



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

Tuesday, June 2, 2020. Sokol Hall, Dallas, Texas.

Time: 7.30 p.m.

Location: Sokol Hall, 7448 Greenville Ave, Dallas, TX 75231

Program: Railroad video(s).



Above: Dallas Streetcar (Photo credit: DART)

The Dallas Streetcar is a daily sight on the Oak Cliff landscape. Service begins at 5:30 a.m. and the cars run until midnight, making connections with the final DART Rail trains at Union Station. Trains operate every 20 minutes. (Source: DART website at <https://dart.org/riding/dallasstreetcar.asp>. Last accessed May 20,2020.)

Special News & Features

San Diego Rails

by Wayne Smith, President, North Texas Chapter NRHS (All photo credit: Wayne Smith)

In February 2020, I went to San Diego and had a chance to visit the historic Santa Fe Depot in downtown San Diego. It was opened in 1915 and was built in the Spanish Colonial Revival style. The name was changed to San Diego Union Station when the San Diego and Arizona Railway arrived. (Editor's note: San Diego Union Station will appear in the July issue.)



Above left: COASTER is a commuter rail service that operates in San Diego County and is seen here approaching the San Diego Santa Fe Station with a string of Bombardier BiLevel Coaches.



Above right: COASTER Commuter rail has coaches similar to those seen on the TRE in DFW or the GO train in Toronto.



Above: Amtrak's Pacific Surfliner coming down the rails.



Above: The San Diego Union Station depot is served by six tracks, two of which are used exclusively for the electrified trolley. BNSF also use some of the tracks for freight service.



CP No. 1278 4-6-2, the Unheralded Hero of Modern Steam

by John B. Corns (Reprinted by permission by the Age of Steam Roundhouse Museum, Sugar Creek, Ohio)

A little-known landmark locomotive is located at the Age of Steam Roundhouse Museum in Sugarcreek, Ohio. Most railfans know how former Canadian Pacific 4-6-2 #1278 gained notoriety for its infamous crown sheet incident in 1995, but far fewer fans are aware that this trim Pacific-type set the stage for an entire industry of privately-funded restorations of privately-owned steam locomotives that were returned to operation to pull main line excursions. Without the early-day fantrip successes of #1278, there would have been no Ross Rowland and his fantrip-operating High Iron Company, no rebirth of NKP 2-8-4 #759 (the first main line steam locomotive resurrected from the dead), no Reading 4-8-4 #2101, no Texas & Pacific 2-10-4 #610, no Southern Pacific 4-8-4 Daylight #4449 and no Chesapeake & Ohio 4-8-4 #614. There would have been no American Freedom Train, no Chessie Steam Special, no Chessie Safety Express, nor many other notable steam trips on main lines and short lines all across the Eastern U.S. The superb performance of #1278 astonished early doubters and ensured the continuance of future fantrips by the High Iron Company. All subsequent steam locomotive resurrections during the past half-century owe their restorations and revivals to this one G-5d, former Canadian Pacific 4-6-2 #1278.



Above: Canadian Pacific 4-6-2 #1278 (Photo credit: Andrew Lisowski at RRPictureArchives.NET)

Pacific #1278 was one of thirty, G-5d class engines built for CP during 1948 at Canadian Locomotive Company in Kingston, Ontario (serial #2435). Their low-weight, 117-ton construction was perfect for light-rail and branch line duty on CP passenger and freight trains. These 4-6-2s had a perfect power-to-weight ratio and were known as “diggers” that dug in and ran as fast as engineers dared. The more you beat them, the hotter they got—800 degrees F steam heat going into the cylinders, so hot that sometimes their shiny piston rods turned blue! The balanced design of the G-5d had the advantage of a perfect ratio of crank position to small-ish, 70-inch driving wheels. That is important because of the increased number of power strokes per mile, compared with locos having larger drivers but less power. This G-5d steamer loved screaming uphill with 17-20 coaches and 1% grades.

The #1278 was equipped with all modern devices of the day, including an Elesco 5-poppet front-end throttle, an Elesco feedwater heater and a mechanical stoker. Inside the firebox, new style button-head staybolts were used to affix the steel crown sheet. A big advantage was #1278's small firebox with no large, expansive sheets, thus reducing thermal stresses because of limited strain due to less expansion and contraction. The G-5d locos had very strong fireboxes, but with generous grate areas and big ash pans. Like all of CP's G-5d locos, #1278 had a slotted dry pipe and, therefore, needed no steam dome. They were easy to fire, easy to maintain, and strong as an ox! All G-5d Pacifics have all-weather aluminum cabs, but climb onto the engineer's seat on a hot July day and you will soon learn that the poorly ventilated, hot, enclosed space is better suited to Canada's cold winter weather.

Along with CP 4-6-2 sisters #1246 and #1293, #1278 was purchased (in 1965) by F. Nelson Blount for use at his expanding Steamtown USA museum and Green Mountain tourist train operation in Bellows Falls, Vermont. Retired in 1960, #1278 still had flue time, so was put to work running at Steamtown...and elsewhere. The first High Iron Company fantrip occurred on October 13, 1966, between Jersey City, NJ, and Jim Thorpe, Pa., and used Steamtown's #1278 to pull the 15-car train at 70 mph (track speed) for most of the way. Nelson Blount, the loco's owner, was invited to be the guest engineer on the homeward trip and commented afterward, “Thank you so much for arranging this trip. I've been dreaming all my life what it must be like to run at track speed and now I know. I just had the best experience of my life!” Less than a year later Mr. Blount died in a small plane accident.



All of the G-5d locos used a vertical, coil-type Elesco feedwater heater resembling a lady's hatbox that projected upward out of the top of the smokebox in front of the smokestack. Specifications for #1278 are the same as for all of Canadian Pacific's G-5d 4-6-2's, except that #1278 now uses a bundle-type Elesco feedwater heater inside a horizontal tube mounted transversely across the top of the smokebox. While at Steamtown, the #1278's original hatbox-style feedwater heater was changed to this more traditional style Elesco model.



Above: Canadian Pacific #1278 at Steamtown, Bellows Falls, Vermont. (Photo credit: <https://www.reddit.com/>)

During the winter of 1968, two steam locomotives were quickly set up as emergency boilers for the municipal steam plant in the city of Reading, Pa. They had been scheduled to pull a double-headed fantrip that January, but were diverted to stationary boiler duty. Steamtown's #1278 and Strasburg RR's 2-10-0 #90 were then called in to pinch-hit for the two sidetracked steamers, and the double-headed trips ran flawlessly and on-schedule. Later, #1278 was renumbered to #127, continued running at Steamtown, and during 1970-71 was leased to the Cadillac & Lake City in Michigan. To commemorate the Delaware & Hudson's 150th anniversary, during 1973 the #1278 was given huge "elephant ear" smoke deflectors, a sunken headlight mounted inside the smokebox, and was renumbered as D&H #653 for a series of successful fantrips. After Steamtown had moved to its new home at Scranton, Pa., the lighter #1278 was traded during 1987 to the Gettysburg RR in exchange for that road's larger, ex-Canadian National 2-8-2 #3254, a more powerful steamer that was now needed to handle additional cars on Steamtown's steeper main line grades through the Pocono Mountains. This trade would change fantrips forever.

On the evening of June 16, 1995, the juxtaposition of lax maintenance, poor employee training and operational errors at the Gettysburg RR combined to cause the boiler water level to drop too low and the steel in #1278's crown sheet to become soft, sag and partially fail when the staybolts pulled through the weakened steel. That small rupture in the boiler and immediate discharge of steam eliminated the internal pressure, thus allowing boiler water to expand 1,600 times its own volume! In an instant, all water in the boiler flashed into steam. The blast of escaping steam, called a BLEVE (an acronym for "boiling liquid expanding vapor explosion" and pronounced "blevy") burned three crewmen. The National Transportation Safety Board investigated, determining that the modern, Canadian design of the firebox with button-head staybolts reduced the size of the crown sheet failure and may have prevented additional injuries and perhaps deaths. Because of this incident, the Federal Railroad Administration (FRA) developed an all-new set of rules for the maintenance and operation of steam locomotives.

The ex-Gettysburg RR equipment was sold at auction during 1998, and Jerry Jacobson purchased both #1278 and a small Frisco 2-8-0 #76 (which he sold later to another museum). Today, CP 4-6-2 #1278 is displayed in the Age of Steam Roundhouse Museum as a monument to its seminal role in the steam resurrection of the 1960s, and for its pivotal role in the rewriting of the FRA's so-called "New Steam Rules" for better locomotive maintenance, employee training and safety. All of us are safer today—and into the future—because of #1278's bad experience.

Source: *The Age of Steam Roundhouse* website at <http://www.ageofsteamroundhouse.org/canadian-pacific-1278-4-6-2-the-unheralded-hero-of-modern-day-steam/>. Last accessed on May 20, 2020.



Trains in the Civil War

Submitted by Jon Shea

These stories are from *The Life of Billy Yank: the common soldier of the Union* by Bell I. Wiley. They give an indication of what train travel was like for Union soldiers in the civil War and the Union soldiers had it better than the Confederate soldiers did as far as train travel was concerned.

In August 1861 the citizens of Kalamazoo gave the Sixth Michigan Regiment a tremendous sendoff. The long train consisting of five baggage cars, twenty-two first-class passenger coaches and 'the magnificent director's car' was pulled by the railroad company's two crack engines, the 'Ranger' and the 'Stag Hound'. The lead locomotive was elaborately decorated with banners 'and a neatly executed head ornament consisting of two clasped hands supporting a shield, the whole being surmounted with a circular piece on which was painted 'death to traitors'. The directors' car was occupied by the officers while the men rode the coaches. The railroad's favorite conductor was in charge of the train, and the superintendent went along to see that everyone was made comfortable ... Some units needed all assistance that song or stimulants would afford to alleviate the discomfort and hardships of travel. Few volunteers journeying by train enjoyed the luxuries provided to the Sixth Michigan as already described. In a far greater number of instances, accommodations consisted of boxcars equipped with backless benches of rough plank and inadequately, if at all, provided with heat, ventilation, food, water and sanitary facilities. Inferior tracks and poor roadbeds made for rough riding. Breakdowns were commonplace and wrecks frequent. Soldiers often cleared the stuffy atmosphere of the crowded cars by 'smashing a good allowance of holes through the sides and ends'. On reaching their destination officers and men were sometimes so exhausted that they threw themselves on the station platform and slept for several hours.

Source: Wiley, B. I., & Robertson, J. I. (2008). *The life of Billy Yank: The common soldier of the Union*. Baton Rouge: Louisiana State University Press.

Go East, Young Men

by Dale Jacobson, guest writer

Geezers looking for UP trains, freight and military

Perhaps you're getting as tired as reading the reports from my late February (2020) trip to Texas and west to Tucson as I am of writing them. Thus, this will be the last one covering this trip.

The final thing we tried doing on our way back from Tucson was to get some more overhead views of UP freights crossing what is pretty barren New Mexico in the area round I-10. I-10 may be the safest way to traverse New Mexico in the winter, but it's far from very scenic in most parts. It's also desolate. This means most of the exits off I-10 west of Deming are basically ranch roads with little to no traffic on them. As most have to get to the other side of the interstate this means that the exits themselves climb up to a bridge going over I-10.

There's generally enough space at the top of an exit to pull off and wait for a UP train to come along and then shoot it with as much "scenery" as the overhead view allows. That's what we did. We drove out to an exit and waited for a train. Only one problem - no train.

Norm does not have a lot of patience for just sitting and waiting for something to happen. So, after awhile we left our first overlook and moved to a second. Still no train. So, we headed west towards the next one. That's when we saw the military train shown in this photo.

Alas, we had to drive about 6 miles to the next exit before we could safely turn around. Norm likes to drive fast so going 90 mph or more to catch up with this train was right up his alley. We caught it once west of Deming, at Deming, and again at this spot - the NM state highway #589 (I think) that one can access at the Akela exit. Once on the state road head east to the tracks where the road swings parallel to the tracks until it goes over them on the bridge from which this photo was taken. So, we got an overhead shot after all.

The train itself was pulled by the two engines shown with no DPU's. It was fairly long and had some mobile cannons on flat cars, Bradley fighting vehicles and other assorted military vehicles. I'd say the train was close to a mile long. After we took this photo we continued east towards El Paso stopping for lunch before reaching there. After lunch we continued into town and drove to the xSP twin bridges that carry the UP mainline over the Rio Grande River [that's like saying "River Grande River"] between New Mexico and El Paso. UP has a new yard near St. Theresa, NM, which is also the name of the yard. Most UP trains stop there as it has a 6 track or so refueling area.

Turned out the military train stopped there. We didn't know this but had decided to wait awhile to see what ran as we were planning to spend the night at Van Horn, TX and then head home the next day. One reason for deciding to wait at the bridges for awhile was that the southern bridge had a mx gang atop it. No trains were going to run over it at least for awhile. Then again, with traffic so sporadic we didn't know if we'd see anything on the north bridge.



Above: Union Pacific eastbound military train in New Mexico. (Photo credit: Norm Schultze)

Indeed the first train we saw was a BNSF northbound local going under the bridges with a Ferromex SD70ACe pulling it. Next came a UP eastbound ballast train with one unit up front and a DPU on the rear. It was close to the bewitching hour when the military train finally crossed the bridge.

We then left El Paso to follow the UP east of town along TX highway #20. Guess what was the first train we saw? Yep, the eastbound military train. After shooting it for the final time east of Clint, TX, we used it as a "block" to keep any westbounds from getting by us until we had to access I-10 at McNary. So, the chase in Texas was leisurely compared to that in New Mexico.

But wait!!! There's more. On one of my last two days at Norm's we took another trip east towards Flatonia. On the siding at Cibilo what did our wandering eyes see? A military train. At first we thought it might be the one we had previously chased, but it wasn't. It had three units and was much longer and likely much heavier, too. It waited at Cibilo until a westbound stack train passed. Then we chased it east with the sunlight on the lead unit's nose most of the way to Flatonia. Between meeting other trains and not going too fast it was noon or so before the train and us reached Flatonia. By then we were tired of it as we had photographed it at least 5 times. Our final shots were as it passed the small RR "museum" in the park across the street from the downtown area.

We then found a westbound to follow back to San Antonio, but as I think I previously reported in a much earlier trip report, that train was having engine problems. We ended up heading home without the hoped for chase. Train traffic was already down perhaps due to the Covid 19 outbreak in Wuhan, China, so catching this second military train helped make that day. I would get home before everything broke loose.

What Scale is This Texas Electric?

by Jon Shea



This big blue special was seen at the January train show in Plano, Texas. This is a large model of a Texas Electric Railroad (TER) car.

Might attract some of the younger set into the fun of the modeling hobby? Might be easier to assemble than an N scale model? Might look good with your garden railroad?

Dreams are fun, aren't they?

Left: Large model TX Electric Railroad car at the January Plano Train Show. (Photo credit: Jon Shea)

North Texas Rail News

Construction Resumes at the Museum of the American Railroad

On May 12, 2020, the Museum of the American Railroad announced that construction has resumed at its 15-acre facility in Frisco. As part of its phased build-out over several years, the non-profit museum is moving forward with installation of additional infrastructure to facilitate future exhibit track construction. Known as Phase IIB, the current scope of work includes site grading, storm drainage, substrate barrier, and application of flex base material for road bed. Upon completion later this summer, over 2,700 feet of road bed will be ready for track construction when additional funding is secured. Total budget for Phase IIB track construction is \$550,000. An additional \$230,000 remains to be raised for track work in order to complete the phase. The project is shovel-ready, with engineering and permitting complete. The Museum will act as its own general contractor, as well as provide for construction management. Engineering services are provided by Lunsford Associates of Arlington.

Once funded, construction of additional track will allow the Museum to place its historic trains on display in a realistic fashion – three complete passenger trains and two freight trains with locomotives at the front. Additional exhibits on the new tracks will also include “Big Boy”, the world’s largest steam locomotive, and a WWII locomotive that helped keep supply lines open to Stalingrad. In addition to cultural tourism, the trains are teaching tools for the Museum’s history and STEM based programming, providing content for Frisco and North Texas school districts.

The Museum of the American Railroad is a 501(c)(3) not-for-profit charitable corporation chartered in the state of Texas in 1962. The mission of the Museum is to enrich the lives of others through meaningful, relevant programs and exhibits that relate the history & technology of the Railroad and its profound impact on American life and culture. For more information visit www.HistoricTrains.org
(Source: Email from the *Museum of the American Railroad*, April 18, 2020.)



Join the Second #SoundTheHorn on May 21, 2020

For the second time this spring, North Texas public transportation agencies are joining their colleagues across the country in a coordinated day of action to salute frontline transit heroes. At 2 p.m. Thursday, May 21, bus operators, train engineers and paratransit drivers from Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), Trinity Metro and Trinity Railway Express (TRE) will sound their horns twice to honor our heroic transportation workers



(Image credit: DART)

The first #SoundTheHorn event was held on April 16 with more than 128 transit agencies across the country participating. The act of solidarity is a symbolic way to pay tribute to those who continue providing service so that first responders and other essential workers can get to work during the COVID-19 pandemic. Every day, frontline transportation workers provide essential services, making it possible for people to access health care, pharmacies, grocery stores and other critical needs.

To help support the effort, all transit agencies are encouraging the use of #SoundTheHorn on social media to honor those who serve others.

(Source: DART Press Release at <https://www.dart.org/news/news.asp?ID=1502>. Last accessed May 20, 2020.)

DART Awarded CARES ACT Funds

Dallas Area Rapid Transit (DART) has received notification that it has been allocated \$229 million from The Coronavirus Aid, Relief, and Economic Security (CARES) Act, enacted on March 27. Funding from the CARES Act allows access to valuable financial resources in the battle to respond to the COVID-19 pandemic. DART has continued through the pandemic to provide bus, light rail, paratransit, streetcar, police and Trinity Railway Express transit service to ensure North Texans have access to essential jobs and medical facilities.

(Source: DART Press Release at <https://www.dart.org/news/news.asp?ID=1501>. Last accessed May 20, 2020.)

NRHS Views and News

It's Time to Vote in the NRHS 2020 Election

by Joseph C. Maloney Jr., Vice President NRHS

The 2020 NRHS Election is now open. Each member in good standing will receive a paper ballot and a return envelope. The ballot will be in your hands on or about June 1, 2020.

The National Railway Historical Society, Incorporated is conducting its national elections under the procedures outlined in the NRHS Bylaws as revised and adopted January 13, 2013. The ballot is in three parts, and you should vote for the candidates or write-ins listed in each part.

The first part of the ballot covers the vacancy for NRHS Vice-President. There is one candidate, and the provision for a write-in candidate, if you prefer. Vote for one person in this part of the ballot. The second part of the ballot covers three (3) vacancies for the NRHS Global Directors on the Board of Directors, and a provision for write-in candidates, if you prefer. Vote for as many as three persons in this part of the ballot. The last part of the ballot covers the Board Director running from the District to which you are affiliated, as well as a provision for a write-in candidate, if you prefer. Vote for one person in this part of the ballot.

You will notice a lot of names running for various NRHS offices that may be new to you. Several of us old hands have reached our term limits and are no longer eligible to run for our offices again. That provision comes from the Bylaws that were approved in 2012, and that is a benefit for the Society and its future to infuse new thought and apply new experience in handling the society's business operations. You may find all the candidates' biographical information within the Administrative Site of the NRHS web page (<https://admin.nrhs.com>)

Once you decide on how you wish to vote, please complete your ballot, fold it, insert it into the pre-addressed envelope we have provided, and mail it back to NRHS. NRHS will only accept and count ballots returned in the pre-addressed envelope. Do not include any other papers in the envelope beyond your completed ballot. Your ballot must be returned to NRHS no later than August 1, 2020 in order for your votes to count. Thank you for your votes.

(Source: NRHS News, April/May 2020 issue at <https://admin.nrhs.com/NRHSNews/2020%20News%20April%202020%20Final.pdf>. Last accessed May 20, 2020.)



Stay Healthy, Stay Safe, Hobbies Can Wait

by Al Weber, President NRHS

I hope you are safe and in good health at this difficult time. Many of our NRHS members are in the high risk category. I have received a note that only one of our members has the Covaid19 virus. I expect that many more will get or have already had the virus. Hopefully they will have a full recovery but only time will tell. Many NRHS chapters and members volunteer at museums. Most if not all of those museums have been closed and unable to generate any income. This situation will be resolved some day and we can all get back to our hobby. The museum at which I volunteer is also closed and we are just planning on what we will need to do to get the place reopened. We have lost our spring customers and events and are hoping that we can re-open sometime in the near future. Please support your local museums when they reopen as that is where we show the general population the history of the railroads. My local chapter, as in all the chapters that I hear from, has suspended all chapter meetings and events. We are looking into holding an on-line meeting just as other organizations and schools are doing. I will try to get all of you an update on that in the next NRHS News. This is a hobby and needs to take a back seat to the current situation. So stay safe and healthy to the best of your ability. And take the necessary steps to ensure the safety of your families and friends. We will get through this, hopefully all safely. Al Weber <aweber@nrhs.com>

(Source: NRHS News, April/May 2020 issue at <https://admin.nrhs.com/NRHSNews/2020%20News%20April%202020%20Final.pdf> . Last accessed May 20, 2020.)

North Texas Chapter Views and News

Zephyr News Board

The deadline for upcoming issues is the day that is 2 weeks before the Chapter meeting.

- July 2020 issue - News deadline is Saturday, June 20, 2020.
- August 2020 issue - News deadline is Monday, July 20, 2020.

Chapter Directory

North Texas Chapter Officers, 2020.

- **President**, Wayne Smith, 940-300-4407.
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- **Vice President/Trips and Events**, Skip Waters, wgcush@swbell.net.
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- **Secretary**, Jerry Nunn.
- **Treasurer**, Bob Kennedy.

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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

<https://ntxnrhs.org/>

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

Publication date: 5/25/20. Filename: 2020_06 NTx Newsletter v7.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

Chapter Calendar

Tues. June 2, 2020	Monthly Chapter meeting. 7.30 p.m. Location: Sokol Hall, 7448 Greenville Ave, Dallas, TX 75231. Program: Railroad video(s).
Tues. July 7, 2020	Monthly Chapter meeting. 7.30 p.m. Location: Sokol Hall, 7448 Greenville Ave, Dallas, TX 75231.