

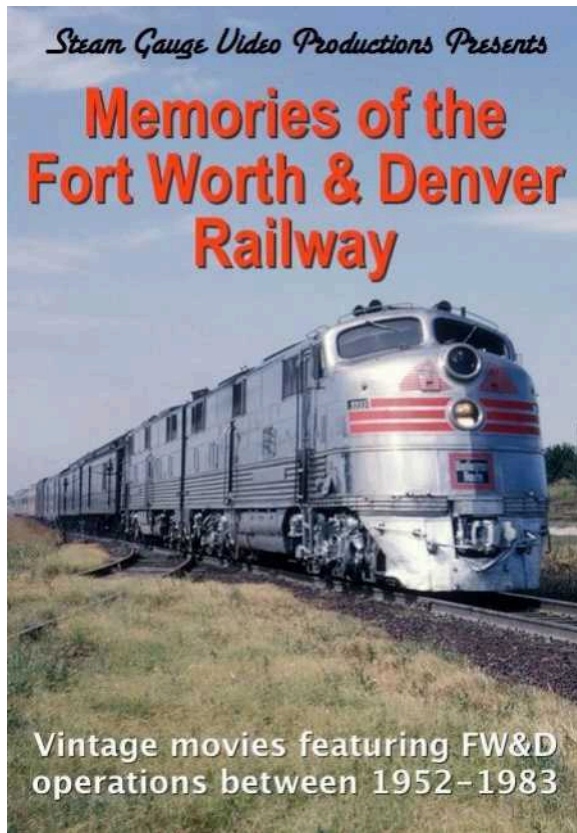
North Texas Chapter – National Railway Historical Society



August Chapter Meeting:

When: Tuesday, August 6th @ 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.



Steve Goen’s DVD production features rare color 8mm and 16 mm movies of the FW&D from 1952-1983. Includes 2-8-2 and 4-6-2 steam, E-5, E-8, F-7, SD-7, SD-9, SD40s, SW-1s, NW-2s and SW1200s. Includes the Texas Zephyr, Sam Houston Zephyr and the August 1959 Greenbelt Bowl football special.



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

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The Branson Scenic Railway

By Wayne Smith (Photos from 2023)

The railroad was originally built as the White River Railway between 1902 and 1905. Because of the rugged terrain of the Ozarks, a number of trestles and tunnels were required in order to create a level railroad grade. The lines later became part of the Missouri Pacific Railroad, and in 1992 were sold to Missouri and Northern Arkansas Railroad and are still in use as an active railroad today. Traffic on the Missouri and Northern Arkansas Railroad determines whether a particular trip of the Ozark Zephyr will operate northbound from Branson to Galena, Missouri, or southbound from Branson to the Barren Fork Trestle in Arkansas.



The Ozark Zephyr operated by the Branson Scenic Railway is preparing to board at the depot in downtown Branson, MO.

On the Northbound end, an EMD F9PHA, built in January 1951 for the Baltimore & Ohio Railroad as an EMD F7, numbered 369 in order #6161 with a serial number of 12668 and frame number 6161-A23. The locomotive was rebuilt in 1981 and served in Maryland with MDOT then MARC before becoming the Branson Scenic 98.

On the Southbound end of the train is an EMD GP30. This locomotive was built in January 1963 for the Baltimore & Ohio Railroad as their number 6973 in order 7631 with a serial number of 27690 and frame number 7631-46. This locomotive went to Chessie System with the same number then to CSX being renumbered to 4265, before becoming the Branson Scenic 4265 before being renumbered to 99 sometime after. This arrangement makes it possible to make the return trip without having to use a wye junction or a passing siding.

The historic 1905 depot in downtown Branson, just one block west of Lake Taneycomo (formerly the White River) at the intersection of Main Street and Branson Landing Boulevard, is the headquarters for the Branson Scenic Railway. The depot houses the administrative offices, the reservation and ticket office, and a train theme gift shop. The depot has its own siding and is away from the main line of the Missouri and Northern Arkansas Railroad.



The Ozark Zephyr, Branson Scenic Railway's historic train, departs from a depot built in 1905 in downtown Branson and operates in the scenic Ozark Mountains for an approximate 40-mile round trip.



The railroad operates a variety of vintage railroad equipment, including three dome cars, a dining car, and several coaches built by the Budd Company. Several are former CB&Q cars, including all three dome cars.



Top and Left: Three additional views of Branson Scenic Railway's beautiful EMD F9PHA, originally a Baltimore & Ohio Railroad EMD F7.

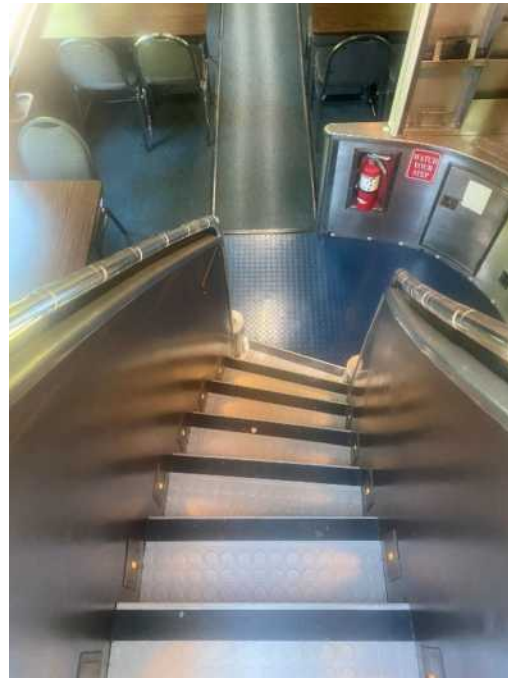
The editor's sister, brother-in-law, son, great-niece, great-nephew and others are enjoying the view in one of three dome cars on the Ozark Zephyr.

The editor's brother-in-law is enjoying the views from the dome car along with other family members.

The trip was very scenic from the dome car. However, the editor failed to capture images of the tunnels and trestles that were also experienced.



Looking down the lighted stairs from the dome into the car below. Tables and chairs are utilized in this car for passengers.



The editor's niece and her significant other are taking a selfie as they enjoy the leisurely train ride through the scenic countryside of the Ozark Mountains.



The Historic Brownsville Museum

Submitted by Jon Shea

At the June Meeting I passed around an issue of the Texas Historical Commission magazine The Medallion. Here is some more information on the Brownsville, TX historical museum. It is a beautiful building and an interesting museum well worth seeing.

Historic Brownsville Museum:

641 E Madison Street, Brownsville, TX 78520

The Historic Brownsville Museum is located at the old Southern Pacific Railroad Depot. Built in 1928, the Southern Pacific Railroad Depot is recognized as a Texas Historical Landmark and is listed on the National Register of Historic Places. Inside the depot, the museum details the events that led to the establishment of Brownsville and displays temporary exhibits that highlight various topics related to local history.

Located in the Simon Celaya building is an 1872 Baldwin wood-burning, narrow gauge railroad locomotive. This permanent exhibit tells the story of the Rio Grande Railroad which began operating in 1872 between Brownsville and Point Isabel (now Port Isabel). This engine, known as Rio Grande Engine No. 1, has the distinction of being the last of its kind in the world.

<https://www.brownsvillehistory.org/historic-brownsville-museum.html>





Built in 1928, the Southern Pacific Railroad Depot is recognized as a Texas Historical Landmark and is listed on the National Register of Historic Places.



Tools of Railroading

Story by Angela Cotey



Tools of railroading. Provided by Trains.com

Railroads are fixed-guideway systems for transporting goods or people. Its basis is the low friction, and hence high efficiency, of a hard wheel rolling on a hard surface. They are made up of many elements: people doing different jobs, and hardware for them to use. The jobs range from laborer to strategic planner. The tools can be as simple as pieces of wood and steel fastened together, or as sophisticated as computerized dispatching systems.

The technology is both ancient and modern - its basics have changed little in nearly 200 years, yet some elements are spinoffs of space exploration.

The two features that set railroads apart from other modes of transportation - and make them so appealing to so many people - are its rolling stock (locomotives and cars) and its roadway (track). Some of the most basic components of roadway and rolling stock include:

Basic components

Norfolk Southern carmen roll a truck with bad wheels out from beneath a steel gondola in the Luther Yard shops in North St. Louis, Missouri, in March 2013. Steve Smedley. Provided by Trains.com

AUTOMATIC COUPLER: Couplers work as clasped hands. A movable knuckle is automatically locked in place by a pin when two cars come together. Uncoupling is accomplished by manual operation of the cut lever, which releases the pin and unlocks the knuckle, allowing it to open as the cars are separated. Other, fully automatic, designs are used on captive equipment such as fleets of commuter cars.

ANGLE COCK: In the open position, allows brake-pipe air to flow from car to car; when closed (as on the end of a train), keeps air in system.

AIR-BRAKE HOSE: Brakes work by air pressure. Cars are linked by hoses to each other and the locomotive, whose air compressor maintains pressure in the brake pipe, or train line. To set brakes, the engineer reduces pressure in the line, causing a valve on each car to draw air from a reservoir, increasing pressure in the car's brake cylinder. As the cylinder's piston moves, linkages force brake shoes against the car's wheels. The system is nearly fail-safe, if it is fully charged at the start of a run - any event causing a loss of pressure in the line causes the brakes to apply.

WHEEL: Each pair of wheels, connected by an axle, is called a wheelset. With few exceptions, cars have eight wheels, grouped in two sets of four in swiveling assemblies called trucks. Bearings on outer ends of axles are connected to truck frames.

FLANGE: A key element of railway technology - a small lip on inner edge of the wheel which keeps rolling stock on the rails. Flange depth is only about 1 inch.

TRACK: Straight (called tangent) or curved. Curvature of track is measured in degrees: most mainline curves are 1 or 2 degrees; track in rough terrain can have 10 degree curves or sharper. Slope, or grade, of track is measured as a percentage of distance climbed per distance traveled forward. Track that rises 1 foot over 100 feet of distance is a 1% grade, which is a significant challenge to a heavy train. Grades steeper than 3% are very rare.

RAIL: Made of high-quality steel. Three parts: head, web, base. Measured by weight per yard: most mainline rail is in 130- to-140 pounds range; some light-duty track has much lighter rail. Standard rail length was once 39 feet, with sections joined by bolts and angle, or joint, bars. Jointed rail remains on lesser used routes, some sidings and tourist lines. The standard now is continuous welded rail. Joined into 1,500-foot lengths at special plants, CWR is transported to the field, where even more joints are welded after it is laid, creating a smooth surface for trains to traverse.

GAUGE: The distance between the inner faces of the rail heads is 4 feet 8-1/2 inches for standard gauge. Used throughout North America and Europe, it originated in England and matches the spacing of ancient wagon wheels. Variations from standard (rare in the U.S. and Canada) are termed either narrow gauge or broad gauge.

SPIKE: Four or six per tie (three or four for each rail, more on curves), driven through tie plates into cross tie to secure rail in place. Clips and special tie plates are used increasingly with wood ties, and always with concrete ties.

CROSS TIES: Most ties are of treated hardwood, though concrete is gaining favor because of its greater strength and durability. Spacing varies according to traffic: closer for heavy traffic, farther for light use.

BALLAST: Crushed rock to keep track in horizontal and vertical alignment and properly drained. Laid over gravel sub-ballast and earth sub-grade.

Common freight cars and what they carry



Freight cars. David Lassen. Provided by Trains.com

Freight cars are perhaps railroading's most essential tools, as they carry the goods which shippers pay the railroads to move. Cars of many configurations are now in service. Some of the most common types include:

- **Boxcar:** For general service, especially loads needing protection from weather. Loaded/unloaded through side doors. Refrigerator cars are similar, but have mechanical cooling equipment.
- **Tank car:** For gases and bulk-quantity liquids like corn syrup, petroleum products, and other chemicals. May be interconnected with hoses to speed the loading process. Two types: pressurized and non-pressurized.
- **Hopper car:** For bulk commodities not needing weather protection like coal and stone. Sloped floor sheets at ends facilitate unloading through doors in funnel-like bins at the bottom of the car.
- **Covered hopper:** For bulk commodities like grain needing weather/contamination protection. Loaded through roof hatches, unloaded like an open hopper. May have flat or rounded sides.
- **Gondola:** For loads like iron and steel products, scrap, pipe, logs or other odd-shaped materials. Some have removable roofs and/or special body design. High-side types carry coal, are turned upside down in dumpers to unload.
- **Flatcar:** For loads, often large objects, not requiring weather protection. Cars with end or center bulkheads are for wood products. Intermodal cars carry truck trailers and containers.
- **Auto rack:** A significantly modified 89-foot intermodal flatcar fitted with decks, walls, roof, and end doors for carrying automobiles and light trucks on two or three levels.
- **Double-stack car:** For intermodal containers stacked two high in a lowered area, or well. Some fitted to carry single trailers too. Can be a single, eight-wheel unit or articulated (sharing trucks) with adjacent cars.

Other tools, and their uses

Freight cars are assembled into trains in areas of many tracks called yards. These range in size from small staging areas to giant classification facilities. The biggest and busiest have small humps, or hills, over which cars are slowly pushed; such hump yards thus use gravity to speed the process of grouping cars into trains.

Most freight trains are staffed by two people: an engineer, who operates the locomotive, and a conductor, who is in charge of the train. Some trains also carry a brakeman to help with switching maneuvers, though the job title dates from the manual-brake era.

The dispatcher plans and controls the movement of trains. Most rail lines have only a single track; when two trains must meet, the dispatcher routes one into a passing siding. Most big railroads now have centralized dispatching centers covering all or large parts of their systems. Here, dozens of dispatchers, each responsible for a certain territory, keep train operations safe and fluid. A time-tested method of keeping trains separated is the block system, where rail lines are divided into segments (or blocks), with only one train allowed in a block at a time.

For the train crews, the dispatcher's instructions take the form of radio messages and wayside signal lights. Radio has come to be an indispensable railroad tool, allowing complete communication among many different types of employees.

The major signal systems are automatic block signals (ABS) and centralized traffic control (CTC). More sophisticated than ABS, CTC allows the dispatcher to control signals and track switches from a panel or computer screen, permitting greater operational flexibility.

Today, a system called Positive Train Control, which utilizes computer control and GPS tracking, monitors train movement on lines transporting hazardous materials and passengers. Positive Train Control systems are designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zones, and movements of trains through switches left in the wrong position.

Maintenance of rolling and fixed equipment is a big part of railroading. Among the support people are maintenance-of-way crews who work in specialized groups (rail gangs, tie gangs, etc.), bridge-and-building crews, and signal maintainers. Rolling stock is sent periodically or as needed to locomotive shops and car shops.



The orange box in the coupler, an end of train device, is seen on the rear of a CSX intermodal train passing through Falmouth, Va., on Jan. 24, 2014. Spencer T. Whitman. Provided by Trains.com

Today, machines do much of the work once done by people. Trackside defect detectors monitor trains for dragging and hot equipment. Most cabooses have been replaced by small boxes on the rear coupler that monitor brake line air pressure to ensure cars are coupled together. Called end-of-train devices (EOTD), they send a signal to the locomotive cab indicating proper coupling and air pressure. Such technological enhancements, together with the inherent efficiency of the steel-wheel-on-steel-rail format, have kept railroads vital.

Shout-Out to Steven “Captain Transit” Siegerist **For Receiving His NRHS Service Award for 60 years, 1964 -- 2024.**

North Texas Chapter Founding Chapter Member, still Active Chapter Only Member and former Chapter Treasurer Steve Siegerist received his 60 year NRHS Service Award at the June meeting of the Saint Louis Chapter, where he currently resides. We are thrilled to acknowledge Steve’s monumental accomplishment for his service to the North Texas and St. Louis Chapters of the National Railway Historical Society. Steve was also previously presented with the Al Coppinger Memorial Award for Outstanding Service to the North Texas Chapter of the National Railway Historical Society.

National Railway Historical Society National Convention
Keystone Rails 2024



The 2024 Convention dates are Monday, August 26st through Saturday, August 31th in Harrisburg, PA. We hope to see you in 2024 in Pennsylvania.

Planned events include a Members Reception as well as visits to the Strasburg Rail Road Museum and the Railroad Museum of Pennsylvania, the East Broad Top Railroad and the Rockhill Trolley Museum, the Reading & Northern Railroad, the Middletown & Hummelstown Railroad and the Northern Central Railway of York, Advisory Council and Board of Directors meetings as well as evening seminars.

The Convention Planning booklet is available now. [Please click here to view and download the .pdf file.](#) The sales website is now available: [2024 Convention Registration.](#)

NRHS members will have to log into their account to register. Non-members will have to create a user name and password, then log in to register.

The host hotel will be the **Hilton Harrisburg Hotel** in downtown Harrisburg, PA. The Special NRHS member rate per night will be \$134.00 plus 11% state tax. To make a reservation with a hotel Agent is 1-800-Hilton, or 1-717-233-6000. The reference **Group Code is 900.**

****Update - The 2024 NRHS convention headquarters hotel, the Harrisburg Hilton, has sold out. We have arranged for overflow housing:**

Crowne Plaza Harrisburg-Hershey
23 South Second Street, Harrisburg, Pennsylvania 17101

To make an online reservation: [National Railway Historical Society Reservation Link](#) Type “900” in the Group Code field to receive the special rate.

Rooms must be booked by August 6th, 2024 to receive the discounted rate. Rooms booked after that date may be at a higher rate and subject to availability.

Closing sales dates to remember: Convention merchandise sales: August 4th. Hilton Harrisburg Hotel registrations: August 6th. Convention registration: August 11th.

NORTH TEXAS CHAPTER, NRHS

Presents

The Texas State Railroad Piney Woods Express

The North Texas Chapter, NRHS has scheduled an all-day event at the Texas State Railroad (TSRR) on Saturday, October 5, 2024. We will leave by Chartered Motor Coach from Grapevine, TX for the drive to the TSRR Palestine Depot in Palestine, Texas. We have reserved First Class seats on the Piney Woods Express for a 4 hour round trip to the TSRR Rusk Depot in Rusk Texas and return to Palestine. A box lunch will be provided at the Rusk Depot as part of your ticket price.

Here are the details of our event:

- 1) Date: October 5, 2024
- 2) Time: Motor Coach leaves Grapevine Convention Center parking lot **PROMPTLY at 7:30 am. Please be prompt!** Returns to Grapevine around 6:15 pm.
- 3) Departure Location: Grapevine Convention Center, 1209 South Main St, Grapevine, TX 76051, **EAST PARKING LOT.**
- 4) Venue: Texas State Railroad, Palestine to Rusk and return to Palestine on the Diesel-powered Piney Woods Express in a First-Class, Air Conditioned Coach.
- 5) Cost for members is only \$95.00 per member or their guest for a First-Class ticket with box lunch provided at Rusk. Purchase your tickets now through August 31 by mail or bring your completed form and check to our Chapter Meetings on July 2 or August 6.
- 6) Ticket sales will be opened to non-members starting July 16 through August 31. Ticket price for non-members is \$111.00 per person for a First-Class ticket with box lunch provided at Rusk and includes a North Texas Chapter membership.

7) **See how & when to purchase tickets below.**

SCHEDULE:

Leave Grapevine (Convention Center) - Motor Coach	7:30 am	Arrive Palestine	10:20 am
Leave Palestine	- TSRR 11:00 am	Arrive Rusk	12:20 pm
Leave Rusk	- TSRR 1:40 pm	Arrive Palestine	3:00 pm
Leave Palestine	- Motor Coach 3:30 pm	Arrive Grapevine	6:15 pm

MOTOR COACH: The Chapter is subsidizing some of the Motor Coach cost so that we can have a comfortable, enjoyable trip to and from Palestine. We will also be able to watch DVDs while on the Motor Coach. Non-Alcoholic beverages are permitted on the Motor Coach, but only in containers with screw on caps, no cans. Here are some of the Motor Coach details:

- Air conditioning
- PA systems for tour guides or announcements
- DVD/Blu-Ray players with over-sized flat screen monitors
- Wi-Fi from front to back

110-volt outlets at every seat

On board restroom

Seats 56

LUNCH SELECTION:

1) A box lunch is provided at Rusk Depot and is included in the ticket price. You must make a box lunch selection when you purchase your tickets.

2) Selections are:

- a. Ham Hoagie with provolone cheese, lettuce and tomato, chips and drink.
- b. Turkey Hoagie with provolone cheese, lettuce and tomato, chips and drink.
- c. Pulled Pork sandwich bun, with onions and pickles on side, chips and drink.
- d. Crispy chicken strip sandwich on jalapeno cheese bun with pickles on side, chips and drink.
- e. Chicken salad sandwich on jalapeno cheese bun with lettuce, chips and drink.
- f. Mac & Cheese with three chicken strips, drink.
- g. Hot Dog Meal: hot dog with chips and drink.
- h. Veggie Wrap: avocado spread, tomato, cucumber, onion, and spinach on a tortilla wrap, chips and drink.
- i. Chef Salad: lettuce salad mix, tomato, cheese, ham & turkey, egg, bacon, croutons, drink, choice of dressing.

3) There is a concession (snack) car on the train: snacks, drinks, candy bars, ice cream, popcorn; items not included in the ticket price

HOW TO PURCHASE TICKETS:

1) **Complete your ticket & lunch choice purchase(s) using the attached registration form.**

2) Members only: Members only will have the opportunity to purchase tickets through July 15, 2024.

3) Ticket purchases beginning July 16, 2024, through August 15, 2024, are open to all members and non-members.

4) All ticket purchases must be received by August 31, 2024.

5) Reservations are on a paid first come, first serve basis and are limited to 56 members/guests and non-members.

6) All reservations must be paid and received by Saturday, August 31, 2024.

QUESTIONS:

Contact Bob Kennedy at rckennedy48@verizon.net or 214-497-7745

Thanks very much.

Bob Kennedy, Treasurer
North Texas Chapter, NRHS

NORTH TEXAS CHAPTER, NRHS
The Texas State Railroad Piney Woods Express Event
Ticket Purchase Form

Complete the following information (PLEASE PRINT):

Number of tickets*: _____

Name*: _____ Phone*: _____

Address: _____

City: _____ State: _____ Zip code: _____

E-Mail Address*: _____

Spouse/Guest's Name*: _____

*Required fields.

PLEASE INDICATE YOUR BOX LUNCH CHOICE(S) BELOW*:

- ___ Ham Hoagie with provolone cheese, lettuce and tomato, chips and drink.
___ Turkey Hoagie with provolone cheese, lettuce and tomato, chips and drink.
___ Pulled Pork sandwich bun, with onions and pickles on side, chips and drink.
___ Crispy chicken strip sandwich on jalapeno cheese bun with pickles on side, chips and drink.
___ Chicken salad sandwich on jalapeno cheese bun with lettuce, chips and drink.
___ Mac & Cheese with three chicken strips, drink.
___ Hot Dog Meal: hot dog with chips and drink.
___ Veggie Wrap: avocado spread, tomato, cucumber, onion, and spinach on a tortilla wrap, chips and drink.
___ Chef Salad: lettuce salad mix, tomato, cheese, ham & turkey, egg, bacon, croutons, drink, choice of dressing.

Please make your check for the total amount of your tickets, payable to

North Texas Chapter, NRHS

MEMBERS/GUESTS: \$95.00 per person

NON-MEMBERS: \$111.00 per person

Mail your check or money order and this completed form to:

BOB KENNEDY, NTC NRHS TREASURER

3304 CROSS BEND ROAD

PLANO, TEXAS 75023

- 1. Reservations are on a PAID first come, first serve basis and are limited to 56 members/guests and non-members.
2. All reservations must be paid and received by Saturday, August 31, 2024.

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

The July 2024 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, July 2nd in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 14 attendees, including one guest.

President Wayne Smith called the meeting to order at 7:34 PM.

Discussions

President Wayne Smith began the meeting by promoting the upcoming Chapter sponsored event on October 5, 2024, “The Texas State Railroad Piney Woods Express”. Treasurer Bob Kennedy was asked to elaborate on the event. The ticket price of \$95.00 per member includes a leisurely round trip ride on a chartered bus from Grapevine, a ride on a Texas State Railroad First-Class Air Conditioned Coach and a box lunch provided at Rusk. *See Page 16 in this newsletter for detailed information.

Wayne gave out several collectable and gently used railroad related shirts.

Wayne shared information about his recent trip to Vancouver Island, British Columbia, and his return to the British Columbia Forest Discovery Center. Wayne and relatives were present for the inaugural run of a restored narrow-gauge shay locomotive that hadn't run in 26 years. It took 8 years to restore the locomotive that was stretched out by Covid. There are only 21 operating shays that exist.

Wayne welcomed and introduced a guest who was a friend of Dr. Michael Ross.

VP of Programs Jon Shea announced that August's program is entitled *Memories of the Fort Worth and Denver Railway* to be held at the Grapevine Chill Bar and Grill. September and October meetings are to be determined.

Jon announced that the first Tuesday in November is election night and members voted to schedule the November meeting the second Tuesday, November 12th, instead. The November meeting is our traditional chapter auction and will be at the Texas Western Model Railroad Club.

Jon recently purchased a photo of a Katy Alco locomotive and passed it around. He also passed around a photo of an old converted Katy caboose without a cupola.

VP Trips and Events Skip Waters reminded everyone of the upcoming NRHS National Convention, Monday, August 26st through Saturday, August 31th in Harrisburg, PA. *See Page 13 in this newsletter for details.

Skip announced that the Second Annual 24 Hours @ Big Sandy was changed to Monday/Tuesday September 16-17 by the chapter board for a very special event in conjunction with the UP and the City of Big Sandy.

*As the new president of the Wichita Falls Railroad Museum, Skip is working hard with the City of Wichita Falls and local volunteers to revive the museum. Open this link for information on the next community meeting.

<https://www.facebook.com/share/p/8jjLYpfigej32QjE/>

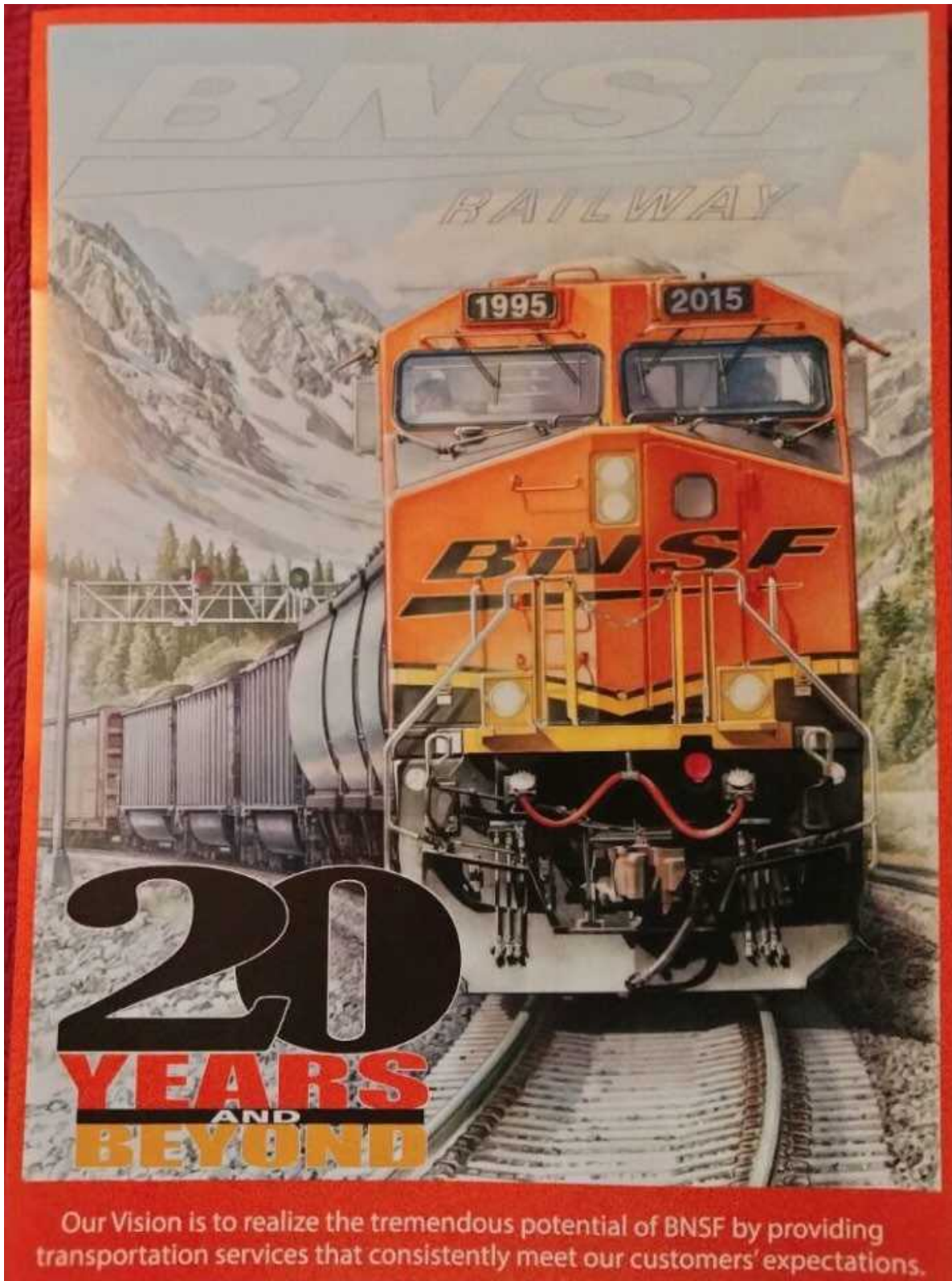
Member Sam Metzger brought a book, *Southern Pacific Lines Across Texas and Louisiana 1934-1961* to pass around.

Member James Dolande announced that he has completed his training as engineer for the Six Flags Railroad. He also brought a model of an interurban car that he recently completed.

The program for the evening was the video, *Big Boy on Tour 2019, Part II*.

The meeting was adjourned at approximately 9:30 PM.

Meeting minutes submitted by Chapter President/Editor Wayne Smith in the absence of Chapter Secretary Jerry Nunn.



BNSF 20th Anniversary Poster submitted by Sam Metzger.



James Dolande reported that he has completed his training as an engineer on the Six Flags Railroad.



James Dolande reports that he has now driven 4 narrow gauge trains including RGS 20, Goose 7, No. 7 Tom Rolt on the Tallyllyn and now SF&TRR no. 2.



Rio Grande Southern Narrow Gauge, 4-4-4, No. 20 reportedly driven by James Dolande.



Completion of the facelift on the ex-Southern Pacific/Texas and New Orleans Mikado #771 locomotive on static display in Grapevine. It is hard to see, but it says Grapevine Vintage Railroad on the tender.
Photo by Wayne Smith

HEAR YE, HEAR YE! SOMETHING "BIG" IS ABOUT TO HAPPEN!!!

The countdown has started to attend the

2nd Annual "24 Hours @ BIG SANDY" 2024!!!

THIS YEAR IT'S GOING TO BE BIG!!! NEW DATES - IT'S ON A WEEKDAY - MAY HAVE TO GET OFF WORK OR SKIP SCHOOL TO ATTEND THE FULL SHOW!

WHY??? - IT WILL HAVE A "BIG" VISITOR STOP BY ON TUESDAY, SEPT 17TH - YOU DO NOT WANT TO MISS IT!

WHERE - BIG SANDY, TEXAS!!!

Dates are confirmed for the 2nd Annual "24 Hours @ BIG SANDY" 2024!

3:00pm Monday, September 16th through 3:00pm Tuesday, September 17th, at the Big Sandy Heritage Center on Gilmer Street in Big Sandy, Texas (East, Texas).

The BEST PART --- One of the main reasons for building this Heritage Center was to have it as a Railfan Park, where train enthusiasts can view trains... This is FOR REAL!!!

The Heritage Center is located next to a major rail crossing for the Union Pacific Railroad in East, Texas. The former Texas & Pacific and the Cotton Belt rail lines cross here. It is reported to have 50-60 trains pass per day including Amtrak's Texas Eagle. You can view this rail crossing via a live railcam linked below.

Plan to join us in Big Sandy in September for Rail Fun with Rail Friends doing what we love to do best and watch TRAINS from the back porch of the Big Sandy "Railfan Park" at the Heritage Center!!!

We are now accepting those who want to show a program or presentation that can be done inside the Heritage Center! Video programs, Show N Tell, speakers, demonstrations or what have you are welcome. The Heritage Center comes with a Big Screen, seating and restrooms....YES, INDOOR RESTROOMS (but don't get crazy).

Come Play the Great Locomotive Race Trivia Game with new questions, and expect the usual great fun, friends and activities to keep you busy for 24 Hours... and **lots of TRAIN WATCHING - PLUS SOMETHING BIG WILL BE THERE on TUESDAY!!!**

So **mark your calendars for September 16th & 17th**, get your lawn chairs ready (sleeping bags too) because, it's **TIME TO WATCH SOME BIG TRAINS... IN BIG SANDY!!!**

Join the "24 Hours @ Big Sandy" Facebook page for the latest updates, (NOTE: This is also the Saginaw page, but that's how it goes for now) <https://www.facebook.com/24hoursatSaginaw>

PRESENTERS: We are now accepting presenters who would like to put on a program for this year's event. Please email me off list to: wgcrush@swbell.net to be on the schedule. We love live presentations, clinics, exhibits... it just has to be about trains and railroads.

Whatever you do... It's time to come out, time to show it and **IT'S TIME TO WATCH SOME BIG TRAINS - IN BIG SANDY!**

Skip Waters, Chairman
2nd Annual "24 Hours @ Big Sandy" 2024
North Texas Chapter, NRHS
www.ntxnrhs.org

P.S Also accepting gifts for door prizes! If you have some to offer, please contact Skip directly at wgcrush@swbell.net
P.P.S Big Sandy has a virtual railcam too! See a video about it here.
<https://www.youtube.com/watch?app=desktop&v=GaCHSrdV4ZE>

Chapter Directory

North Texas Chapter Officers, 2024

- *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://The Zephyr Newsletter - North Texas Chapter, NRHS (ntxnrhs.org))

Zephyr Archives: [Rail History Newsletters \(gogeocaching.com\)](http://Rail History Newsletters (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 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, August 6 Chapter Meeting @ 7:30 p.m. (Meet "N" Greet at 7:00 p.m.) – Program Presentation: Video, Memories of the Fort Worth & Denver Railway, at the Chill Grill, Grapevine.

****** August 26 through August 31, 2024, in Harrisburg, PA - NRHS Annual Convention **** (See page 13 for details.**

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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