

North Texas Chapter – National Railway Historical Society



December Chapter Meeting: Annual Chapter Christmas Dinner

When: Tuesday, December 5th @ 7:00 in
the evening

Where: Babe's Chicken

Location: 6700 NE Loop 820, North
Richland Hills, TX 76180

Link to Website:

<https://babeschicken.com/our-kitchens/>

Guests are always welcome!
See you there!



and White Elephant Gift Exchange

*Please bring a wrapped gift valued at \$10.00 - \$15.00 for each
member and/or guest attending



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Letter to the Editor

*Note – Before sending out the November Zephyr with coverage of “24 Hours @ Big Sandy”, your newsletter editor sent a final draft to Laura Rex with the City of Big Sandy for review. This was her response.

Wayne,

This looks amazing. I read through all of the text and don't see any needed corrections. Thank you so much for appreciating our efforts at Big Sandy. Former Mayor Sonny Parsons (1943-2022) was surely smiling down from heaven knowing that his dream of building the Heritage Center to be used to serve the community and highlighting train watching, had come to pass in such an amazing way.

Thank you so much for the opportunity to give some feedback!

Laura M. Rex

City Administrator/City Secretary

PO Box 986 | Big Sandy TX 75755

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Big Sandy Depot photograph provided by the Big Sandy Museum

Forever Young: This Texas Plant Gives Middle-Aged Locomotives Extreme Makeovers

Tomas Kellner

March 26, 2018

GE's huge locomotive factory outside Fort Worth, Texas, feels like the rumpus room of a giant toddler fond of playing with trains. The place — all 1 million square feet of it — is filled with locomotives in various states of assembly. There are cabs in one corner, wheels and trucks in another, and engines in the middle.

Many of them have seen better days. They arrived here after years of service, their coats dulled by the elements and their steel skeletons worn out from work. But within a few weeks, they will be scrubbed clean, rebuilt and

rejuvenated in the latest fashion, equipped with sensors and digital technology, and ready to haul coal, timber and other goods across North America. “Some of these locomotives are 25 years old and they’re in a midlife crisis,” says Pascal Schweitzer, vice president of services for GE Transportation. “They come here for an extreme makeover. When they leave, they will be ready to roll for a couple more decades.”

Unlike rebuilding a single house for a TV series or souping up a vintage automobile, this is an extreme makeover at scale. Advances in new train technology as well as sensors and software have made the overhaul market extremely attractive to the freight rail industry: Over the last decade, GE Transportation has “transformed” more than 2,000 locomotives for close to 30 customers around the world. Schweitzer and his team overhauled 170 locomotives and kits in Fort Worth last year alone, and they have orders for some 1,000 more from large railroad operators like Norfolk Southern, Canadian Pacific and others. But Schweitzer says he’s just getting started. “It’s a huge business opportunity,” he says. “We’ve seen our modernization program grow 20 times since 2015.”



Above: GE’s huge locomotive factory outside Fort Worth, Texas, is filled with locomotives in various states of assembly. Here’s the engines section. Images credit: GE Transportation.

GE Transportation’s core business is still making new locomotives. A few years ago, it unveiled the first freight train engine that meets the U.S. government’s strict Tier 4 emission standards, and last month it signed a \$1 billion deal that includes plans to upgrade and build new locomotives for Ukraine. “Our customers know what’s best for them, and when demand rises, they’ll buy new locomotives,” says Sameer Gaur, general manager for global services product management at GE Transportation. “But this modernization allows them to get the most out of their existing assets. We are bringing these locomotives to the 21st century.” The idea makes a lot of sense. An overhaul can lower the amount of fuel a locomotive needs by 10 percent, increase reliability by 40 percent and boost its ability to haul cargo by 50 percent.

In mid-March, a dozen or so Norfolk Southern locomotives in various states of overhaul and assembly have been moving across the factory floor. The railroad — which owns 19,500 miles of track on the East Coast, employs 30,000 people and runs some 4,000 locomotives — asked GE to overhaul 100 train engines this year. Among other benefits, the makeover allows Norfolk Southern to use two locomotives instead of three to pull trains, and reuse the spare units elsewhere. “We can increase productivity, burn less fuel and get another 20 years out of the locomotives,” says Doug Corbin, assistant vice president for mechanical matters at Norfolk Southern. He says that “modernization will most likely be a portion of our locomotive capital spending for a number of years.”



GE's Sameer Gaur (left) and Pascal Schweitzer (right) are talking locos with Norfolk Southern's Doug Corbin (middle). “We can increase productivity, burn less fuel and get another 20 years out of the locomotives,” Corbin said. Image credit: GE Transportation.

The makeover is an industrial undertaking. After they arrive in Texas, locomotives wearing Norfolk Southern’s trademark black-and-white livery wait for their overhaul outside the plant. Once they’re inside the cavernous factory — GE’s largest locomotive plant in the world — workers remove the locomotives’ cabs, trucks, engines and other parts. Over the course of the rejuvenation treatment, GE crews sand off old paint, clean out engine cylinders and install sensors and new digital systems that will allow the railroad to remotely monitor, track and troubleshoot the machines.

One key part of the upgrade involves switching out the traction motors powering the wheels from direct current (DC) to alternating current (AC) technology. That’s because AC motors give the engineer more control over the wheels, improve their adhesion to the tracks and allow the locomotives to haul more cargo. “Since the AC motors are much faster, they give more control over the wheels,” Gaur says. “The locomotive will be able to pull a longer train uphill more efficiently in all kinds of weather conditions.”

The disassembled components move along separate paths through the massive factory and meet again on the opposite end, where workers put them back together, kind of like Legos. Finally, a battery-operated tug pulls the rebuilt locomotive to a giant closet for a fresh coat of paint and back out into the Texas sunlight. The whole process takes about nine weeks.

But not all locomotives have to travel to Texas. The workers here are also sending shrink-wrapped “kits” to Norfolk Southern’s depot in Virginia, where another GE team is helping the railroad rebuild locomotive engines at home to

meet demand. “The demand for the service is huge and we are trying to move as fast as we can,” Gaur says.

The refurbished locomotives join some 23,000 sensor-laden GE train engines riding the rails — some as far away as Brazil and Kazakhstan — and sending data to GE Transportation’s digital service centers. Depending on the vintage of the locomotives, these sensors monitor between 50 to 250 parameters, including vibrations, engine temperature, voltage and pressure. A set of GE algorithms then crunches the information and flags potential problems to operators working in the mission-control-like centers, complete with banks of monitors and a large interactive LED screen displaying a map of the world and the position of each locomotive.

The software creates a digital twin of each locomotive — its virtual representation — and uses it to spot potential problems and suggest a solution or a maintenance schedule. “We are actually talking to the locomotive as it is running,” says Vic Russo, services executive at GE Transportation. “This is a learning system. As we get feedback, it will give suggestions on what the fix to the problem might be.” Says Gretchen Hosler, technical support specialist at the center: “It’s basically a troubleshooting guide for the customer based on the data you get.”

Russo says that in the future, train operators will be equipped with augmented reality glasses and other tools that will make the communication even more interactive, and that customers will gladly sign up for a service that keeps an eye on an asset — be it a jet engine, a power plant or a locomotive. “We are now able to help the customers manage their locomotives so much better,” Russo says. “That’s a huge upside.”



“Some of these locomotives are 25 years old and they’re in a midlife crisis,” says GE’s Schweitzer. “They come here for an extreme makeover. When they leave, they will be ready to roll for a couple more decades.” Image credit: Tomas Kellner for GE Reports.

*Source: <https://www.ge.com/news/reports/forever-young-texas-plant-gives-extreme-makeovers-middle-aged-locomotives>

Who builds GE locomotives now?

GE Transportation is a division of Wabtec. It was known as GE Rail and owned by General Electric until sold to Wabtec on February 25, 2019. The organization manufactures equipment for the railroad, marine, mining, drilling and energy generation industries. The company was founded in 1907. It is headquartered in Pittsburgh, Pennsylvania, while its main manufacturing facility is located in Erie, Pennsylvania. Locomotives are assembled at the Erie plant, while engine manufacturing takes place in Grove City, Pennsylvania. In May 2011, the company announced plans to build a second locomotive factory in Fort Worth, Texas, which opened in January 2013.

Source: https://en.wikipedia.org/wiki/GE_Transportation

Fort Worth factory successfully reinvented itself after railroads stopped buying new locomotives

Author: Jason Whitely

Published: November 26, 2021

FORT WORTH, Texas — For as loud as it is inside, what happens at this Fort Worth factory has kind of been kept quiet. “It is. We’re up here next to the NASCAR track,” said Patrick Wiltout, vice president of manufacturing quality at Wabtec.

This facility, formerly known as GE Transportation, is one of two in the nation that assembles locomotives. Wabtec has a million square feet at State Highway 114 and I-35W near the Texas Motor Speedway. “This is your diesel engine that powers the locomotive,” Wiltout said standing next to a massive, newly refurbished V16 engine. The factory opened in 2013 and now employs 800 people. “I’ve been told you can power almost a residential block off the electricity that a single locomotive can produce,” he continued.



Credit: Taylor Lumsden

But Class 1 railroads, major operators like Fort Worth-based BNSF, Union Pacific, and others, are not buying new locomotives as much anymore. Instead, they're asking Wabtec to rebuild their old ones – to modernize them. "It was about 2015 when the market started changing a little bit," Wiltrout explained. "There was the introduction of the Tier 4 locomotive which was the new emission standard in the United States. So as some of our customers started purchasing new locomotives it got them to thinking -- with our old existing fleet what do we want to do with those? The concept of modernization really arose from that."

So, Wabtec, then-GE Transportation, retooled its assembly line in Fort Worth and now produces seven or eight rebuilt locomotives every week. In August, Wabtec modernized its 1000th locomotive – a testament to the company's ability to reinvent itself in recent years and continue to capture business from railroads.



IMAGE DISTRIBUTED FOR WABTEC - A before and after look at Norfolk Southern locomotives at Wabtec's Locomotive plant on Friday, Aug. 06, 2021, in Fort Worth, TX. Wabtec celebrated its 1,000th locomotive modernization in North and South America. (Brandon Wade/AP Images for Wabtec)

The reason for refurbishing rather than purchasing new is simple, experts said. "A locomotive that's brand new can cost you somewhere between \$3-million dollars and \$4-million dollars depending on what kind of equipment you have in it. If you can rehabilitate a good condition, older locomotive you can save a million to a million and a half dollars," said Jim Blaze, a railroad economist. "And since you need hundreds of locomotives, those numbers add up to the hundreds of millions." Rebuilt locomotives have refurbished engines, new cabs, axles, and hundreds of other parts. They are required to retain at least 50% of original parts.

On a recent visit, Wabtec workers were giving a final inspection to a CSX locomotive that had just undergone a 30-day rebuild. A plate on the side of the engine showed it was originally manufactured in February 1996. After hauling freight for a quarter of a century, CSX asked Wabtec to rebuild the locomotive rather than scrap it. Wabtec is also working behind the scenes on a potential game changer for the industry – a battery-electric locomotive, or BEL, that Wabtec calls the FLX Drive.



Credit: Wabtec

The prototype has undergone testing in California. If successful, the battery-electric locomotive could eventually replace all the diesel ones on the rails now. “It would be a huge impact to the environment. Our end goal is zero emissions. We’re going to keep working until we get there,” said Wiltrout. But the railroad economist Jim Blaze cautioned that the battery-electric technology is likely years away from mass adoption considering how much railroads have invested in diesel equipment. Still, the technology could transform a major part of the supply chain, reduce major expenditures for fuel that railroads incur and simultaneously improve the environment.

Source: <https://www.wfaa.com/article/money/business/fort-worth-factory-successfully-reinvented-itself-when-railroads-stopped-buying-new-locomotives/287-dcaef3f1-82e1-48e0-a9ff-a41965dcc95a>

More Samples of Refurbished Locomotives Completed at the Wabtec Assembly Line in Fort Worth

Photos by Don Novak, former Amtrak engineer who now works at Wabtec.





Union Pacific Locomotives #5727 (above) and #5720 (previous page) are refurbished locomotives completed at the Wabtec assembly line in Fort Worth. Photos by Don Novak, former Amtrak engineer who now works at Wabtec.

Old Cabbage Head Train

Photos by Jon Shea

Built by Baldwin Locomotive Works of Philadelphia, PA in 1913, “Old Cabbage Head” gets its name from the shape of its smoke stack. Because it has a wood burning boiler, a bulbous smoke stack is needed to catch burning embers that fly out of the engine. The engine was built for Taylor County Lumber Company in North Florida and was used for hauling timber. It is a standard gauge engine that originally had a wooden cab.

Old Cabbage Head stayed in North Florida until its arrival in Manatee County in 1948 at the Manatee Nocatee Crate Mill Company. In 1952, the Crate Mill went out of business and the train was slated for the scrap heap until residents raised \$900 for its purchase.

For decades, visitors to Bradenton were greeted by Old Cabbage Head with “Welcome to Bradenton” painted on the tender car. In 2002 it was moved to Manatee Village Historical Park and reconditioned.

Old Cabbage Head's most final and most famous conductor was Solomon Williams. In 1916, Solomon Williams became the first Black train engineer in the State of Florida. He drove his first train in Arcadia (Manatee County) in 1916. When he first started working, he made 10 cents an hour. Prior to becoming a conductor, Williams worked aboard trains as a fireman. Firemen threw logs into the engines fire to run the train.

By 1921, he had become fairly well known in the area. At the time, it was so uncommon to see a man of African-American descent driving a train that people would offer to pay Williams money to take his picture conducting the train. They would offer him 50 cents or a dollar, even up to \$5.00.

Williams was Old Cabbage Head's last conductor. He and the train retired together in 1951. By the time Old Cabbage Head was retired, the train's engineering was considered obsolete. Williams was one of the last engineers in the region who knew how to drive a #2 Baldwin Locomotive, so when he retired, the company also retired the train.

In 2001, Williams received an award for his accomplishments. He passed away in Bradenton in 2005 at the age of 101. Data Source: <https://theclio.com/entry/106631>



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For decades, visitors to Bradenton were greeted by Old Cabbage Head with “Welcome to Bradenton” painted on the tender car. In 2002 it was moved to Manatee Village Historical Park and reconditioned.



“Old Cabbage Head” was a wood burning locomotive and the tender was used to store the logs for fuel.

Minutes of the November 2023 Meeting of the North Texas Chapter of the NRHS

The November 2023 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, November at the Texas Western Model RR Club in Forest Hill, TX. There were 22 attendees.

President Wayne Smith called the meeting to order at 7:35 PM. He recognized and thanked our host, the Texas Western RR Club, and its members in attendance: CEO Dave Crumpton, Dave Kohler, Cameron Pantke, Jim Hollis, Kim Hays, and Don Hays.

ANNOUNCEMENTS

The Chapter excursion on the Grapevine Vintage RR is Saturday, November 11. There are some tickets available in the First Class car if anyone hasn't already purchased tickets.

Dues are currently due. Be sure to pay Bob for Chapter dues and National Dues is paid directly to the NRHS. Anybody running for office in January must be current on their dues.

The Lone Star Hi-Railers Model RR Club will have an open house beginning at 10 AM that Saturday. Admission is \$2 per person.

Chapter member Sam Metzgar will make a presentation on the history of the Grapevine Vintage RR in the Cotton Belt Room of the Chill Bar beginning about 10 AM on that Saturday. A brunch will also be available.

The Chapter Christmas dinner will be on December 5 at the Babe's in North Richland Hills. There will be a White Elephant gift exchange. Attendees should bring a \$10-\$15 wrapped gift.

The Texas Western Model RR Club will hold their 2nd annual open house from 1 PM-4 PM Saturday, December 16. Santa Claus will be in attendance. Visitors are encouraged to bring an unwrapped gift. The gifts will be given to the Police Department, which will distribute them to needy families.

The January 2024 meeting will be on January 2, 2024, at the Cotton Belt Room of the Chill Bar, 814 South Main St. (across Main St. from the Grapevine Vintage RR Depot), Grapevine, TX. The main program will be the election of officers for 2024. We will also have our annual "Show & Tell".

Nominations are in order for the 2024 officers: President, VPs, Secretary, and Treasurer. Those interested in running for office should contact Nominations Chair Bill Long. Nominees must have both their National and local Chapter dues paid in order to be eligible.

Two Chapter members have been awarded National Railway Historical Society service certificates and pins: Dr. Michael Ross for 50 years membership, and our own President Wayne Smith for 25 years membership. Congratulations gentlemen! ***See photos below.**

Chapter member James Dolande shared a recent trip he took to the UK with his dad. The trip was in celebration of his completion of requirements for an Associate of Science degree (Congratulations James!). He visited the National Railway Museum in York and made several train trips.

PROGRAM

The main program of the evening was the Chapter auction of donated items, including some bricks from Tower 55. President Wayne Smith and VP Skip Waters served as auctioneers.

There was a total of 44 sales that netted \$342.00 to the Chapter's treasury.

The meeting adjourned about 9:30 PM.

UPCOMING MEETINGS

- December – December 5, Annual Christmas Banquet, Babe's, North Richland Hills.
- January – Officer Elections, January 2, 2024, Chill Bar, Grapevine, TX.
- Remainder of 2024 Meetings – We have an open invitation to use the Chill Bar for upcoming meetings.

Jerry M. Nunn, Secretary, North Texas Chapter, NRHS

Photos from the November Chapter Meeting at the Texas Western Model Railroad Club

Photos by Elden Baker



Photo Above Left: Dr. Michael Ross, on the left, is presented his 50 Year Membership Certificate and Pin by President Wayne Smith. Photo Above Right: President Wayne Smith celebrates his 25 years of NRHS membership with fellow Chapter board members Jon Shea, Bill Long and Jerry Nunn. The Certificates and Pins are from the National Office.



Sitting on the third row, member Elden Baker took a shot of President Wayne and Chapter VP Skip Waters running the annual auction at the November Meeting in the facilities of the Texas Western Model Railroad Club.



Scenes above depict the massive grain elevators in Saginaw, TX on Texas Western's massive layout.



Tower 55 and surrounding area in Fort Worth, TX is being recreated on the Texas Western Model RR Club layout.



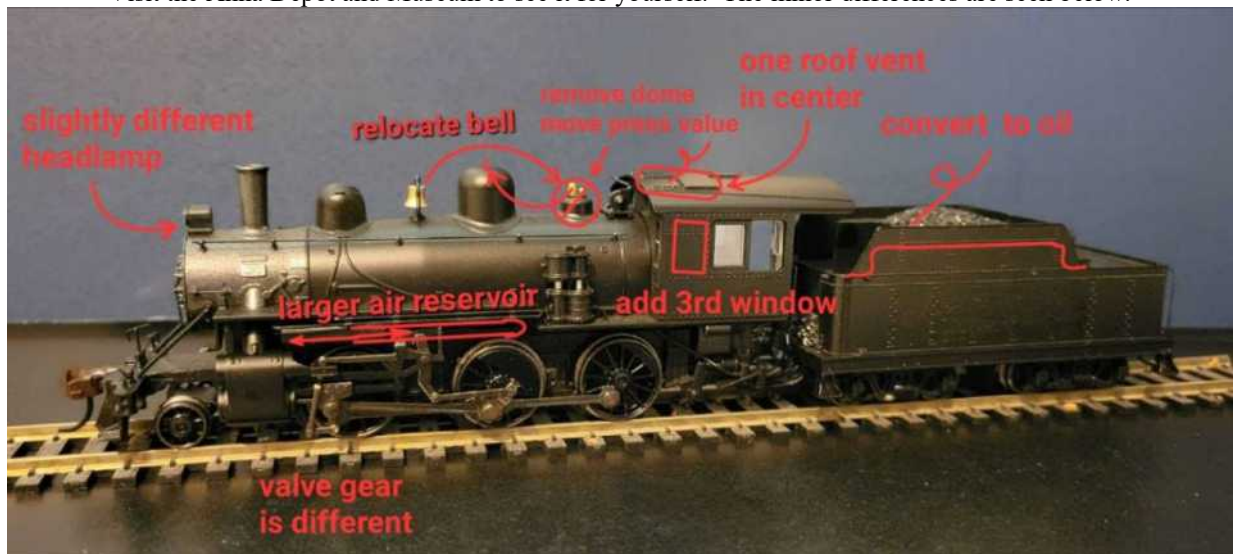
Miscellaneous scenes are depicted on Texas Western's HO scale model layout.

Mogul 201 at Anna Depot and Museum, Anna, TX

By Elden Baker



Bachmann Trains sells an HO-scale model of an Alco 2-6-0 that is nearly identical to our very own Mogul 201. Visit the Anna Depot and Museum to see it for yourself. The minor differences are seen below.



Chapter Excursion on the Grapevine Vintage Railroad

Photo Contributors include Skip Waters, Bob Kennedy, Jerry Nunn and Wayne Smith

Several Chapter members met for breakfast on the morning of Saturday, November 11th in the Cotton Belt room of the Chill Restaurant in Grapevine, TX. Great fellowship was had and Chapter member Sam Metzger did a presentation on the Cotton Belt Railroad and history of the Grapevine Vintage Railroad. After the entertaining and informative breakfast, some of us met up with other members of the North Texas Chapter – NRHS on the platform of the Grapevine Vintage Railroad. We had seats reserved in First Class Car #209, which meant the seats were padded and the coach was climate-controlled. The train was already decorated for Christmas and the North Pole Express. We departed for the Historic Fort Worth Stockyards with a round trip back to Grapevine after a visit for two hours in Ft Worth to go through shops and museums.





Stockyard Station and Fort Worth Stockyards





The Coach was lit up after dark on our journey back to Grapevine

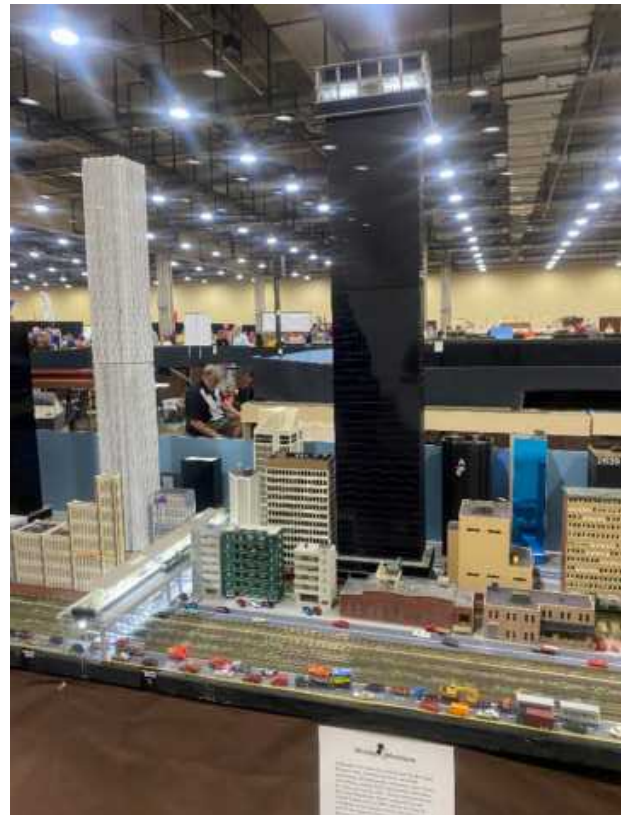


2023 Texas Express National Train Show

By Wayne Smith

The 2023 NMRA National Convention was held August 20-26 at the Gaylord Texan Resort in Grapevine, TX. The National Train Show wrapped up the week of multiple events offered at the convention. Many local rail fans and chapter members attended the National Train Show. The usual model railroad manufacturers, layouts and vendors were represented at the show. Below are some random pictures from the show. The custom built Lego layouts were unique. See page 21 for a look at a custom built Lego layout.







A layout at the National Train Show built almost entirely of Legos.



IT'S TIME TO PAY YOUR MEMBERSHIP DUES!

North Texas Chapter Dues Renewal

Annual renewal of your North Texas Chapter Membership is due by January 1, 2024, paid directly to the Chapter. **Membership dues are \$16 for either a Regular Chapter Membership or a Chapter-only Membership and \$18 for a Regular Chapter Family Membership.** You can pay your dues by check, online or cash.

PAY BY CHECK: made payable to “North Texas Chapter NRHS” for \$16 (individual) or \$18 (family) and mail it to:

**Bob Kennedy, North Texas Chapter NRHS
3304 Cross Bend Road
Plano, Texas 75023**

Please note this new mailing address for membership renewals. Do not mail your membership renewal to the Chapter Mailing Address as it will delay processing your renewal. If your check does not clearly indicate who the member is, please add a note with the member's name.

PAY ON-LINE: visit the Chapter’s on-line store at:

<https://ntxnrhs.org/store/#!/Membership-Dues/c/15877014>

Copy and paste the address into your browser. A small service charge (50 cents for individuals, 75 cents for families) is added to your dues payment to cover the processing fees for using a credit card. You do not need to be a PayPal member to pay on-line.

PAY BY CASH: your dues can be made at any Chapter Meeting. Please have the exact amount and pay the Treasurer or any Chapter Officer.

If you have any questions about membership, please contact me directly at rckennedy48@verizon.net or 214-497-7745.

Please note that this request is for your Chapter Dues only. You will be billed separately for your National NRHS dues by the National. National dues are sent directly to the National.

Thanks very much.

Bob Kennedy, Treasurer
North Texas Chapter, NRHS

THE ANNUAL ELECTION OF CHAPTER OFFICERS AT OUR CHAPTER MEETING ON JANUARY 2, 2024.

The Board of Directors wants to make sure that all Chapter Members know the requirements for a member to vote in the Chapter Election, to run for a Chapter Office or hold a Chapter Office as specified in the current Chapter By-Laws.

1. **In order to vote in the Chapter Election, your 2024 Chapter dues must be paid prior to the start of the January 2, 2024 meeting.** See the dues renewal notice in this issue of the Zephyr for how to pay your Chapter dues.
2. **Family membership is entitled to one vote per Family.** Individual family members do not get individual votes.
3. **In order to run for or hold an Office in the Chapter, you must be Member in good standing of the NRHS and the Chapter and your annual National and Chapter dues must be paid prior to the start of the January 2, 2024 meeting.** Your National dues can be paid on-line at nrhs.com. The National will send you an e-mail indicating that your payment has been processed and that your membership has been successfully renewed. Having a copy of this e-mail with you at the January 2 meeting will provide the required information for the Chapter. ***NOTE: Your National dues must be paid directly to the National and cannot be accepted by the Chapter.***
4. **Any problems, questions or challenges at the meeting regarding voting eligibility of any Member or eligibility of any Member to run for or hold a Chapter Office will be resolved by the current Board of Directors in accordance with the current By-Laws, and their decision will be final.**

If you have any questions or concerns, please contact Bob Kennedy, Chapter Treasurer, at rckennedy48@verizon.net.

Thank you.



Chapter Directory

North Texas Chapter Officers, 2023

- *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, Vacant
- *Secretary, Jerry Nunn
- *Treasurer, Bob Kennedy
- *National Representative, Bill Long
- *Webmaster, Kim Hays, kimhays516@gmail.com
- *Zephyr Editor, Wayne Smith

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

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

North Texas Zephyr (current issues): [The Zephyr Newsletter - North Texas Chapter, NRHS \(ntxnrhs.org\)](http://TheZephyrNewsletter-NorthTexasChapter,NRHS(ntxnrhs.org))

Zephyr Archives: [Rail History Newsletters \(gogeocaching.com\)](http://RailHistoryNewsletters(gogeocaching.com))

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 usually held 7:30-9:30 PM, the 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://ntxnrhs.org/store>

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.

Learn about the National Railway Historical Society at www.nrhs.com

Doodlebug News Briefs



MKT doodlebug M10

Tuesday, December 5th Chapter Meeting - Annual Christmas Party and White Elephant Exchange, @ Babe's Chicken, North Richland Hills. Starts at 7:00pm.

Saturday, December 16 - The Texas Western Model RR Club will hold their 2nd annual open house from 1 PM-4 PM. Santa Claus will be in attendance.

Monday, December 25th - Merry Christmas!

Monday, January 1st - Happy New Year!

Tuesday, January 2nd Chapter Meeting - Officer Elections and "Show & Tell", @ Chill Bar and Grill (Cotton Belt Room), Grapevine, TX.

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Wayne Smith, North Texas News Editor.

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