)

To receive future newsletters by e-mail, please contact  
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Membership Dues are Up!

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## History of Cars 25 & 411 Part X Lee Lavell

With the purchase of ex-Cincinnati & Lake Erie (C&LE) Freight Motor 646, it was time to transport the car to Texas. The Indiana Railway Museum was hired by The T to load and secure 646 to a flat car for transport to the Texas State Railroad. The freight motor left French Lick, Indiana on the Norfolk Southern and arrived on the Union Pacific in Palestine, Texas. The TSRR transported the flat car with 646 to the shops in Rusk for the unloading and dismantling process. We were and remain grateful to the TSRR for their assistance.



Special track work created a ramp.



A crane lifted the flat car so one truck could be removed. The locomotive in the background might be owned by Fort Worth-based Trinity Valley.



Car 646 is shoved up the ramp.



A caboose was used to protect the locomotive and crew if 646 became uncoupled.



TSRR crews unloaded and dismantled Car 646.



The carbody was donated to the TSRR for their invaluable assistance.



Trucks and other components were loaded onto a flatbed truck bound for Fort Worth. Blair Lavell, shop superintendent for the TSRR, watched as items were dismantled and loaded for shipment.

*Editor's Note:*

Lee Lavell will have more about Cars 25 & 411 in the next issue.

But after ten installments, look at the incredible work The T, NTHT, the Texas State Railroad, and other groups and individuals have put in to get this far.

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20<sup>th</sup> Century Electric Railway Foundation  
Challenge Grant Update  
Lee Lavell

The recent participation of the Minnesota Streetcar Museum and the Bay Area Electric Railway Association has allowed NTHT to meet our second challenge grant from the 20<sup>th</sup> Century Electric Railway Foundation. This \$5,000 grant—along with the \$5,000 match—will allow the production of sideframes for Car 560.

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Tarrant County Historical Commission  
5<sup>th</sup> Annual Historical Preservation Summit  
October 30<sup>th</sup>, 2008

Willie Kirby, Brian Garner, and Robert Griffith attended the annual summit, held at the Tarrant County Archives, 200 Taylor Street, in Downtown Fort Worth.

The summit gathers historical organizations from across Tarrant County and provides them with resources for fundraising, membership growth, and research.

As part of the summit, NTHT was allowed to show some of its collection. Brian brought a spittoon and lantern from the Northern Texas Traction Company and Willie brought a signed photo of a Crimson Limited interurban at the Tarrant County Courthouse. Several issues of the newsletter, brochure, and business cards were handed out.



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NTHT in the News  
Andy Nold

Two articles appeared in the Fort Worth Business Press about the role of streetcars during a tremendous time of growth in Fort Worth's. Excerpts are printed below. For the entire articles, visit the Fort Worth Business Press at [www.fwbusinesspress.com](http://www.fwbusinesspress.com) and search for "Streetcar."

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*A History of Streetcars Once Desired*  
By John-Laurent Tronche  
September 29, 2008

"In their heyday during the mid-1920s, Fort Worth streetcars served the farthest reaches of the city's limits: from Arlington Heights in the west to Riverside at the east, north as far as Meacham Field and down south past Seminary Drive (then known as Prince Street).

"While Fort Worth residents enjoyed the easy commutes to and from work, businesses benefitted from the traffic the streetcars provided, said Andy Nold of North Texas Historic Transportation Inc., a volunteer organization that seeks to preserve the history of yesteryear's transportation modes.

"The interesting thing to me is Peters Bros. Hats company," said Nold, referring to the 98-year old, Downtown hat maker. "They moved to the current location, which used to be the intersection of a couple of lines. That's a premium location because that's where people would queue up to wait for the cars or arrive in the morning."

“The store’s current owner and manger, Joe Peters, recalls the stories once told by his grandfather, Tom Peters, who, with his brother Jim, opened the store in a small room on the side of a pharmacy on Houston and Ninth streets. Peters Bros. Hats later moved half a block over to 909 Houston St., where it remains to this day.

“[Tom] always liked this block because he said this is where the trolley car went out to the West Side from here – out toward Camp Bowie,” Joe Peters said. “So when the soldiers would come in from World War I, they would come in at Ninth and get off right where our store is. I remember him talking about that.”

“At the time, North Texas Traction Co. operated the lines, charging residents 7 cents, or 82 cents by today’s standards, to ride. Comparably, a trip on The T costs about \$1.50 for a one-way ticket today. Streetcar proponents argue the transportation’s reintroduction could bring residents back to the central city and spur business growth around potential stops. Depressed areas once served by the streetcar but now cut off, such as Como, East Side and, to some extent, the Near Southside, also could accelerate redevelopment efforts.

“We once were a leader and now we’re playing catch-up,” Nold said.”

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*Streetcar Group Rolling Forward*  
By Leslie Wimmer  
September 29, 2008

“Since the Fort Worth City Council put together a Streetcar Study Committee in June, committee members have chosen the type of streetcar Fort Worth will see in the future as plans move forward. The committee members also have lined up priority routes and brainstormed ideas for possibly color coding streetcars based on route destinations.

“At a committee meeting Sept. 22 members narrowed down routes for the streetcar system, which would branch out from a Downtown hub, said committee member Phillip Poole. Poole is also a lead development executive with Townsite Co.

“We’ve isolated basically five or six routes that would start in the Downtown hub,” Poole said.

“One would go into the Medical District, one would go into the Cultural District, another route would come off of the one in Fort Worth South and go to Polytechnic either on Rosedale or on Lancaster, and one that would come, after the completion of the Trinity River Vision, to the North Side to the Stockyards,” Poole said. “The routes would come from the hub with radial arms that go out into where our urban villages are, where our big districts are: the Cultural District, Hospital District, Stockyards, and then one to Texas Wesleyan or the Lancaster Corridor.”

“Of the types of streetcars that exist, such as antique streetcars, replicas of the antiques and modern streetcars, the modern streetcar is the best choice for Fort Worth for several reasons, said Andy Taft, chair of the streetcar study committee and president of Downtown Fort Worth Inc.

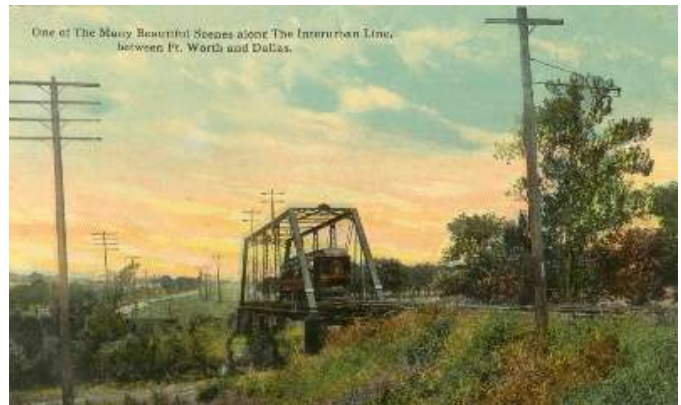
“The modern streetcars use modern propulsion technologies and are considered to be more comfortable by most of the general public. Also, they have air conditioning, which is very important.”

“The particular type of streetcar the committee is looking into is called a Skoda streetcar, made by a company called Skoda-Inekon in the Czech Republic, Poole said. The streetcars are identical to the ones used in cities such as Portland, Ore.; Tacoma, Wash.; and Seattle.

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## Interurban Postcards Robert Griffith

eBay is a wonderful addiction. In the past month, two-dozen postcards from Fort Worth's streetcar era have been auctioned on the world's premiere online flea market. Surprisingly, vintage Northern Texas Traction Company items such as locks, spittoons, and hat bands are routinely sold. One day, I hope the twenty-five or so cards I possess from Fort Worth's streetcar era can be shared with the public. Until then, enjoy seeing a few of them here in our newsletter.



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## James Richard Burns, Jr. 1930—2008

Late word comes that NTHT member James Richard Burns, Jr. passed away on October 21, 2008. Burns donated a photograph of his father and a crew from the Northern Texas Traction Company. Burns, a retiree of Vought Aircraft Corporation, is survived by his wife, children, grandchildren, and numerous friends. Our thoughts are with them.

# -----Membership Form-----

Please mail this form to:  
North Texas Historic Transportation  
PO Box 861  
Fort Worth, TX 76101  
www.northtexastransport.org

North Texas Historic Transportation, Inc. is a non-profit 501(c)3 exempt organization dedicated to the preservation and restoration of historic transportation artifacts from North Texas. Your membership will help preserve part of our transportation history.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_

Membership Level (please check one):

<input type="checkbox"/>	Associate*	\$20.00
<input type="checkbox"/>	Standard	\$35.00
<input type="checkbox"/>	Deluxe	\$50.00
<input type="checkbox"/>	Corporate*	\$200.00

## Next Quarterly Meeting Saturday, November 22<sup>nd</sup>, 2008

The next quarterly meeting of North Texas Historic Transportation, Inc. is scheduled for 1:00 p.m. Saturday, November 22<sup>nd</sup>, 2008 on the 2<sup>nd</sup> floor of the Knights of Pythias Building at 3<sup>rd</sup> and Main Streets in Downtown Fort Worth.

For information and directions, contact Willie Kirby at 817-478-0773 or via e-mail to [wkirby@northtexastransport.org](mailto:wkirby@northtexastransport.org).

### NTHT OFFICERS

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