



**NEXT MEETING: TUESDAY, MARCH 4, 2008 GREET-7PM. MEET-7:30PM.**

PROGRAM: **KATY WESTERN SUBDIVISION END-TO-END**  
 AT: SOKOL DALLAS CENTER, 7448 GREENVILLE AVE., DALLAS, TEXAS

**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**Chapter Meeting & Announcements**

**March 4, 2008 – Chapter Meeting, Grapevine**

Program: **The KATY Western Subdivision End-to-End, Wichita Falls to Keyes, OK**

**Speaker:** Leon H. Sapp

**Location:** Founders Building, Grapevine.

**Where:** Founders Building, 701 S. Main St., **Grapevine.**

Driving? Go west on Hwy 114, exit Main St. for Grapevine.

Drive just north of RR tracks, building is on the right.

**Special Feature – KATY Railroad**

**The KATY’s Trolley Line**

By Roy King

Before 1917, the country had not yet realized that the interurban era was about to come to a screeching halt. At that time, the city of Dallas wanted to change the face of the city’s transport and electric power business by ridding Dallas of Stone and Webster control of these essential utilities. The city asked Col. J. F. Strickland of Texas Electric and C. W. Hobson, General Electric’s local manager, to work out a solution. Their effort brought about the formation of Dallas Railway Company and Dallas Power and Light Company to take over the street railway and electrical power business in the city respectively.

The city, as part of the deal, extracted an agreement from General Electric to build two electric interurban lines to serve Dallas. No agreement was made as to where these two interurban lines would go. It didn’t sound like much of a problem at the time.

Just as all this was going on, our involvement in World War I came along. Despite the horrors of the first World War, it did bring about remarkable progress in the automotive field. Trucks and autos alike had been toughened to meet the demands of the army.

After the war, the idea of an interurban railway to any place seemed like an unprofitable idea, and in fact it was. Nevertheless, General Electric was kept to its prewar promise by the city, so they cast about for someplace to build a line. The most interesting proposal was to electrify the Katy<sup>1</sup> all the way to Wichita Falls. The final choice was a line over the Katy from Dallas to Denton.

As completed, the electric line started at the Dallas Interurban Terminal and ran on the city carline to McKinney and Fairmount and then entered new track on Fairmount Street west to the Katy. A major feature of this extension was a steel trestle over the Cotton Belt.