



NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
NORTH TEXAS ZEPHYR NEWSLETTER
NOVEMBER 2018, VOLUME 23, ISSUE 9



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

*OPINIONS EXPRESSED HEREIN MAY NOT REFLECT THE OFFICIAL POSITION
 OF THE NORTH TEXAS CHAPTER OR THE NATIONAL RAILWAY HISTORICAL SOCIETY.
 ALL CONTENT RIGHTS RETAINED BY ORIGINAL AUTHOR.
 EVERY ATTEMPT HAS BEEN MADE TO COMPLY WITH FAIR USE AND COPYRIGHT LAW.*

CHAPTER MEETING..... 1
 TUESDAY, NOV. 13, 2018. SOKOL HALL, DALLAS TX..... 1

SPECIAL FEATURES 1
 PRESIDENT’S CORNER..... 1
 DART SEEKS D’ARTISTS IN D’TOWN 2

GUEST FEATURES 2
 TRIP REPORT: MICHIGAN RAILS – THREE DAYS IN ONE 2

NORTH TEXAS CHAPTER VIEWS AND NEWS..... 7
 ZEPHYR NEWS BOARD 7
 CHAPTER BUSINESS MEETING MINUTES, OCTOBER 2, 2018..... 7

CHAPTER DIRECTORY 8
 NORTH TEXAS CHAPTER OFFICERS, 2018..... 8

NORTH TEXAS CHAPTER HISTORY 8

NORTH TEXAS CALENDAR 8

Chapter Meeting

Tuesday, Nov. 13, 2018*. SOKOL Hall, Dallas TX

When: 7:30 pm meeting. ***2nd Tues. in November**

Where: **SOKOL Hall**, 7448 Greenville Ave, Dallas, Texas.

Program: Annual Chapter Auction.

More information at <http://www.sokoldallas.org/contact/>

Parking and location: Free parking.



Special Features

President’s Corner

by Wayne Smith, Chapter President

Train Trivia

- 0-10-0s were unpopular in the United States. Their lack of guiding wheels made them unstable at high speeds, and articulated engines were better for switching.
- Although it was smaller than the “Big Boy,” the Allegheny was able to generate more power. Alleghenies were intended to haul freight at 45 miles per hour, but ended up pulling much longer trains at only 15 mph.
- Washington, D.C.’s Union Station was completed in 1908. The station was opened in 1907 before construction was complete.
- In 1835, the Baldwin Locomotive Works produced 20 locomotives. In 1900, the number jumped to 17,315.
- Lincoln traveled from Springfield, Illinois to Washington, D.C. via train in 1861 for his inauguration. This roundabout twelve-day trip took Lincoln through eight states, totaling 2,000 miles.
- The Safety Appliances Act of 1893 mandated the use of automatic couplers and airbrakes.
- Of the total number of persons who lost their lives while trespassing on railroad property in 1939, “twenty two percent of the total killed” were hobos and tramps.
- The Staple Bend Tunnel located 4 miles east of Johnstown, Pennsylvania, was opened in 1834. It was 901 feet long and was the first American railroad tunnel.
- In the 1800’s, travel by railroad held a place of pride as the most dangerous method of travel.
- The Pullman Palace Cars – with its plush seats and opulent fittings, was a symbol of power and influence of America’s railroad at the close of the 19th century.
- A railroad with trackage within and/or around a city, operating as a pickup, delivery and transfer facility for truck lines and industrial plants was referred to as a Belt Line.
- The journal box is a metal housing which encloses the journal (the journal bearing and wedge) of a car axle. The piece also holds the oil and lubricating device for lubricating the journal.
- Railroad Abbreviations: FGE – Fruit Growers Express; SW – Switcher; SD – Special Duty; GP – General Purpose
- The Kingwood Tunnel, in Preston County, WV was famous for being the longest tunnel in America when it was built in 1852. It was sealed one hundred years later.



- “The American skilled craftsman,” wrote Ernest Dewey in 1941 “speaks two languages – his native tongue and the language of his trade.” BRASS HAT, a term for railroad officials. GANDY DANCER, a track worker, from the name of the track tool manufacturer. HIGHBALL, to go full speed, comes from a signal position for clear tracks ahead. TRICK, a shift or tour of duty.

DART Seeks D’Artists in D’Town

Starting October 18, 2018, the annual Dallas Area Rapid Transit (DART) Student Art Contest is accepting individual entries from all North Texas students through Friday, January 25, 2019. The theme of this years contest is “My Next Stop is _____” Kindergarten through 12th grade students throughout North Texas will compete for the opportunity to have their artwork featured on DART rail stations, buses and inside trains.

Winner’s artwork will be displayed at the Dallas Museum of Art, Love Field Airport, and the Courtyard Theater in Plano and on DART’s website, DART.org. Prizes will be awarded to first place winners and runners-up in different grade-level categories. Submissions received on or before the early-bird deadline on November 30 will receive a special prize.

DART will host a reception in the spring for contest winners and their families along with community partners DMA, Dallas Contemporary, Half Price Books, Perot Museum of Nature and Science, Dallas Zoo and media partners NBC 5, Telemundo 39, Dallas Morning News, Al Dia, Suburban Parent and Plano Profile.

For additional information, as well as complete rules, prize information and additional entry forms, visit DART.org/artcontest, or contact Jessica Lennon, Manager of Community/Education Outreach at jlennon@dart.org or (214) 749-2582.

Source: 10/19/2018, Dallas Area Rapid Transit press release: <https://www.dart.org/news/news.asp?ID=1360>

Guest Features

Trip Report: Michigan Rails – Three Days in One

by Dale Jacobson, Guest Writer. Maps credit: Source shown in captions

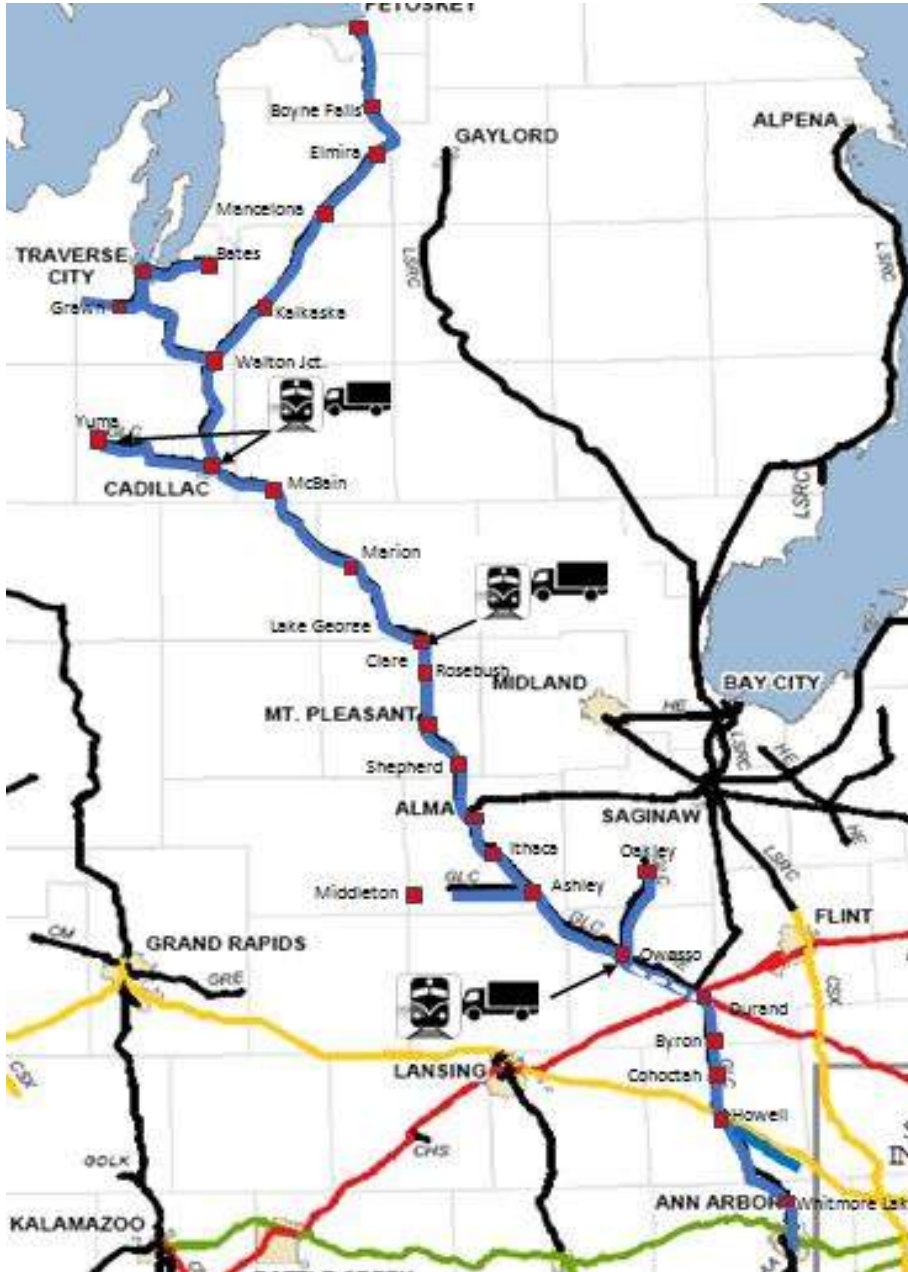
[Editor’s Note: Many thanks to Dale – his entertaining railroad explorations and trip reports brighten up this issue. This report includes your loyal editor’s home rails in the fine state of Michigan. Thanksgiving will find Harry and me about 5 miles from Oakley, the GLCR and 8 miles from the former Pere Marquette in Howell. From our family to the NTC family – Safe travels, pleasant holidays and, of course, enjoy a few railroad sightings along the way.]

On my way to Grand Rapids, Michigan, I departed Greenbelt on a sunny Wednesday in September. I would visit my long time friend Jim “Commie Rat” Miller. I didn’t give Jim the name “Commie Rat.” He did that himself during his younger days as a self-styled radical. A better name for him now might be “Collector Rat” as his apartment is filled with railroadians and HO scale model train equipment. Anyhow, I simply refer to him as “Commie Rat”, “the Rat” or even more simply “Rat”. I met him during my freshman year at Knox College in Galesburg, IL, where at the time his father was the Chief of Police. As a railfan, he and his father were good people to know.

Day 1 - Great Lakes Central Railroad to Mid-Michigan Railroad

During the trip, the Rat and I headed east on what we figured would be a one-night overnight trip. Our first RR objective was the **Great Lakes Central RR (GLCR)** at Owosso, MI. We followed the route of what would once have been the GTW line between Durand and Muskegon that is now torn up east of Lowell. At times you could see where that RR once ran. Upon finding the GLCR’s yard and engine terminal complex I keyed in a required code at the main door to talk with someone about getting into the building. Fortunately, I didn’t get the dispatcher, but rather another office just inside the door. Someone buzzed me in after I said I was a RR buff from Maryland. This person and the others in the office were friendly. I was told a freight had left Durand and was headed for Owosso and should be there within 30 minutes. Track speed was 10 mph. After taking some shots of the engines in the terminal area [we had permission] we were off to find the train. We eventually saw the headlight and returned to a grade x-ing we had seen earlier.

There we caught the train lead by two former Ann Arbor Railroad GP35’s both running long hood first. They were in GLCR’s blue and sort of white/gray paint scheme, which was somewhat different from the blue and gray GP38’s we shot in Cadillac the previous Sunday.



Above: Great Lakes Central Railroad [GLCR] map.

Source: <http://www.glcrrailroad.com/images/GLCMap.docx>

What I should have asked at the office was how many cars were on the train. What I thought would be an easy chase with multiple opportunities for shots wasn't. The train had 103 grain hoppers. By the time it cleared our location in Corruna, it was almost to the east end of the yard in Owosso. We saw the train in the yard slightly east and south of the shop complex. The track curved enough so we had to walk around the curve to see what was happening. Of course, once we did this, one of the GP35's came by us with perhaps all, or all but one, of the covered hoppers. There was a red flag in the rear car's rear coupler. The other GP35 was still switching in the yard, but it soon came by with one covered hopper. There was a red flag in the rear coupler of that car, too. A few minutes after that second GP35 passed, we saw it leaving the yard area going west light. We figured it was going to work a local industry, but after a few minutes couldn't figure out what it was doing as it continued west out of town. We returned to town, got some lunch, and then went back to the office to see if the other engine was going to leave town, too. This time I did get the dispatcher. He wasn't happy to talk with me and wouldn't give me much information. He did, however, tell me the train with the all the covered hoppers had already left. That's when I realized that when the first GP35 passed us, it never stopped anywhere else. It kept going. The dispatcher wouldn't say when the train had left, but he did tell me the track speed was 25 mph. So, off we went.

By then we realized there were two lines west out of Owosso and that one GP35 had gone out each line. We drove north along what we considered to be the less busy highway. That turned out to follow what is now a GLCR branch to Oakley where the RR serves a grain elevator. We found the GP35 sitting there on a cut of grain cars with the low hood now leading. Had the crew been there we might have found out what they'd be doing and how soon they'd be heading back to Owosso. But they weren't. So, we took some shots and decided to see if we could find the other train. We never did. We scoured the main track as best we could. We thought we heard a train horn in Alma, but nothing resulted from that. When we reached Shepard, I talked with a fellow at a grain elevator who said he hadn't seen any train that day. After taking some photos of the old Ann Arbor RS-1 in the old Ann Arbor Wabash RR-like paint scheme and the two other cars on display we drove back to Alma figuring the engine might have been switching cars somewhere east of there on what was or still is the Mid-Michigan RR (MMRR).



Above: Mid-Michigan Railroad logo.

Source:

https://en.wikipedia.org/wiki/File:Mid-Michigan_Railroad_logo.png



Above: Mid-Michigan Railroad map.

Source:

<https://www.gwrr.com/image.axd/1809f2e836104a94b2d784ddd632bc43.jpg>

While the Mid-Michigan Railroad's [MMRR] diesel shed there looked unused, we had seen cars east of its junction with the GLCR. However, the track indicated it had seen no use since at least the last rainstorm. As there's a road that follows the GLCR on the west side from Alma to Shepard we headed back north knowing nothing had yet gone by. However, we also now suspected that the fellow who said no train had passed could have been wrong.

Another thing I had been told back in Owosso was that the northbound train would meet its southbound counterpart in Clare, MI. The crews would swap trains there so both crews could be home that night. We headed for Clare to see if we could catch the trains meeting. Only thing was that when we reached Clare there was no train there. It appeared that in downtown Clare itself there was a place for the trains to meet and swap cars. It was possible the trains had already come and gone. The track is not that close to the road in many areas, but if so, what did we want to do? Our next goal was to go to Saginaw or Bay City, and Clare is about at the same latitude (I think that's the east-west grid line). Heading back to Owosso would lengthen the drive. So, we hunted around town for any train coming from Cadillac, still thinking the meet had yet to occur. We still didn't find any, but at the Lear Corp. on the northwest side of town along the track towards Cadillac we found an EMD SW still painted and lettered for the Tuscola & Saginaw Bay RR. We took some photos of that and then headed east to Bay City where we spent the night.

Day 2 – Huron & Eastern Railroad to Lake State Railway Company

We spent the night at the Euclid Motel, a mom & pop operation, along MI #13 in Bay City. A short distance north of there is the former yard of the Lake State Railway Company (LSRC) that it once shared with the Central Michigan RR (CM). The CM is now part of the Huron & Eastern RR (HESR) which is another Genessee & Wyoming Industries (GWI) owned RR.



Thus, there are two RR's in this area of Michigan - the LSRC and HESR. The HESR now is exclusive owner of this yard, but LSRC freights to and from its northern Michigan lines pass through it and interchange cars there with the HESR. The HESR yard office sits right along MI #747 (or perhaps it's MI #247; my mind is now mush) near where that road junctions with MI #13. In the yard sat a pair of HESR "SD45's" [I use the "SD45" designation to indicate the unit has an SD45 body, but has been rebuilt to at least SD40-2 standards] on a freight.

Left: Map of the Genessee & Wyoming Inc. Railroads in the 'thumb' area of Michigan, including the Huron & Eastern Railroad (HESR) and Mid-Michigan Railroad [MMRR] lines.

Source:

https://www.gwrr.com/railroads/north_america/huron_eastern_railway/#m_tab-one-panel

The sun angle was about perfect for taking shots of the train. No one bothered us although we later noticed a "No Trespassing" sign on the yard office door. We did talk with an HESR employee who told us how to get to the LSRC's "new" yard in Saginaw. That's where we went.



Above: Map of **Lake State Railway Company (LSRC)** in Michigan's "thumb" area. Source: <https://www.lsrc.com/wp-content/uploads/largemap.jpg>

The yard and office building are just to the east of where MI #13 crosses the RR. To the west is the switch where the **Lake State Railway Company (LSRC)** mainline breaks off to the north. Another line used by both the LSRC (Midland, MI line) and the HESR goes through a lift bridge to cross the river. There is an imposing fence around the office, but I just walked around the opening to where employees parked and went in. The Rat was certain he'd see me being lead out in handcuffs, but the natives were friendly, at least the fellow with whom I spoke. He told me he couldn't tell me where any trains were due to national security considerations, but he mention there was a crew somewhere in Bay City even if he couldn't tell me where. He also let me see an aerial schematic of the RR's mainline from the yard north through the HESR yard. He told me how trains would go across the river bridge in Bay City, swing west, and then head north through the HESR yard we had just left.

The original Lake State Railway Company (LSRC) mainline now was a stub end just north of what there was another LSRC yard and engine terminal. Finally, he gave me booty - koozies to go around beer/soda pop cans, a bottle opener, and some other stuff that I gave to the Rat as I figured they'd be likely viewed as being more collectible by railroaders collectors. I thanked him and then left, without a cop escort and certainly without handcuffs.

The LSRC yard in Saginaw is built around a wye with the engine house in the middle of the wye towards the east end. Yard tracks go around all three sides of the wye. At the end of the south leg of the wye is the line to Flint, MI. I was told the train to and from Flint runs at night. There are two pedestrian footbridges in the area of the yard complex. The only one with any view of the yard is located where the two legs of the wye forming the south end of the yard come together. We caught a GP35 long hood first switching cars from that bridge. The other footbridge goes over the HESR track on the north side of the yard. The yard is mostly inaccessible except for a portion along a series of roads that run along or near the south side of the yard. Just hope there's not a string of cars on the track nearest these roads. Otherwise, you may find an open spot near the decrepit, but still standing former C&O/NYC (I think) passenger station and office buildings. There appears to be some effort being made to restore at least part of the large building even though the roof of the smaller building next to it has collapsed. Even so, the large building is an imposing structure.

After casing out the yard we drove back to Bay City looking for the crew working in the city. We found nothing on the LSRC. We did find an HESR local with two Rail America painted GP38's coming north on a local freight which we shot while it was working on an industry spur. When we reached the HESR yard where we had started our day, the two "SD45's" had pulled up to the yard office and were looking like they'd be taking a train south, likely to Durand although we didn't find out where it was going. We were still looking for the LSRC crew. However, since we were up that way, we continued north on MI #13 to Pinconning where the two LSRC lines to more northern Michigan split. On the line that goes north as far as Alpena we found one road freight with three GP40's on it. The lead unit appeared to be a former KCS GP40 with two LSRC GP40's behind it. As it was crewless, we figured it wouldn't be leaving for awhile. Last time we were there 16 years ago we had learned that LSRC trains were often parked here before moving on. So, we weren't surprised to find a train. We continued a ways up the other line toward Gaylord, but at the next town north found a track gang at work. Time for lunch.

After lunch we returned to the LSRC yard in Saginaw. By this time the Bay City train had also returned. We shot its two GP40's from the footbridge. Then we saw an eastbound HESR freight on the north side of the yard. Since we had finished



shooting the LSRC local, we drove to the HESR train and caught it as it set off and picked up cars. We climbed the footbridge over the HESR track, but the train was in the shadows at that point. We caught it as it left the shadows as all we had to do was drive down the road that follows the track a little ways to the next grade x-ing. Since the power was two GP38's with the lead one in a ratty Rail America paint scheme (the trailing unit was a nicely painted GP38 in GWI colors), we let it go. However, we weren't averse to catching it again depending upon how fast the train was going and if we could beat it to Vassar, MI, southeast of Saginaw where two HESR lines cross.

When we first crossed the line the train we had seen was on, we didn't even see a headlight. We kept on until we reached Vassar. The diamond there was protected by gates on the lesser used line (the one we hadn't been following) that comes in from Saginaw farther south than the line we had sort of followed. By the way, there was another HESR line that had broken off towards the northeast some distance west or northwest of Vassar. Anyhow, at Vassar the HESR had stationed a nicely painted in the GWI scheme a GP40. It was dead, and no one was around although there is an HESR office in town. So, we drove back to Saginaw, this time following the lesser used line (xC&O, I think) most of the way. We got a room in a Red Roof Inn. We were glad we stayed that night.

The next morning was sunny, but foggy. The evening before, we had explored the HESR line on the west side of the river as we had seen a large grain elevator and thought it might have its own engine. It didn't, but the next morning we again perused this HESR track. This time we caught the HESR local coming south with the same two GP38's we had seen on it the day before. We caught it in the fog where it crossed the Lake State Railroad Company (LSRC) line to Midland. We then left it and drove back to Bay City to see what was happening. This time there was no train getting ready in the HESR yard. Figuring there was a LSRC local out there somewhere we headed south and eventually found it inside the Johnson Corporation located next to the old LSRC yard and engine terminal. This time there were two LSRC SD40's in that engine terminal parked by the sanding tower. We tried finding a place where we could see the crew switching the plant, but failed. By the time we returned to the south end of the LSRC yard, the crew had also returned to this yard. They proceeded to switch cars around and then picked up the two SD40's with their two units. Eventually 4 units pulled 3 cars south out of the yard. We gave chase and caught it again as it used the track on the north bank of the river to reach the HESR track (think that was a former GTW line). We then followed the train north to the HESR yard where it waited to interchange cars. About this time clouds moved in. Not knowing how long we'd have to wait, we headed south.

Every Road Does NOT Lead to Mason, so onward to Adrian & Blissfield

Very soon after we stopped chasing the Lake State Railroad Company (LSRC) train, we caught the Huron & Eastern (HESR) local coming back north that we had shot at the start of the day. This time the clouds helped us as otherwise it would once again be coming out of the sun. We found a small park a couple blocks north from where MI #13 crosses the track and took a photo of it passing. Then we continued on MI #13 south to the LSRC yard. We stopped at the grade x-ing and quickly found a place to park when we heard another train blowing for a grade x-ing across the river. We didn't know which RR was causing the ruckus. Jim figured we had nothing to lose by waiting to see if it came through the lift bridge. It was the same HESR train, we think, with the same HESR power we had caught working the LSRC yard the afternoon before. We even got some sunlight on the train as its power came off the bridge. Once it passed we continued down MI #13 towards Durand. Jim spotted one of the more amusing things seen on the trip. Some farmer had put out a sign by the road that said "Farm Fresh Butt Nuggets". I didn't see it myself, so I asked Jim if he wanted me to turn around so he could photograph it. He said, "No", so we moved on. I should have turned around.

We eventually reached Durand. The first thing we did was check the CN signals at the diamonds. The old GTW station, now a museum and railfan spot, sits on the CN mainline between what had been two single track lines - one the former Ann Arbor and the other the Grand Trunk line to and from Detroit. Just to the north of the diamond is the former GTW yard now used by the Great Lakes Central (GLCR) and the HESR. All the signals were red so we checked out the yard. There was nothing happening nor any power at the GLCR. We drove around the south end of the yard until we found the entrance to the HESR yard office and engine terminal. A black with white lettering for HESR GP40W was the only power there. Alas its short wide nose was on the far end. As we were more interested in finding out if any HESR train was around we talked with an employee. He said there weren't and wouldn't be until much later that afternoon. He couldn't give us permission to shoot the unit so we left.



By this time the sun was making a threat of coming out again. We followed the CN mainline a ways west. We stopped in Perry (I think it was) to wait for what we thought might be a westbound freight as a signal to the west of us displayed a high hard yellow. While waiting for Godot, we started talking about some shots of **Adrian & Blissfield Rail Road Company** (ADBF) Geeps Jim had sent me a couple years ago. I thought he had taken those photos in Blissfield, but he told me that he had taken them on a Sunday while out hunting for RR antiques in Mason, MI. Mason is a small town south of Lansing and north of Jackson. The current Michigan (oh, excuse me, "Pure Michigan") highway map showed a RR line running between the two cities. The Rat couldn't tell me anything about what they found there other than these Geeps were there. As it was not much of a detour getting back to Grand Rapids, off we went towards Mason when we tired of waiting for any CN action. About 3 miles east of town we passed an intersection with Every Rd. That's why I know Every Road does not lead to Mason. I have no idea how the road got that name. Anyhow, we were soon in Mason.



Above: **Adrian & Blissfield Rail Road Company** logo.

Source: <http://www.abrailroad.com/>

When we crossed the track we saw a train to our north. It was two Adrian & Blissfield Rail Road Company (ADBF) GP79's still with high hoods nicely painted in a deep olive green and orange yellow looking somewhat like one of the old Indiana Harbor Belt schemes. They were on a string of ten or so tank cars. Next to the track was a shop building in which there was another geep and a business car. Turned out this was an ADBF operation. The train had returned from Lansing as the line north of Mason is worked during weekdays. At night the train goes south to Jackson and back. The sun was out, and we could easily walk on the west side of the yard tracks without having to cross any tracks on foot. The employees were friendly, but told us NOT to cross any tracks. The ADBF has a number of operating contracts in Michigan of which this is just one. I forgot to ask where else besides here and between Adrian and Riga (interchange with the IN & OH RR southeast of Blissfield) the ADBF operates.

What we did find out was that the ADBF has 5 nicely painted Geeps in this paint scheme. Three are on this line and the other two are in Adrian. While in Adrian on my way out I had not found where the ADBF kept power. Once we photographed this "train" we headed west. After catching a couple and missing one CN/GTW freights in the Potterville area, we headed back to Grand Rapids. So ended our three day trip. Regards, Dale.

North Texas Chapter Views and News

Zephyr News Board

Updated Zephyr 2018 Deadlines

- *November 2018 issue* - News deadline is Saturday, October 27. Meeting is **Tuesday, November 13, 2018**. NOTE – rescheduled to 2nd Tuesday, since 1st Tuesday is Election Day.
- *December 2018 issue* - News deadline is Tuesday, November 20. Meeting is Tuesday, December 4, 2018.
- *January 2019 issue* - News deadline is Thursday, December 27. Meeting is Tuesday, January 8, 2019.
- *February 2019 issue* - News deadline is Tuesday, January 22. Meeting is Tuesday, February 5, 2019.

Chapter Business Meeting Minutes, October 2, 2018

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: October 2, 2018.

The meeting was held on Tuesday, October 2, 2018 at the Spellman Museum of Forney History. President Wayne Smith reported that Chapter members toured the museum. No minutes were recorded



Chapter Directory

North Texas Chapter Officers, 2018.

- **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, Jerry Nunn**
- **Treasurer, Jim King**, jgking@swbell.net

Webmaster: Kim Hays, kimhays516@gmail.com

Chapter Business Address

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

Chapter Email: northtexaschapternrhs@gmail.com

North Texas Chapter site: <https://ntxnrhs.org/>

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

North Texas Zephyr (current issues): <https://ntxnrhs.org/>

North Texas Zephyr, newsletter archive

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

Publication date: 11/5/2018. Filename: 2018_11 NTx Newsletter v4.doc

North Texas Chapter History

Founded and chartered in 1996, the North Texas 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. Visitors and newcomers are welcome. Chapter membership includes our monthly chapter newsletter, the *North Texas Zephyr*.

Currently, chapter dues are \$16, plus \$2 per additional family member. Payment may be made by check or paid online. By check - Mail a check payable to "North Texas Chapter NRHS" for \$16 (individual) or \$18 (family) and mail it to North Texas Chapter NRHS, PO Box 600304, Dallas TX, 75360. If your check does not clearly indicate who the member is, please add a note with the member's name.

Online - Visit the chapter's on-line store at <https://northtexaschapternrhs.ecwid.com/> to pay by credit card or PayPal. A small service charge (50 cents for individuals, 75 cents for families) is added to your dues payment to cover processing fees. Chapter mailing address: North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360. Learn about the National Railway Historical Society at

www.nrhs.com

North Texas Calendar

- | | |
|--------------------------------|--|
| Tues. November 13, 2018 | North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> SOKOL Hall, Dallas TX. <i>Program:</i> Chapter auction. NOTE – rescheduled to 2 nd Tuesday, since 1 st Tuesday is Election Day. |
| Tues. December 4, 2018 | North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Babe's Chicken restaurant, Frisco, TX. <i>Program:</i> Annual Holiday Dinner. |
| Tues. January 8, 2019 | North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> Annual Chapter Election. |
| Tues. February 5, 2019 | North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed. |
| Tues. March 5, 2019 | North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed. |
| Tues. April 2, 2019 | North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed. |
| Tues. May 7, 2019 | North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed. |

** Meeting starts at 7:30 pm. Location is usually confirmed in newsletter issue(s) prior to meeting month.