

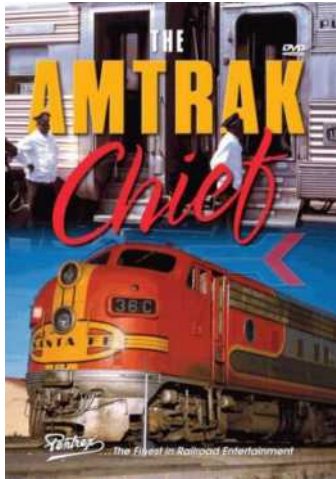
North Texas Chapter – National Railway Historical Society



May Chapter Meeting:

When: Tuesday, May 7th @ 7:30 p.m.
(Meet “N” Greet at 7:00 p.m.)

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 will be available for purchase.



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

Guests are always welcome!

Join Pentrex as we travel back in time to the summer of 1972- a truly a great time to be a railfan in Southern California. During Amtrak's first summer in 1971, the Super Chief/El Capitan enjoyed high ridership levels, which prompted Amtrak to run an additional train between L.A. & Chicago during the busy summer months. This train, known simply as "The Chief," had a daily 1PM departure from L.A. that allowed for a daytime run over Santa Fe's Second District mainline and the majestic Cajon Pass. This became the only time "The Chief" was ever run. In this fascinating DVD watch leased Santa Fe F Units pulling the Chief eastward out of Los Angeles through a number of communities and over Cajon. Both Summit and Sullivan's Curve are shown before major realignments would soon change these areas forever. You don't want to miss this incredible footage! The show wraps up with a ride aboard The Chief between San Bernardino & Barstow! All footage was captured on Super 8 film equipped with its own recorded sound.

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Portland Rails (Part 3 of 4): Oregon Rail Heritage Center

By Wayne Smith (Photos from July 2023)



The Oregon Rail Heritage Center in Portland is home to the Southern Pacific 4449; Spokane, Portland & Seattle 700; and Oregon Railroad & Navigation Co. 197.



Upon entering the Oregon Rail Heritage Center, the Southern Pacific 4449 and the Oregon Railroad & Navigation Co. 197 are seen sitting side by side.

SOUTHERN PACIFIC 4449



Built in 1941 as a 4-8-4 GS-4 locomotive, she is 110' long, 10' wide and 16' tall. With locomotive and tender weighing 433 tons and a boiler pressure of 300 psi, her eight 80" diameter drivers and unique firebox truck booster can apply 5,500 horsepower to the rails and exceed 100 mph. The only remaining operable "streamlined" steam locomotive of the Art Deco era, this grand Lady of the High Iron pulled Southern Pacific "Daylight" coaches from Los Angeles to San Francisco over the scenic Coast Route and then on to Portland until 1955.

Retired to Oaks Park in 1958 for display only, many thought 4449 would never run again. In 1974 she was completely restored specifically to pull the 1976 Bicentennial Freedom Train throughout the United States to the delight of over 30 million people. SP 4449 has also operated numerous excursions since. She is arguably one of the most beautiful locomotives ever built and kept that way by the all-volunteer Friends of SP 4449.



Southern Pacific 4449 is as beautiful as ever!





Inside the cab of Southern Pacific 4449



OREGON RAILROAD & NAVIGATION 197



Built in 1905 by Baldwin Locomotive Works as a 4-6-2 “Pacific” type locomotive for the E. H. Harriman rail empire that later merged into the Union Pacific, she’s 79’ long and, with 200 psi boiler pressure and 76” diameter drivers, is capable of sustained speeds of 80 mph.

This treasure of the early 20th Century era of steam locomotives arrived in Portland just in time for the 1905 Lewis & Clark Centennial Exposition, just 17 months after the Wright Brothers first flew at 9.8 mph, when Teddy Roosevelt was President and 3 years before Henry Ford rolled out his first Model T. She then went on to serve Portland commerce for over 50 years before retirement in the 1950s. Residing as only a display piece in Oaks Park like her sisters since 1958, in 1996 she was moved to the Brooklyn Roundhouse where she is undergoing restoration today by the all-volunteer Friends of the OR&N 197.



OREGON RAILROAD & NAVIGATION 197



SPOKANE, PORTLAND & SEATTLE 700

Your Editor is seen standing beside the SP&S 700

Built in 1938 as a 4-8-4 Northern Pacific Class A design, she is close to 111' long, 10' wide and almost 17' tall. With locomotive and tender weighing almost 440 tons and a boiler pressure of 260 psi, her 77" diameter drivers can apply 5,000 horsepower to the rails and exceed 80 mph. It's oil fired, and features design specified roller bearings throughout which was quite advanced for the era.

This beautiful example of the latter years of steam locomotive development pulled the famous Empire Builder until that train was dieselized in 1947. She continued to faithfully provide passenger service from Portland up the Columbia River Gorge to Spokane until 1956, and in 1958 the 700 was ultimately placed on permanent display at Oaks Park in SE Portland. Returned to operation in 1990, she is lovingly operated and maintained by the all-volunteer Pacific Railroad Preservation Association.



The SP&S is also a beautiful locomotive that is lovingly cared for.



Polson Logging Company 2



Polson Logging Company 2 is a 2-8-2 “Mikado” steam locomotive built by Baldwin in 1912. It was originally built for the Saginaw Timber Company to pull logging trains. After that, it went through several ownership changes throughout both the steam era and the preservation era, before it was purchased by caretaker Skip Lichter in 1982.

In March 2023, No. 2 was used by the Oregon Rail Heritage Center to pull a train for Saint Patrick's Day. Polson No. 2 is not owned by the ORHC, but was used when it was discovered that the long wheelbases of SP 4449 and SP&S 700 to pull Christmas trains on the Oregon Pacific Railroad through Oaks Park caused damage to the rails. In summer 2023, a leak on one of No. 2's boiler tubes was discovered, prompting Oregon Rail Heritage Center to commence the 15-year overhaul of the locomotive's boiler. This rebuild has been completed as of November 2023, and the locomotive is once again in operational condition.



Above left: The overhaul of No. 2's boiler during July 2023



Oregon Rail Heritage Center's Back "Yard"



There is a lot going on in this picture. One of Portland's streetcars is seen crossing over the yard. The UP switcher #96 was donated to the ORHC and is used to pull an open air train on Saturdays. A part of the open air train can barely be seen at the far end of the switcher. To the left of the photo and in the photo below is the SP&S rolling classroom. It was being used for a day camp program the day of the photo.



The Pacific Railroad Preservation Assoc. (PRPA) Multi-Purpose Car #105, the *Gregory Kamholz* was originally a sleeper car on the New York Central. #105 has undergone extensive refurbishment and has been used as a classroom while "in station" at ORHC, and it has also been used to transport Santa, his helpers, and passengers for their holiday trains.

More ORHC Rolling Stock

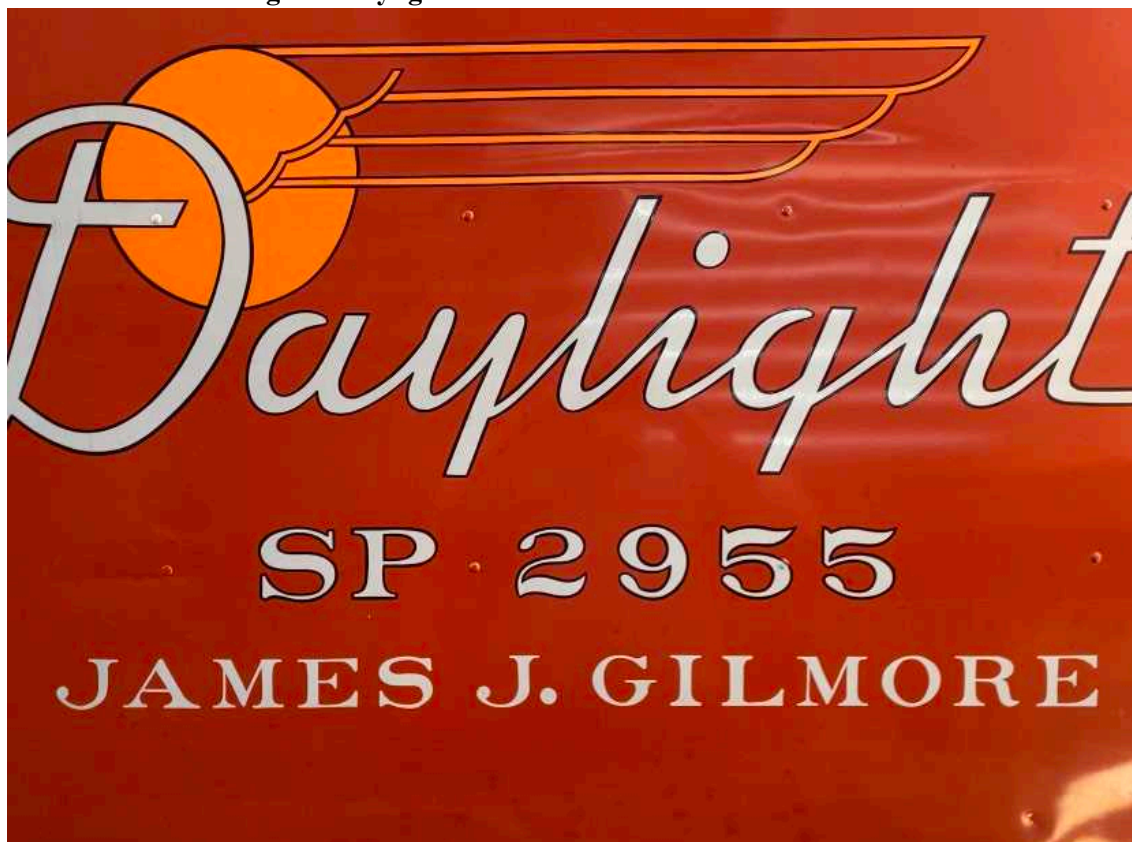


Above and below: Willamette and Pacific coach





Above right is Daylight SP 2955 Observation Car *James J Gilmore*





A roomette is shown from an undetermined Pullman car. A Shoe Locker was available in many of the rooms where a passenger could place his shoes from the inside and the attendant could pick up the shoes from outside the compartment during the night and have them returned with a shine by the next morning.

The ORHC Turntable



This July 2023 photo shows the near restoration of the museum's turntable after it was moved from the Brooklyn Yard Roundhouse. It was completed in October 2023. Built out of solid Carnegie steel, the bridge is 100 feet long and weighs 240,000 pounds. Most of the internal bracings and both ends were replaced during the restoration. Oversized ties and conventional rail tracks were mounted on top of the bridge after it was installed in the pit. The electric motors that rotate the bridge on a central pivot were replaced by more efficient newer ones. Several stub tracks will be added in the future.

Minutes of the March 2024 Meeting of the North Texas Chapter of the NRHS

The April 2024 meeting of the North Texas Chapter of the NRHS was held on Tuesday, April 3 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. Number of attendees unknown.

In the absence of Chapter President Wayne Smith, VP Jon Shea called the meeting to order at 7:38 pm.

Next meeting will be Tuesday, May 7 at Chill Grill in Grapevine. Jon reminded everyone that all remaining meetings this year are scheduled at Chill Grill unless something else comes up. The Christmas banquet has not yet been decided.

Bill Long announced that the Texas State Railroad will cease steam operations in May due to FRA 1472 Day inspection. A special meeting of the Trips and Events Committee will be held next month, May 7, at 6:00 pm to reconsider and/or discuss options.

Bob Kennedy reminded everyone that there is always a cost for a meeting venue. Even if they do not charge a fee, we always pay something to the organization, whether as a donation if a 501(c)3 organization, or a gratuity to a restaurant/business. Typically, meetings cost between \$100 to \$200.

Skip Waters gave an update on the 24-Hour events. He has not yet made a public announcement regarding the cancellation of 24-Hours @ Saginaw, but he will announce it shortly. Most people already know about the conflict with the CPKC Hudson schedule.

24-Hours @ Big Sandy is scheduled for September 13-14 with backup dates being in October. Skip will finalize the details for the event with Big Sandy folks soon.

National NRHS board elections this year will result in some new members as a few (like Skip) will be replaced due to term limits.

The business meeting adjourned at 8:00 pm.

The entertainment, provided by Sam Metzger, was a DVD double feature: Dome Car Magic and Luxury Rides the Rail.

Minutes submitted by member Elden Baker in the absence of Secretary Jerry Nunn.



Chapter member Dennis Hogan visited the Galveston Railroad Museum in March of this year.

Dallas-Fort Worth could be "first true high-speed corridor"

Story by Tasha Tsiaperas, 3/8/24



A high-speed Amtrak train in Philadelphia. Photo by Ed Jones/AFP via Getty Images

Travelers could get from Fort Worth to Houston in two hours if two proposed high-speed rail projects come to fruition.

Why it matters: A bullet train connecting Dallas to Houston would create the "first true high-speed corridor" in the country, per Amtrak officials.

- A separate high-speed train connecting Fort Worth and Dallas would be transformational to both cities and open fast travel opportunities within Texas and to other states.

Between the lines: Dallas city leaders support a bullet train to Houston but expressed skepticism about the logistics of high-speed rail to Cowtown.

- They said an above-ground train through downtown could alter the city's appearance and derail other projects, including redevelopment planned around the new convention center.

The big picture: The federal government is pledging a massive investment in passenger trains, earmarking \$8.2 billion for high-speed rail and other projects nationwide.

- The funding could finally bring to fruition the long-dreamed-of but recently dead-in-the-water bullet train between Dallas and Houston.

The latest: Amtrak officials briefed the Dallas City Council this week on what's next for the proposed high-speed rail project, and regional transportation officials urged council members to support a connection along Interstate 30 to Fort Worth.

- The projects would be developed separately but could ultimately connect Fort Worth to Houston via fast rail.

Catch up quick: The current plan puts a high-speed rail station in the Cedars neighborhood, south of downtown.

- Developers would have to connect that Amtrak station to Union Station north of I-30, where a bullet train from Fort Worth would arrive. The high-speed train connecting the sister cities would be developed separately by the North Texas Council of Governments.

Friction point: Hunt Realty Investments — which owns large swaths of land in the southwest corner of downtown near Reunion Tower — said a train through downtown could hinder their development plans and the tower itself, per WFAA.

By the numbers: An express train between Dallas and Fort Worth would take 21 minutes.

- With a stop in Arlington, the ride would take 25 minutes.
- Travelers can expect to get from Dallas to Houston in 90 minutes on high-speed rail and from Fort Worth to Houston in two hours.

What they're saying: Amtrak conducted an analysis to see if ridership projections made before the pandemic are still valid. They found business travel might have decreased, but an increase in leisure travel makes up for it.

- "You would be able to go to Houston to go and see a game, to have dinner and come back the same day," Andy Byford, Amtrak's senior vice president of high-speed rail development programs, told the City Council.

What's next: The Dallas-Houston project isn't fully funded and does not have all of the right-of-way along the track secured.

- Amtrak officials say they're working on getting grants to have enough funding by next year to "put a spade in the ground."

Source: <https://www.axios.com/local/dallas/2024/03/08/dallas-fort-worth-houston-high-speed-rail>

Amtrak, Texas Central explore bullet train partnership

Updated Aug 9, 2023

Amtrak and Texas Central, the lead entity on building a high-speed rail network between Houston and Dallas, announced Wednesday that they are looking into a new collaboration.

Driving the news: The new partnership being evaluated could open up more opportunities for the future of the route, which has garnered some pushback from communities between the two cities over eminent domain issues since it was first proposed in 2014.

Why it matters: The proposed route would shave hours off the time it normally takes to get between the two cities by car or bus.

- Think of a leisurely 90-minute train ride versus four or five hours battling traffic.
- **Plus,** Amtrak says the train would save 100,000 tons of greenhouse gas emissions per year and take 12,500 cars off Interstate 45 per day.



A Shinkansen bullet train in Tokyo. Texas Central plans to use the same technology for a route between Dallas and Houston. Photo: Soeren Stache/Picture Alliance via Getty Images

Current designs call for a station in Houston at the defunct Northwest Mall, a stop in the Brazos Valley and a stop south of downtown Dallas.

Details: The two entities have already submitted joint applications for federal grants to fund studies and design work on the route.

- Those grant applications are for the Consolidated Rail Infrastructure Safety and Improvements, the Corridor Identification and Development, and the Federal-State Partnership for Intercity Passenger Rail programs.

What they're saying: "The collaboration between Texas Central and Amtrak is an important milestone for the city of Houston and this project," Houston Mayor Sylvester Turner said in a statement. "Our city is committed to advancing transportation initiatives that support economic growth and enhance quality of life for our residents."

- "Dallas is the engine of the fourth-largest and fastest-growing region in the nation," Dallas Mayor Eric L. Johnson said in a statement. "It is bold, innovative endeavors like this that will propel Dallas toward an even more prosperous future."

State of play: The Texas Supreme Court ruled in 2022 that Texas Central is allowed to use eminent domain to secure right-of-way for the railroad.

- A series of bills aimed at creating more financial transparency from the private company failed during Texas' 2023 legislative session.

Source: <https://www.axios.com/local/houston/2023/08/09/houston-dallas-bullet-train-high-speed-rail>

Ranchers still fighting Texas bullet train

By: Todd Unger
Posted: Feb 25, 2020

LEON COUNTY, TX — Ranchers that live along the proposed 240-mile route for a high-speed train from Dallas to Houston say the fight to stop the project is far from finished.

At Glenn Mannina's 200-acre spread in Leon County, the Texans Against High-Speed Rail sign posted out front leaves little doubt to where he stands.

"We love our land out here. There's a reason we bought out here. We don't need the development or the damage it's gonna do," said Mannina.

The line would stretch only a few hundred feet from his property. It could cut directly through many of his neighbor's places, and he says the vast majority are going to court or joining advocacy groups to oppose the \$20 billion project.

Last week, glossy photos of the proposed train's interior were released around the same time that hundreds attended a community meeting in Grimes County.

Texas Central is still awaiting federal review on several fronts, including an environmental impact study. They hope to break ground later in 2020. The train design and scope mirror what is already a reality in some countries, like Japan.

Mannina has doubts about the timeline.

"As it gets closer, people start feeling it," he said. "They've said that for three years."

He fears the potential environmental impact, not to mention safety risks and ascetic factors for his place and his neighbors.

Texas Central says the project could provide up to 10,000 construction jobs, as well as provide a cleaner alternative compared to air travel or driving. It estimates more than \$35 billion in economic benefits across the state over the next 25 years.

Some landowners, like Nancy Beddingfield, have gotten on board with the proposal. Texas Central said she signed a purchase agreement just last week.

In a statement on Tuesday, the company said in part that "Texas has the capacity, drive and population growth needed to make the Texas High-Speed-Train successful and it's that momentum from across Texas and the country that's pushing the nation's first high-speed train forward."

Separately, attorneys on both sides of a lawsuit regarding the train route and eminent domain squared off in a Waco courtroom on Tuesday. A Texas Court of Appeals decision on the suit is expected later this year. For more information on the proposed project, [click here](#).

Source: <https://www.kxxv.com/news/local-news/ranchers-still-fighting-texas-bullet-train>

‘Now’s the time’: Amtrak leader urges momentum on Dallas-to-Houston high-speed rail

Story by Amber Gaudet, The Dallas Morning News 4/16/24

HURST — Booming demand, Texas’s rapidly expanding population and growing political will have converged to create the right environment to move high-speed rail ahead, Amtrak leadership said Tuesday.

Andy Byford, Amtrak’s senior vice president of high-speed rail development, told participants of the Southwestern Rail Conference in Hurst that the Dallas-to-Houston corridor “ticks all the boxes” for a high-speed rail project. It would connect two large population centers, it has straightforward topography and “suboptimal alternatives” for travel, pointing to congestion on Interstate 45 and area airports.

“If you put together all those characteristics, and then you figure out okay, which route would you build? There’s one that really stands out, and that is Dallas to Houston,” Byford said.

The proposed train would shuttle passengers from Dallas to Houston in about 90 minutes compared to the three-and-a-half-hour car trip on Interstate 45. Texas Central Partners, developers of the project, plan to model the bullet train after partner Japan Central Railways’ Shinkansen system.

Amtrak announced last fall that it would explore a partnership with Texas Central to move the project forward, and it was awarded \$500,000 for planning and development from federal the Corridor Identification and Development Program. The grant is a sliver of the estimated tens of billions needed to complete the project.

The U.S. Department of Transportation and Japan’s Ministry of Land, Infrastructure, Transport and Tourism welcomed Amtrak leadership of the rail project following a State Dinner between President Biden and Japanese Prime Minister Kishida last week.

Byford was not present at the meeting but said there is “huge interest” in the project among Japanese and American leadership.

“I did have a meeting with Secretary Buttigieg, the Secretary of Transportation, and he said he himself is very committed to the project, that the president himself is very committed to the project.”

Federal Railroad Administration administrator Amit Bose, who gave a keynote address at the conference, did not give specifics on the meeting when asked about it Tuesday but emphasized the federal government’s openness to exploring more transportation options in the state.

“From a federal perspective, we cannot overlook how big of a state that Texas obviously is and how much growth is happening here, especially in the Dallas and Houston metropolitan areas,” Bose said. “We always look for opportunities to give people who want to travel between these two metropolitan areas [and] not just rely on I-45, not to just have sit in traffic on I-45, so we want to explore options.”

A seven-story-high elevated station near Cadiz and Austin streets in Dallas’ Cedars neighborhood has already received federal clearance. Regional planners at the North Central Texas Council of Governments hope to continue the rail line west to Fort Worth with a stop in Arlington.

The corridor between Fort Worth and Dallas began the environmental review phase in March despite skepticism about the project from Dallas City Council members. Some fear an at-grade or elevated train route could jeopardize the new Kay Bailey Hutchison Convention Center, though planners are doubtful there is a realistic path forward for an underground route.

Hunt Realty Investments, one of Dallas' biggest property owners, says the elevated rail route would compromise their planned \$5 billion development project. The route would slice through the southwest corner of downtown Dallas where Hunt Realty Investments owns the more than 20-acre Reunion property, which includes the Hyatt Regency Hotel and Reunion Tower.

Forty-two alternate route alignments have been considered and rejected since 2020, including a subway option that would require a 17-story vertical transfer, adding at least a 20-minute delay for passengers.

Dallas leaders who raised questions about the Fort Worth stop have said they support the Dallas-to-Houston leg of the project, saying it would make the region a top destination for travelers.

Byford acknowledged the hurdles, including that right-of-way for the project has not been fully obtained, particularly around Dallas, and that the project lacks funding. But if the project successfully gets through the Corridor ID process, leadership can apply for a federal-state partnership for grant funding. That process would take about a year, with service projected to begin in the 2030s.

"There's still a long way to go but exciting times nonetheless," Byford said. "If we're ever going to introduce high-speed rail in the U.S., now's the time."

Amtrak makes its case for high-speed rail from Houston to Dallas at Southwestern Rail Conference

Story by Donnie Tuggle - 4/17/24

DALLAS, Texas (KBTX) - For the first time since announcing its partnership with Texas Central Railway, Amtrak met with KBTX to discuss its plans to introduce high-speed rail to the area, aiming to revolutionize transportation in Texas and beyond.

At the Southwestern Rail Conference, hosted by the nonprofit Texas Rail Advocates, Andy Byford, senior vice president of high-speed rail for Amtrak, shared details of the project's current status, addressing key elements such as service development plans, community engagement, land acquisition and funding.

Byford outlined the three stages of the Corridor Identification (CID) program, emphasizing the ongoing development of a service development plan (SDP). He expressed optimism about completing this phase by mid-June, highlighting the collaborative effort with the Federal Railroad Administration (FRA) to provide necessary information in a timely manner.

Community engagement emerged as a central theme, with Byford acknowledging the diverse array of opinions surrounding the project. He underscored Amtrak's commitment to transparency, citing ongoing efforts to address concerns raised by stakeholders, including local elected officials and residents.

"We understand that not everyone is a fan of the project. We understand that this is a democracy, people are entitled to their views and we understand also as Amtrak that we have to make the case. And you can't just, you know, force these things through. You've got to properly explain the benefits of a project and you've got to properly consult with communities and with elected officials," said Byford.

"Political will is always the other big challenge. Can you get sufficient political support, which is in itself a reflection of community support?" Byford added.

He says the necessity for the project stems from anticipated population growth and escalating congestion on existing transportation arteries like I-35 and I-45. Byford emphasized the urgency of exploring

alternatives to mitigate future congestion on interstates and at airports, positioning high-speed rail as a proven solution employed in developed countries worldwide.

“I think time is of the essence and I think I see that in a macro way as well as a micro. And the reason I say that, is I think this goes beyond just Dallas to Houston. I think as a nation, and obviously, I’m a newcomer to the nation, but I think the alternative is to condemn Americans to ever more crowded interstates, to condemn taxpayers, to just paying for ever-widening highways and potentially using ever-more crowded airports,” Byford added.

Despite encountering pushback, he says Amtrak remains persistent in its commitment to the project’s success. Byford stressed the importance of understanding and addressing differing viewpoints while highlighting the potential benefits for the majority.



Amtrak makes its case for high-speed rail from Houston to Dallas at Southwestern Rail Conference.
Provided by Waco-Temple-Bryan KWTX-TV

“I don’t think the interstates would’ve ever been built if you tried to please absolutely everyone. I think sometimes what you’re aiming to do is to at least hear people out, hear their point of view and give them a courtesy of going to see them, hearing and trying to address their concerns,” said Byford. “It’s not always possible to please everyone. If what you are trying to do is deliver a public good, that ultimately does benefit the majority,” said Byford.

Regarding land acquisition, Byford provided detailed insights, indicating that roughly 30% of the required land has been procured by Texas Central. Negotiations are ongoing for the remaining parcels.

Challenges persist, including securing political support, finalizing funding and acquiring the remaining right-of-way. However, Byford exuded confidence in the project’s potential and the robust demand for high-speed rail, particularly in the aftermath of the COVID-19 pandemic.

“One of the first things Amtrak did in taking over the project was to undertake research to see if the demand was still there post-COVID,” said Byford.



Amtrak Acela high-speed train. Provided by Waco-Temple-Bryan KWTX-TV

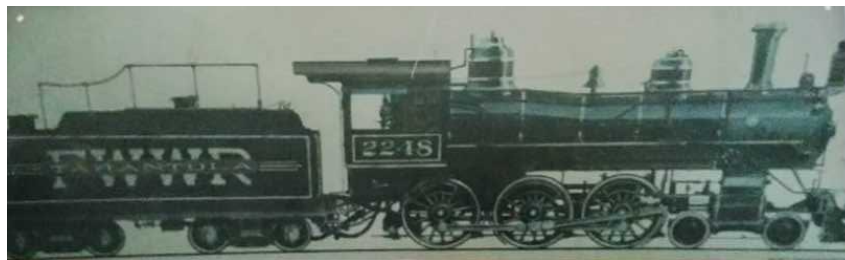
“So our forecast, the actual forecast in terms of the projected ridership is very strong. And that’s important because that means that you can then make a business case for the capital investment to raise the funding in the private markets and in the public sector in order to actually then stick a spade in the ground and make this thing a reality,” Byford added.

Byford says if all goes well the project could be completed in the early 2030s.

“If we are successful in putting together that funding package, which will itself take about a year, then we will be looking to open in the early 2030s and get the line open. And that includes testing, commissioning, trial operations and everything else that you have to do,” said Byford. “So watch this space. There are still a lot of big hurdles to overcome. But I really do think that if we can pull it off, it will be an absolute jewel in Texas’s crown,” Byford added.

Photos of My Photos From My Collection

By Sam Metzger



Fort Worth & Western Railroad Tarantula #2418, a.k.a. “Puffy”



Union Pacific Steam Locomotive #842



Santa Fe Locomotives Passing Tower 55

Chapter Directory

North Texas Chapter Officers, 2024

- *President, Wayne Smith, 940-300-4407
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Facebook Page:
<http://www.facebook.com/groups/409467244127/>

North Texas Zephyr (current issues):
[The Zephyr Newsletter - North Texas Chapter, NRHS \(ntxnrhs.org\)](http://www.facebook.com/groups/409467244127/)

Zephyr Archives:
[Rail History Newsletters \(gogeocaching.com\)](http://www.facebook.com/groups/409467244127/)

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 p.m., 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, May 7th Trips and Events Committee Meeting @ 6:00 p.m. Before monthly Chapter meeting. See below.

Tuesday, May 7th Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program Presentation: Video, *The Amtrak Chief*, at the Chill Bar and Grill, Grapevine, TX.

Friday, May 24th Special Event - The CPKC Empress #2816 Stops in Shreveport, La. See March *North Texas Zephyr*.

Tuesday, June 4th Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program Presentation: Video, *Mojave Desert Rails*, at the Chill Bar and Grill, Grapevine.

Please Note – The Cotton Belt Room of the Chill Bar and Grill in Grapevine is the Chapter's new semi-permanent meeting location due to its central location, cost (free), private room and food service. The majority of the chapter meetings will be held here for the remainder of the year.

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Wayne Smith, North Texas News Editor.

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