

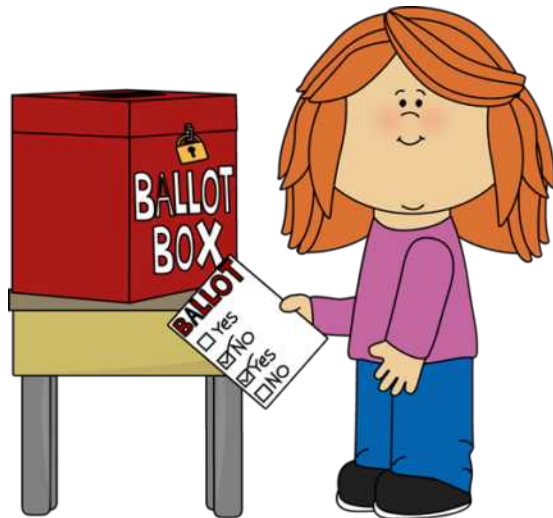
North Texas Chapter – National Railway Historical Society



January Chapter Meeting: Annual Chapter Election of Officers

When: Tuesday, January 2nd @ 7:30PM
(Meet “N” Greet at 7:00PM)

Where: Cotton Belt Room of the Chill Bar & Grill at 814 S. Main St (NW corner of S. Main St. & Dallas Rd), Grapevine, TX.
Food and Drink (dinner) will be available for purchase.



Link to Website:
<https://www.chillbardfw.com/>

Guests are always welcome!
See you there!



and Annual “Show and Tell”

Bring one of your favorite historical items to share with the group.



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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!

Annual Christmas Party and White Elephant Gift Exchange



For the second year in a row, the North Texas Chapter held its annual Christmas party at Babe's Restaurant in North Richland Hills. The room we reserved had three walls covered in murals depicting symbols of transportation and

industry as seen in the photograph above (Photo by Wayne Smith) and below (Photo by Elden Baker). There were 22 members and guests in attendance. We had a scrumptious dinner, as always. After dinner, members drew numbers. Then President Wayne Smith called up attendees in numerical order to select a wrapped gift or steal an opened gift. Everyone that participated ended up with a gift. Most items were railroad related. Below photos by Elden Baker.



Who is considered the Most Famous Hobo of All?

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



Leon Ray Livingston (1872–1944) was a famous hobo and author, travelling under the name "A-No.1" and often referred to as "The Rambler." He perfected the hobo symbols system, which let other hobos know where there are generous people, free food, jobs, vicious dogs, and so forth. He was not a poor man; he simply preferred a life of travelling the country by train to sitting at home. In his memoir *The Ways of the Hobo*, Livingston admitted that he was uneducated, but began his self-education at the age of 35.

He has been lauded by many American historians as the King of the Hoboes and has followings all over the U.S.

Livingston wrote 12 books on travelling the hobo way. His books brought attention not only to the state of the homeless in America, but also to the excitement and benefits of travelling the country for amusement. He lived and published his books in Erie, Pennsylvania, and Cambridge Springs, Pennsylvania. He described Cambridge Springs in *The Ways of the Hobo* as an "idyllic," "delightful" and "charming" summer resort town known for "the medicinal properties of its numberless gushing springs" which he chose as his headquarters to find "a brief respite from the hardships of the Road" after the hobo lifestyle brought him "dangerously close to the verge of a mental and physical collapse." As a result, Cambridge Springs became a "veritable 'Mecca' to chronic hobos."

There were many hobos who imitated Livingston and claimed the moniker A-No.-1. Due to this, Livingston was known to travel with a scrapbook of his journeys (which included a personalized note from President William Howard Taft and an autograph from Theodore Roosevelt), copies of his books, and always two \$50 bills. In a rarity among hobos of his time, Livingston did not smoke or drink, and was known to always dress well and be exceptionally clean.

The year after the death of author Jack London, Livingston published a memoir in which he described their cross-country adventures together during the late 19th century. According to Livingston, the "keen and penetrating" 18-year-old London had tracked him down and was "faithfully acting the role of the dog who adopted his master." The book, titled *From Coast to Coast with Jack London*, became the basis for the movie *Emperor of the North Pole* (1973), directed by Robert Aldrich.

During his later life, he continued to roam the country, but he became a lecturer warning families and children against tramp life. "I began out of necessity, continued because I loved the life, and now because I know nothing else," he said.

He died in 1944 in Houston, Texas. While having a grave marked "A-No.1 At rest at last" in a Cambridge Springs, Pennsylvania cemetery, his actual body was buried in Laurel Hill Cemetery outside of Erie.

Published Works:

- *Life and Adventures of A-No.-1: America's Most Celebrated Tramp* (1910)
- *Hobo Camp Fire Tales* (1911)
- *The Curse of Tramp Life* (1912)
- *The Trail of the Tramp* (1913)
- *The Adventures of a Female Tramp* (1914)
- *The Ways of the Hobo* (1914)
- *The Snare of the Road* (1916)
- *From Coast to Coast with Jack London* (1917)
- *Mother Delcassée of the hobos: And other stories* (1918)
- *The Wife I Won* (1919)
- *Traveling with Tramps* (1920)
- *Here and There with A-No.-1, America's Most Famous Tramp* (1921)

Hobo Signs and Symbols

To cope with the uncertainties of life, hobos developed a system of symbols they'd write with chalk or coal to provide fellow "Knights of the Road" with directions, help, and warnings.



Hobo signs, California, c. 1870s.














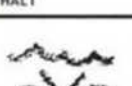



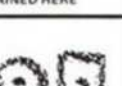



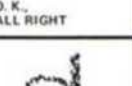


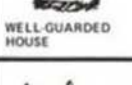
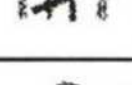
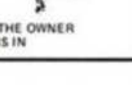
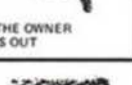
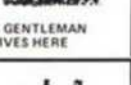

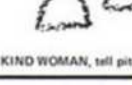














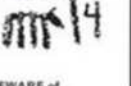








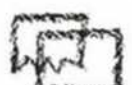




Hobo signs were made by the nomadic workers who roamed the United States, taking jobs wherever they could, and never spending too long in any one place. The Great Depression (1929–1939) was when numbers were likely at their highest, as it forced an estimated 4,000,000 adults to leave their homes in search of food and lodging. Of those, 250,000 were said to be teenagers — the economic collapse had destroyed everything in their young lives. They criss-crossed the country, usually by freight train, jumping into boxcars as trains pulled away from their stops or slowed at bends in the track.

Finding food was a constant problem, and hobos often begged at farmhouses. If the farmer was generous, the hobo would mark the lane so other hobos would know it was a good place to beg.

Markings in the form of signs and symbols would be made on fences, buildings, trees, pavements — anywhere a message could signal help or trouble. In the words of Susan Kare, who designed the original Macintosh icons, "This kind of symbol appeals to me because it had to be really simple, and clear to a group of people who were not going to be studying these for years in academia."

Translations for some commonly used signs:

- A cross — "angel food" (food served to hobos after a sermon).
- A triangle with hands — the homeowner has a gun.
- A horizontal zigzag — a barking dog.
- A square missing its top line — safe to camp in that spot.
- A top hat and a triangle — wealth.
- A spearhead — a warning to defend yourself.
- A circle with two parallel arrows — get out fast, hobos aren't welcome.
- Two interlocked circles — handcuffs (i.e., hobos are jailed).
- A caduceus symbol — doctor living in the house.
- A cross with a smiley face in one of the corners — the doctor will treat hobos free of charge.
- A cat — a kind lady lives here.
- A wavy line (signifying water) above an X — fresh water and a campsite.
- Three diagonal lines — not a safe place.
- A square with a slanted roof (signifying a house) with an X through it — the house has already been "burned" or "tricked" by another hobo.
- Two shovels — work available (shovels, because most hobos performed manual labor).

 NO USE GOING THIS DIRECTION	 THIS WAY	 OR 	 GOOD ROAD to FOLLOW	 ROAD SPOILED, full of other hobos	
 DOUBTFUL	 HALT	 THIS IS THE PLACE	 DANGEROUS NEIGHBORHOOD	 THIS COMMUNITY indifferent to hobos	 NOTHING to be GAINED HERE
 YOU CAN CAMP HERE	 FRESH WATER, SAFE CAMPSITE	 DANGEROUS DRINKING WATER	 O. K. ALL RIGHT	 GOOD PLACE for a HANDOUT	 ILL-TEMPERED MAN LIVES HERE
 OR 	 THE OWNER IS IN	 THE OWNER IS OUT	 A GENTLEMAN LIVES HERE	 THESE PEOPLE ARE RICH	
 KIND LADY LIVES HERE	 KIND WOMAN, tell pitiful story	 OR 	 RELIGIOUS TALK gets FREE MEAL		
 IF YOU ARE SICK, they'll care for you	 DOCTOR HERE, WON'T CHARGE	 FREE TELEPHONE	 ALCOHOL IN THIS TOWN	 OR  YOU CAN SLEEP in HAYLOFT	
 KEEP QUIET	 HOLD YOUR TONGUE	 BARKING DOG HERE	 VICIOUS DOG HERE	 BEWARE of FOUR DOGS	 EASY MARK, SUCKER
 THE SKY is the LIMIT	 TROLLEY STOP	 GOOD PLACE to CATCH a TRAIN	 THIS IS NOT A SAFE PLACE	 MAN with a GUN LIVES HERE	 BE PREPARED to DEFEND YOURSELF
 DISHONEST PERSON LIVES HERE	 COWARDS, will give, to get rid of you	 YOU'LL BE CURSED OUT	 A BEATING AWAITS YOU HERE	 POLICE HERE FROWN on HOBOS	 AUTHORITIES HERE ARE ALERT
 THERE ARE THIEVES ABOUT	 CRIME COMMITTED, not safe for strangers	 JUDGE LIVES HERE	 COURTHOUSE, PRECINCT STATION	 OFFICER of LAW LIVES HERE	 JAIL

The hobo symbols in the photos below were drawn onto a small model of an early-1930s American town.



Clockwise from top left (above): kind lady, judge lives here, good place to catch the train, camp here.

The number of travelling workers fell dramatically by the 1950s, as Jack Kerouac, no stranger to the hobo life, noted in *Lonesome Traveler* (1960): “The American Hobo has a hard time hoboeing nowadays due to the increase in police surveillance of highways, railroad yards, sea shores, river bottoms, embankments and the thousand-and-one hiding holes of the industrial night.”

One of the most well-known hobo songs is Big Rock Candy Mountain, first recorded by Harry McClintock in 1928, about a hobo’s idea of paradise. It was used in the opening credits of *O Brother, Where Art Thou?*

Source: <https://www.logodesignlove.com/hobo-signs-and-symbols>

Anthropologist Discovers 100-Year-Old Graffiti by 'America's Most Famous Hobo'

June 11, 2016

Susan Phillips studies and writes about graffiti as an anthropologist. In 2000, while doing research for her book, *Wallbangin': Graffiti and Gangs in LA*, she stumbled upon some graffiti that stunned her.

Under a century-old bridge near the Los Angeles River, Phillips discovered what appeared to be grease-pencil markings – a practically extinct type of American hieroglyphics called hobo graffiti.

The hobo graffiti was essentially very old examples of "so and so was here," and dated back to 1914. Much of it was signed by hobos whose monikers have long been forgotten. But Phillips says one of them — A-No. 1 — was once America's most famous hobo.

Phillips tells NPR's Michel Martin how she came by this discovery and all about A No. 1.

On what she was looking for the day she made the discovery

A group of friends and I were out exploring looking for just historical graffiti. We were looking for stuff maybe pre-1950. What we found is very understated compared to today's graffiti. We're used to thinking of it as in spray paint, really colorful. What we found was the underside of a bridge with completely undisturbed writing from 1914 to 1921 and it was the graffiti of hobos written in things like charcoal from their fires or chalk, of railroad spiked again to wall written in grease pencil.

On how she knew it was from 1914?

Well, back then, people used to date their graffiti.

On what she thinks the hobos were trying to tell us with this graffiti?

I think that most of what they're trying to say is geared toward themselves and that actually tends to be the way of graffiti, it's not as much a public proclamation as it is an internal communication system with the hobos in particular. And so, if you think about 1914, hardly anybody even had telephones so this was a way that people who were very marginal, very fragilely connected to one another, constantly getting put in jail, constantly on the run, it was a way that they had of forming community.

On who is A No. 1?

A-No.1. is arguably the most famous hobo in the United States. His given name is Leon Ray Livingston and he was born in 1872 and he was a lifelong wanderer. He was riding the rails, and stowing away on ships starting at the age of 11 and then he began to write about his journeys. He wrote about a dozen books on the subject.

On the use of the word Hobo

They don't hear it anymore. People don't use the word so much anymore. People talk about it as being a post-Civil War word that means like, "ho boy." It's a very old word.

On if the word then hobo has the same connotations ascribed to homeless people today

Yes, I think that's the way it started, although there are always groups of people who were considered to be vagrants in the history of the United States. In the post-Civil War era, it gets to be very intense because you have this kind of uprooting that happens but you also have now established railroad tracks from the Civil War that were used to move troops that then were able to carry people to more distant places and as the railroad expands, the hobo tradition expands.

On if the stories of hobos matter

I think it's important to tell histories of people that are not usually part of the historical record and I happen to find that this was A No. 1 who wrote this. But by and large the work that I do is of people who are completely unknown, who really don't leave marks behind in history and the infrastructure of the city, the walls, the railroad bridges, become that history. And if you know where to look for it you can greatly expand your view of what history even means and you begin to look at the city itself as a kind of archive.

Susan Phillips is an anthropologist and associate professor of Environmental Studies at Pitzer College in California.

Source: <https://www.npr.org/2016/06/11/481695146/anthropologist-discovers-100-year-old-graffiti-by-americas-most-famous-hobo#>

Letter to the Editor

Hi Wayne,

Ok, so here's what took place, and why we (NTxC NRHS) are involved:

During 24-Hours at Big Sandy, I was talking to Mary Lingle (she's the treasurer at the Museum) about the John Winfield painting that I brought to show. I thought that it would be nice for the museum to have a copy, but I really didn't want to give up mine.

So, when I saw Tony Wilson at the Plano Show, I shared with him the details about the museum. Tony is the President of the Cotton Belt Rail Historical Society, Tyler Tap Chapter. I thought that I would ask him about obtaining one more print since he was the person who commissioned the painting. He was a bit reluctant to authorize one more print (it is a very rare, only 6 exist – the original and 5 prints), however he suggested that a print of the Big Sandy Depot would be a more appropriate print, so Tony contacted John Winfield and arranged to make a print for the Big Sandy Museum.

I put him in contact with Mayor Linda Baggett and she arranged to present it to the museum at the City Council meeting this evening. However, when the meeting agenda was published, she listed us (NTxC) as the donor. When I contacted her to correct the donor as Tony from the CBRHS, she said that it was too late to change the agenda (by state law it must be published no later than 72-hours prior to the meeting). So, during that dedication, Tony introduced himself as the President of the CBRHS and me a member of the NTxC NRHS.

Anyway, since Tony paid for the print and the framing (as a donation from their society), I think that it would be appropriate for our chapter to share the cost and make a donation the CBRHS. I think something like \$50 would be appropriate, but that is something that should be decided by the board. **Editor's Note – The Board of Directors of the North Texas Chapter did agree to make a \$50.00 donation to the Cotton Belt Rail Historical Society, Tyler Tap Chapter.*

Anyway, sorry for the long explanation, but this is why I called you yesterday regarding our (NTxC) involvement (we were inadvertently given credit on the council agenda). Regardless, it is certainly a worthy cause.

Best regards,

Elden



In the photo are, left-to-right: James Patterson, Vice-President, Museum of Big Sandy; Elden Baker, North Texas Chapter Member; Tony Wilson, President, Cotton Belt Rail Historical Society; Laura Rex, City Administrator/City Secretary, Big Sandy; Rex Rozell, Councilman, Big Sandy

News Reported by the Museum of the American Railroad in Frisco, TX

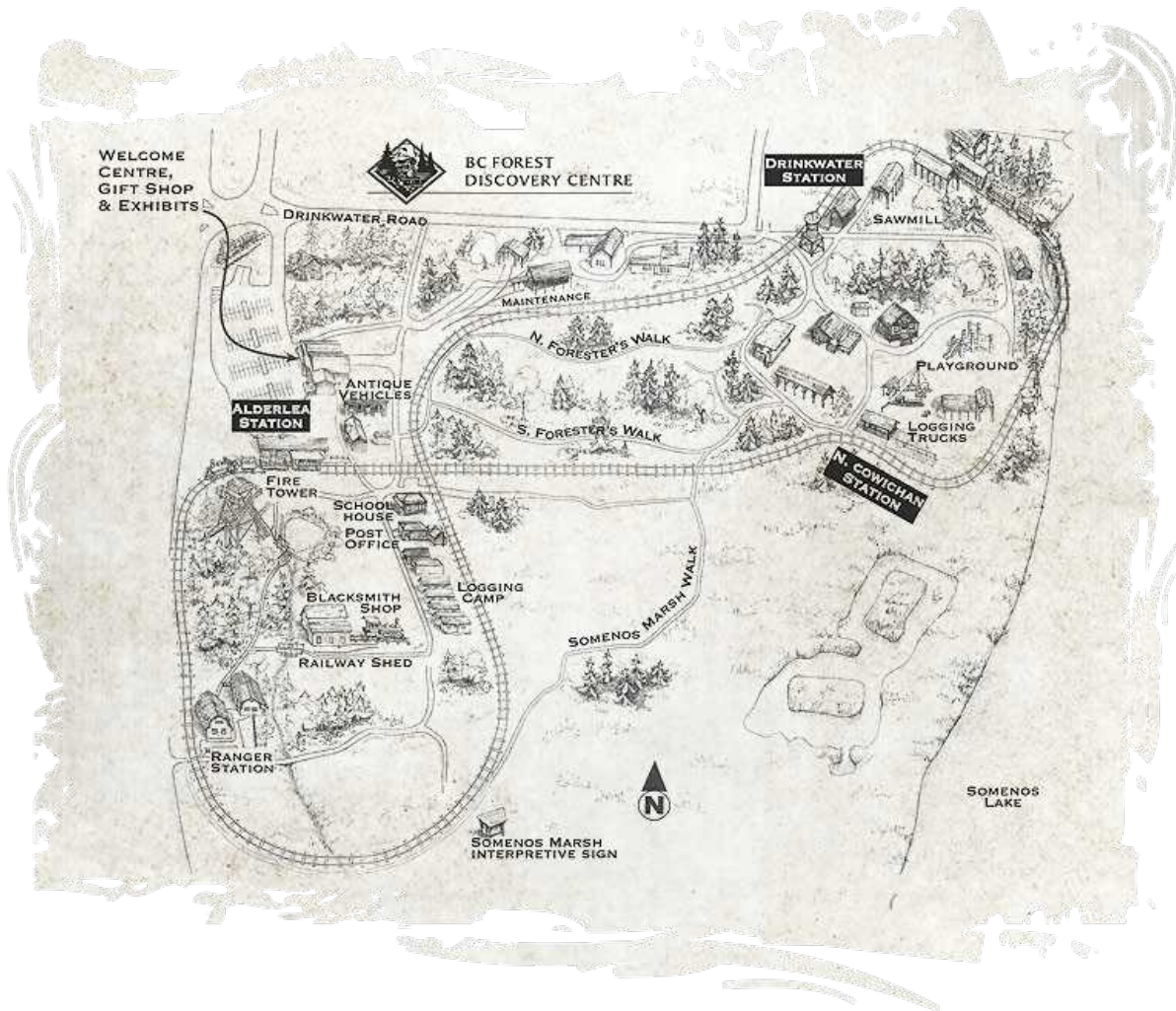


(At left) In this June 14, 1986 image, Tower 55 was a prominent landmark on the southeast side of downtown Fort Worth. These were indeed simpler times before the venerable structure was encircled by overhead freeways. Amtrak train #21, the Texas Eagle, is crossing the diamonds southbound toward San Antonio. (At right) Ken Fitzgerald presents Tower 55’s model board to Bob LaPrelle, along with a few bricks from the structure’s exterior. Photos of the missing panel have been located and a replacement will be fabricated onto matte finish aluminum to match the originals.



We (Museum of the American Railroad) are very pleased to announce the arrival of one of the most unique rail cars of the streamlined era. On November 18, the last remaining Dallas Area Rapid Transit (DART) rail diesel car (RDC) #2001 was rolled to a stop on Museum trackage by BNSF, ending nearly six decades of faithful service. It officially joins the Museum’s collection as an enduring design innovation that touched the lives of countless North Texans. One of 13 RDCs assigned to DART’s Trinity Railway Express (TRE), it ushered in a new era of rail commuter service between Dallas and Fort Worth, starting in 1997.

A Visit to the
British Columbia Forest Discovery Centre
On Vancouver Island
Story & Photos by Wayne Smith



The source for this sole image not taken by the editor: <https://bcforestdiscoverycentre.com/>

“The BC Forest Discovery Centre is a 100-acre, open air museum with an operational railway in Duncan, British Columbia. The Centre features forest and marsh trails with excellent bird watching opportunities. The story of BC’s forest industry is shared through exhibits, heritage buildings, and logging artifacts.”

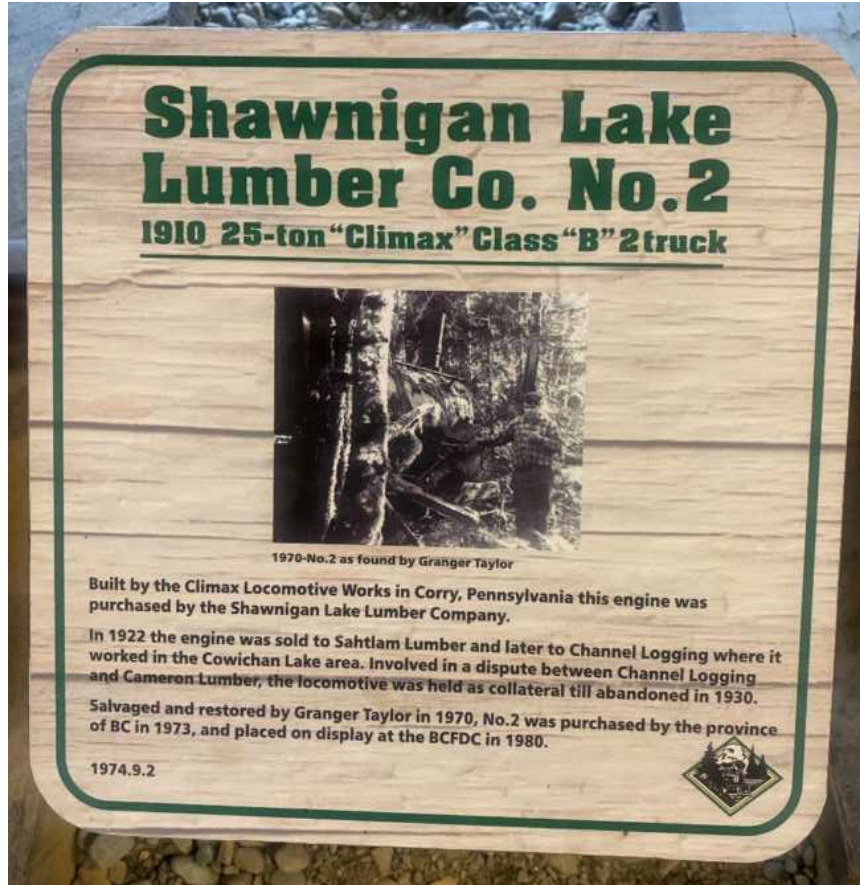
As the museum explains in detail with photographs, artifacts and historical records, forestry/logging and the countless products this industry produces, has been, and continues to be a major industry in British Columbia. In the beginning, a major component of forestry was the use of railroads to move the products to processing areas. Examples of this is captured at the British Columbia Forest Discovery Centre.



As visitors approach the entrance to the museum, they are greeted with this Bloedel Stewart & Welch No. 1 shay locomotive (1911 – 42 ton Class “B” 2-truck Shay locomotive built by Lima Locomotive Works in Ohio). It may not be obvious, but it was pouring down rain when this picture was taken.



Another locomotive in the museum’s collection is this Shawnigan Lake Lumber Co. No. 2 Climax Locomotive (1910 – 23 ton Class “B” Climax locomotive).



Above is a sign that accompanies Shawnigan Lake Lumber Co. No. 2 with more information.



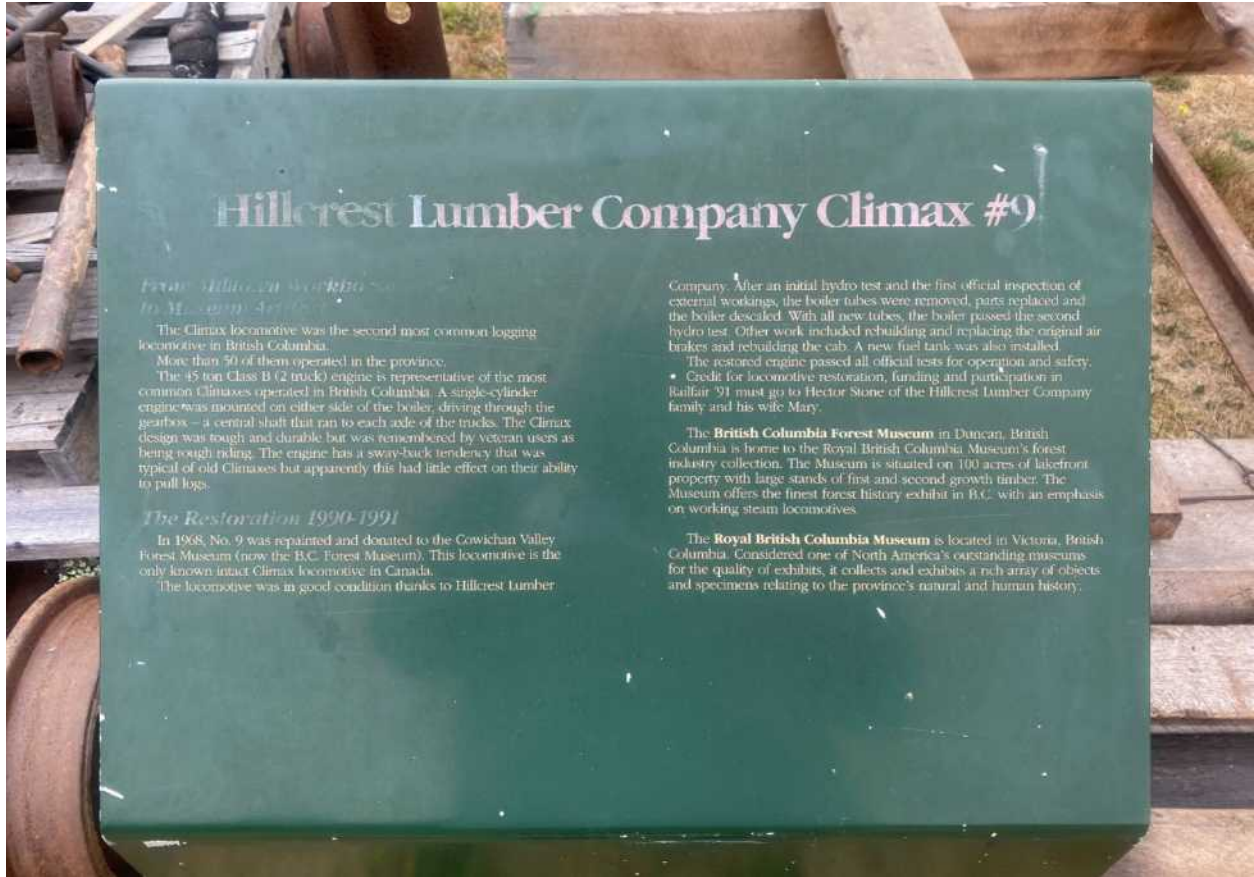
Also, the collection includes Hillcrest Lumber Co. No. 9, a 1915 – 45-50 ton Class “B” Climax locomotive, one of very few Climax engines in the world that are in operational condition; and Mayo Lumber Company No. 3, a 1924 Shay locomotive that operated in Vancouver Island’s forest industry.



Here is a front end view of Shay No. 3 and Climax No. 9. In the right side of the picture is the unusual British Columbia Forest Products No. 9 80-DE-7-B locomotive built by The Whitcomb Locomotive Co. (80-ton, 0-4-4-0, Double Power Plant Diesel Electric). It was originally built for the US Navy in 1943.



Shay locomotives have a fascinating system of gears that give the locomotive ultimate power to transverse steep inclines for logging and mining related railroads. The Shay is built for power, not for speed. Climax locomotives are also built specifically for power and not speed.



As stated above, “The Climax locomotive was the second most common logging locomotive in British Columbia. More than 50 of them operated in the province.” The Shay loco was the most common.



A display of some commonly used Switch Stands used in British Columbia.



The BC Forest Discovery Centre had a collection of antique steam operated vehicles.



A scene from the early logging years of British Columbia.



Buildings from a 1930's logging camp were furnished and on display. The buildings were used for everything including sleeping quarters, mess hall, kitchen, storage of equipment, first aid, headquarters, etc. The buildings could be loaded onto railcars and moved to the next logging camp.



Unidentified motorized rail vehicle with more modern logging equipment in the background.



Maintenance Facilities at the BC Forest Discovery Centre.



A White Pass & Yukon tank car in storage at the maintenance facilities.



As most railroads do, most items are recycled or repurposed just like the recycled rail at the museum.



The BC Forest Discovery Centre does have live steam operations at the facility. The Cowichan Valley Railway operates steam trains as depicted in the restored water tower above. They also operate gas powered trains (See below). Note the red tank car in the left side of the photograph. It is full of water and ready to be moved in an instant in case of fire on the property. Other firefighting equipment is also available, but not seen in the photograph. Climax No. 9 is operational, as noted above.



A rare example of a Pole Railroad that ran on logs instead of steel rails. See description below.





An operating layout depicts both a narrow gauge operation and a standard gauge operation.



Your editor is standing beside #26 Gas Locomotive “The Green Hornet” before boarding for a ride on The Cowichan Valley Railway. On other days, the railway may run the Crew Speeder – Crown Zellerbach No. 27 or Locomotive No. 25 “Samson”, a 1910 18 ton 0-4-0 saddle tank engine built by Vulcan Iron Works in Pennsylvania. Note the operating semaphore in the upper left hand corner.



While waiting for departure from the Alderlea station (one of three), ore cars can be seen out the left hand side. In the upper left hand corner, the Fire Tower can be seen amongst the trees and flora.



Riding behind the Green Hornet over the Somenos Lake Trestle.

North Texas Chapter, NRHS Presents Digital Media Slide Shows

The Taco Joint (Addison), Dallas, TX 75254

-After the Dallas Area Train Show-

Saturday, January 20, 2024: 6:00 PM - 9:00PM

Layout: Digital-Media Slide Shows. We want to START THE SHOW at 6:00 PM sharp after a brief announcement, so try to get there a few minutes early to grab a bite to eat! We can hold up to 30 guests this year and expect to fill every seat. Railroad topics vary depending on the presenter

Directions: Go south on US 75 Central Expressway to Richardson. Exit 24 to Belt Line Road/Main Street, take a right at the light, go west for a 4.6 miles. Taco Joint is located in the southwest shopping center off Preston Road at Belt Line Road.

Entry: Show is inside Fiesta Room. www.thetacojoint.com

Dallas Area Train Show 2024

The Dallas area Train Show is held at the Plano Center on January 20-21, 2024.

Hours: 10am-5pm Saturday
10am-4pm Sunday

Admission \$10.00 per person Children 12 and under are FREE. Cash and credit cards accepted at the door.

Parting Shots: Scenes of Christmas



The Anna Depot and Museum was all decked out for Christmas! (Photos by Elden Baker)



#201 looks great in blue!



Pictures above and below are from the CPKC Christmas Train in Wylie, TX on December 8th.



Source of CPKC Photos (For Educational Use Only):

https://www.google.com/url?sa=i&url=https%3A%2F%2Fwww.reddit.com%2Fr%2Ftrains%2Fcomments%2F18eeeyn%2Fcpc_k_holiday_express_train_at_wylie_tx_8_dec_2023%2F&psig=AOvVaw1bfqeh_T2AG28POK9TYBG6&ust=1702853065948000&source=images&ccd=vfe&ved=0CBQQjhxqFwoTCOCmp6EIYMDFOAAAAAdAAAAABAJ

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

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):

[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

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.

Tuesday, February 6th Chapter Meeting – Program TBA, Chill Bar and Grill (Cotton Belt Room), Grapevine, TX.

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Wayne Smith, North Texas News Editor.

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