

North Texas Chapter – National Railway Historical Society



November Chapter Meeting: Annual Auction to raise funds for our Heritage Grant Program

When: Tuesday, November 12th @ 7:00 p.m.

Where: Texas Western Model Railroad Club,
6808 Forest Hill Dr, Forest Hill, TX 76140

*****Note – Different Date and Location**

Phone: (682) 587-2092



At the Texas Western Model Railroad Club

"About Us: The Texas Western Model Railroad Club (TWMRC) is an organization founded in 1996 by a group of local modelers in the Fort Worth, Texas area. It was originally formed to build a private, freelanded, permanent layout roughly based on the east/west route of the Texas & Pacific Railway. However, now in its second building location, the new layout has become a prototypical representation of railroads operating in and through Fort Worth, Texas, with the central focus being Tower 55. Built on two levels, it will offer long runs, state of the art metal benchwork, LED computer-controlled lighting, and both freight and passenger prototypical operations."

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The National Ranching Heritage Center Photographs by Wayne Smith

The National Ranching Heritage Center, located on the Texas Tech University campus in Lubbock, Texas, is a unique museum dedicated to preserving and celebrating the history and heritage of ranching in the United States. Established in 1971, the center sits on a 27-acre historical park and features a collection of authentic ranching structures ranging from the 1780s to 1950s that tell the story of ranching in North America.

Visitors can explore the evolution of the ranching industry through exhibits that showcase artifacts, tools, and memorabilia. The center also hosts educational programs, annual events, and demonstrations that provide insights into the cowboy way of life and the crucial role ranching played in shaping the American West and how it continues to impact everyday life. With its commitment to preserving the rich cultural legacy of ranching and educating the future, the National Ranching Heritage Center serves as a valuable resource for both locals and tourists interested in understanding the nation's Western heritage.



The NRHC's train is typical of those used for shipping livestock in the 1920s and '30s.

A steam locomotive originally given to Texas Tech University in the 1960s was moved to the National Ranching Heritage Center where specially laid tracks allowed it to stand next to the restored Ropes Depot. Together with cattle cars, caboose and shipping pens, they help tell the story of the railroad's influence on the cattle industry in Texas.

When former vice president of the Fort Worth and Denver railroad line and Texas Tech Regent, Wright Armstrong, made an effort to acquire a locomotive for the University, he learned that engines had been sold for scrap in 1955. With none available in Texas, the Burlington Railroad Lines, which owned the Fort Worth and Denver, provided an engine from another of its subsidiaries: the Colorado and Southern line out of Denver. Number 4994 was brought out of storage. It was restored and its markings changed to represent a locomotive used in West Texas—the Fort Worth and Denver 401. The 4994 is similar in style to the 401, which had originally been built in 1915. Both started in service as coal burners and were later converted to oil.

Built in 1923 by the Baldwin Locomotive Works of Philadelphia for freight service on the Burlington's main line, the locomotive was donated to Texas Tech in 1964 and occupied a space near the coliseum on the main campus. In 1983, arrangements were made for it to be part of the historical park at the NRHC.

Santa Fe railroad personnel used a switch engine to pull the Texas Tech engine across the highway and onto a temporary spur to the track near the NRHC's Ropes Depot. Also acquired for the locomotive were wooden Santa Fe cattle cars, including a rare double-deck car that hauled sheep and small livestock and the single deck stock car, which carried cattle and horses. Cowhands escorting their herds often rode in the wooden caboose. The NRHC's train is typical of those used for shipping livestock in the 1920s and '30s.



#401 (Former Colorado & Southern #4994) was built in 1923 by the Baldwin Locomotive Works of Philadelphia for freight service on the Burlington's main line.



After adding the locomotive, the National Ranching Heritage Center later acquired wooden Santa Fe cattle cars, including a rare double-deck car that hauled sheep and small livestock and the single deck stock car, which carried cattle and horses. Cowhands escorting their herds often rode in the wooden caboose. The cattle shipping pens on the left are from the King Ranch near Kingsville, Texas. The train and shipping pens help tie together the histories of the nation's railroad and ranching industries.





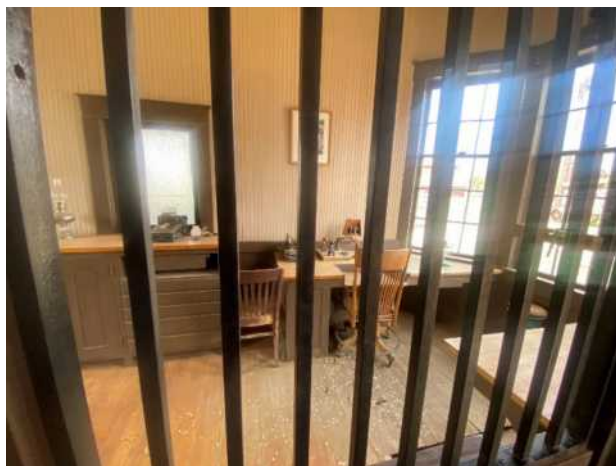
Cowhands escorting their herds often rode in the wooden caboose.



The wood-frame Ropes Depot opened on July 1, 1918.



The wood-frame Ropes Depot, built on land once owned by Isaac L. Ellwood, a manufacturer of barbed wire, opened on July 1, 1918. Historian Sally Abbe said, "Traditionally, railroads had connected previous settled points. But in the West, railroads were often the forerunners and spurs to civilization. Such was the case with Ropes. The depot was the first business establishment in the town. As more and more farmers and small stockmen moved into the area, the Santa Fe realized the economic value of a town-site at the railroad." The Ropes Depot held an office, receiving area, desk, chairs, ticket window, scale for weighing packages, wood-burning stove, benches and a safe. During a renovation in early 2004, NRHC historical maintenance staff found an area where a wall had been moved to enclose a small ticket booth.



Ropes is the only depot in Texas that doesn't bear its town name. The depot preceded the town. Legend holds that area cowboys wanted to call the new rail point "Ropes" for the rope corrals they made to hold livestock before shipping pens were built. It is more likely the depot was named for Horace Ropes, a Santa Fe division engineer who surveyed part of the Panhandle of Texas and eastern New Mexico in 1888. Ropes residents changed the town's name to Ropesville in 1920.



The Rail Car House was built by the Santa Fe Railway to store track tools, supplies and a handcar. It was a home base for a section gang. Tools were loaded on the handcar and taken up or down the track to make necessary repairs. Every depot had a rail car house.



If railroaders didn't call the structure a rail car house, they referred to it as a tool or work house. It was built as a box-and-strip structure with pine walls and (originally) a slate roof. A sliding door allowed entry for the handcar. Supply bins and a wall desk were built in one end of the building, and a sliding wooden window provided ventilation.



The 6666 Ranch is one of the most famous ranches in Texas. Brought to the National Ranching Heritage Center in 1981, the barn appears much as it did when in use at the Four Sixes headquarters. The interior was changed extensively for use during special events and education programs at the NRHC.

This wooden water tank was first used around 1890 on the JA Ranch in Palo Duro Canyon in Texas. It held a reserve water supply for 3,000 cows. Moved to the ranch headquarters in the 1920s, it was used as the oat bin to feed the horse herd. Surprisingly, this water tank was never used on any railroad.



Visit the National Ranching Heritage Center website:
<https://ranchingheritage.org/about-us/>

Friday, August 16, 2024

Fort Worth, TX: 1928 UP/Texas & Pacific (T&P) Lancaster Yard, Backshop and Roundhouse

(Reproduced with permission)

<http://towns-and-nature.blogspot.com/2024/08/fort-worth-tx-1928-uptexas-pacific-t.html>

towns-and-nature.blogspot.com

Yard: ([Satellite](#))

Turntable: ([Satellite](#))

The T&P merged into the Missouri Pacific.

John L Lancaster was the president of the T&P. [[uta](#)]



[HomeTownByHandlebar roundhouse,](#)

Photo from University of Texas at Arlington Library Star-Telegram Collection
Evidently UP calls this Davidson Yard instead of Lancaster Yard

***Editor's Note -**

The original T&P yard was built in the early 1900's by the Texas & Pacific Railroad and named "Lancaster Yard" after John L. Lancaster, president of the Texas and Pacific Railroad. In 1963 the Missouri Pacific Railroad assumed control of the Texas and Pacific. On September 8, 1971, Lancaster Yard was renamed "Centennial" in recognition of the 100th birthday of the T&P. Centennial became a part of Union Pacific following the merger with the Missouri Pacific in 1984. In 2007, the large hump yard facility was renamed "Davidson Yard" for then retiring Union Pacific CEO Richard K. Davidson.



Tim Starr [posted](#)

Picture taken at the Texas & Pacific shops at Lancaster Shops in Fort Worth TX in 1938 when the railroad was in the middle of upgrading their 2-10-4 units for dual service during World War II.



T&P LANCASTER YARDS

ENNIS C HELM PHOTO
- STAR TELEGRAM
- RECORD TELEGRAM FTW

[TexasHistory](#), cropped

[This source provided [map information](#).]

I think I see a transfer table between the shop building and the roundhouse.



[HomeTownByHandleBar](#) yard, this webpage has a lot of info about the yard



1955/57 Benbrook and Fort Worth Quads @ 24,000

Jon's Most Interesting Find Photographs by Jon Shea

On his way to Fredericksburg, Jon Shea came across a “Texas Zephyr” diner-lounge-observation car, *Silver Streak*, and a “Sunset Limited” Southern Pacific dining car. The Southern Pacific diner was being used as a restaurant. Also, a Santa Fe depot from Dumas, TX, was being used as a provisions store. No other information was available.

*Editor's Note – After research, your editor found the location of the structures and rolling stock to be in Oak Hill, TX. Oak Hill is an unincorporated community and collection of neighborhoods located in southwestern Austin, Texas. The Southern Pacific diner was being used by “Winner Rotisserie and Fine Foods”. The emphasis was on to-go orders, but did provide seating in the dining car. The restaurant's last day of business was to be October 31, 2024 and did not give a reason for closing.

Additional information was then provided by Dennis Hogan: Those passenger cars Jon found near Austin belong to William Osborn, attorney and Santa Fe historian. He has collected and moved passenger cars and buildings related to railroads and the oil industry to an area called the Texas Compound. See: <http://www.texascompound.com/>



The Dumas, TX, Santa Fe depot is now repurposed as a provisions store in the Texas Hill Country.



You never know what you might stumble on to! Jon found this area called the *Texas Compound* and is a collection of railroad related rolling stock and structures as well as structures from the west Texas oil and gas industry that were saved from demolition. Many are being leased as repurposed structures.



The former Southern Pacific diner was used by “Winner Rotisserie and Fine Foods”.



The former Texas Zephyr diner-lounge-observation “Silver Streak” car is located in Oak Hill, TX.



A lot of railroad history can be found in Oak Hill located in the southwest Austin area of Texas.

A Trip on the Arkansas & Missouri Railroad By Dennis Hogan



It was a beautiful day for a train ride on the Arkansas & Missouri Railroad on September 29, 2024.





Riding behind Alcos 68 and 44 on the A&M Railroad.

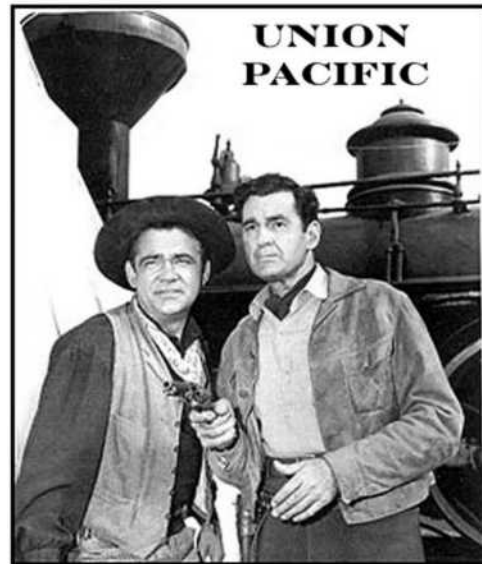


A photo run by on the Arkansas and Missouri Railroad.

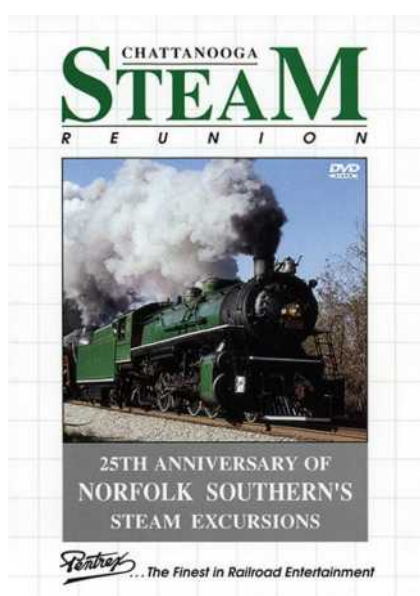


The North Texas Chapter, National Railway Historical Society, Fall Plano Area Media Show and NRHS Open House

The North Texas Chapter, National Railway Historical Society, hosted the Fall Plano Area Media Show and NRHS Open House on Saturday Night, September 28, 2024, after the first day of the Plano Train Show. The show location was once again held at the Addison Taco Joint in the private Fiesta room. We chowed down on Tex-Mex and watched some episodes of vintage railroad related television series including *Casey Jones* and *Union Pacific*.



Casey Jones is an American Western television series syndicated during the 1957–58 television season. It starred Alan Hale Jr. as Casey Jones and was based upon the life of late 19th-century engineer Casey Jones in the era of pioneering western railroads. *Union Pacific* is a Western television series starring Jeff Morrow, Judson Pratt, and Susan Cummings that aired in syndication from 1958 until 1959. This show was inspired by the 1939 film also named *Union Pacific*, starring Joel McCrea, Barbara Stanwyck, and Robert Preston.



At the Fall Plano Area Media Show and NRHS Open House, we also watched *Chattanooga Steam Reunion*. Railfans gathered in Chattanooga, Tennessee, on the first weekend in November, 1991, to celebrate the 25th Anniversary of Norfolk Southern's steam excursion service.

The main attraction, Southern 4501, puts on a grand show as it pulls a special excursion to Hollywood, Alabama.

On Sunday morning, the bright green Mikado is again honored by leading a triple-headed steam train out of Chattanooga. The proud engine is in its glory as it leads the 611, the 1218, and 28 passenger cars out of town.

Just Fun Stuff!

This is how little a train actually touches the tracks!



u/xwhv / Via reddit.com

Big Boy Mania FAQs

From the Mind of Dennis Hogan

Q1: Will fans at trackside experience fainting because 4014 consumes all the oxygen in the vicinity?

A1: UP provides a special oxygen generating car to replenish the air.

Q2: Does Ed Dickens add jalapeños to the firebox to boost speed?

A2: No, the EPA forbids it!

Q3: What is the top speed of the 4014?

A3: Classified



“Just in case you forgot.”



u/VioletVibe_ / Via reddit.com

A Trip to Holyhead, Wales

By Jon Shea

Holyhead railway station serves the Welsh town of Holyhead (Welsh: Caergybi) on Holy Island, Anglesey. The station is the western terminus of the North Wales Main Line 105½ miles west of Crewe and is managed by Transport for Wales Rail.

The first station in Holyhead was opened by the Chester and Holyhead Railway on 1 August 1848, but this was replaced by the second on 15 May, 1851.

The present station was opened by the London and North Western Railway on 17 January, 1866 and still retains its overall roof. It is believed to be the longest train shed in Wales. It originally had four platforms, but only three are currently in use, the track to the former platform three having been lifted. The station approach contains a Grade II listed clock turret which was unveiled on 17 June 1878 by Albert Edward, Prince of Wales, to mark completion of old harbour extension. The clock is by J. B. Joyce & Co of Whitchurch.

Holyhead railway station is the western terminus of the North Wales Coast Line. This little port town on the tip of the island has always been an extremely important stopping point on the journey to Ireland. Today the station welcomes passengers on a number of services from all over the UK, including a daily service between London-Holyhead.

By the time the railway reached Holyhead in 1848, it was already a well-established port; the largest settlement in Anglesey in fact. The original station was opened by the Chester & Holyhead Railway in 1848 but it was replaced by the London & North Western Railway company in 1851 – you can still see the roof of the “new” building today.

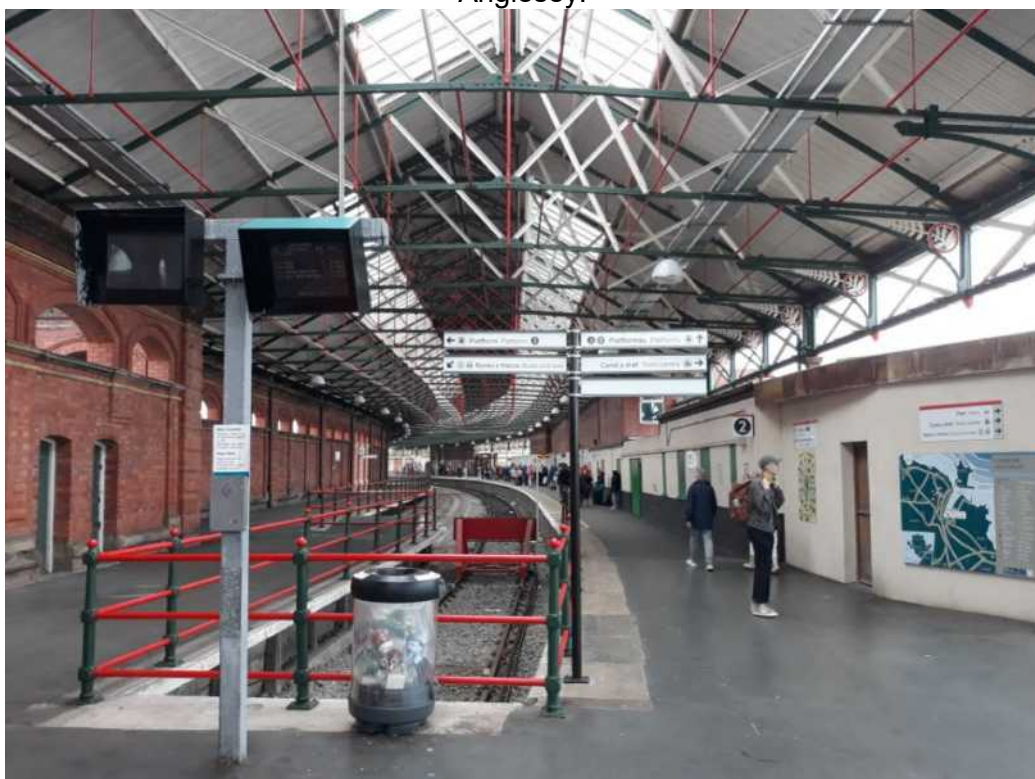
When the railway came to Holyhead, trains ran right down to the waterside. Today the station still has links to the sea as it adjoins Holyhead Ferry Port – the UK’s busiest sea link to Ireland.

Wiki Source: [Holyhead - Conwy Valley and North West Wales Coast Community Rail Partnership \(conwyvalleynorthwalescoast.com\)](https://en.wikipedia.org/wiki/Holyhead_-_Conwy_Valley_and_North_West_Wales_Coast_Community_Rail_Partnership_(conwyvalleynorthwalescoast.com))





Holyhead railway station serves the Welsh town of Holyhead (Welsh: Caergybi) on Holy Island, Anglesey.



The station is the western terminus of the North Wales Main Line 105½ miles west of Crewe and is managed by Transport for Wales Rail.

Another Trip by Dennis Hogan, Train Aficionado



While staying at Queen Wilhelmina Lodge in AR, Dennis snapped this photo of nearby Old Dierks Lumber Co #360 4-6-0, built 1920, on static display there. The first owner was Texas Oklahoma & Eastern RR #360.



Another shot of #360 located in Queen Wilhelmina State Park in Arkansas.



Who can ignore a beautiful sunset?



This photo was taken in Paris, AR. It is a Cooke 4-6-0 built in 1898. 1st owner: St Louis Iron Mountain & Southern #595, 2nd owner: MP #2522, 3rd owner: Ft. Smith Subiaco & Rock Island # 2522.

The Texas State Railroad Piney Woods Express Photographs by Wayne Smith Unless Otherwise Noted

The North Texas Chapter, NRHS scheduled an all-day event at the Texas State Railroad (TSRR) on Saturday, October 5, 2024. By all accounts, we had a very successful event. We left by chartered motor coach from Grapevine, TX for the drive to the TSRR Palestine Depot in Palestine, Texas. We had purchased First Class seats on the diesel-powered Piney Woods Express in a First Class, air conditioned coach, for a 4 hour round trip to the TSRR Rusk Depot in Rusk Texas and return to Palestine. A box lunch was provided at the Rusk Depot as part of the attendees' ticket price.



Members Sam Metzger and Jose Cardenas pose in front of our train while dressed for the occasion.



Wayne Smith, wife Lana and mother-in law Linda pose with our FP9A locomotive. Taken by Bill Long.



The end of our train included Caboose TSR #129. Photo by David Ricker



Left: The caboose was removed in Rusk and the TSRR drumhead can be seen. Right: Interior of the parlor car on the Texas State Railroad.



Members Jerry and Lynda Nunn are seen in our first class coach. Photo by David Ricker.



TSRR Car #40 provided first class accommodations and amenities.



The depot in Rusk is where we were served our boxed lunches with plenty of picnic tables.



Another angle of the TSRR depot in Rusk. Photo by Linda Swan.



This Baggage/REA (Railway Express Agency) car was where we picked up our boxed lunches.



Left: The water tower in Rusk is used to service steam locomotives when they are running. Right: Our conductor who also unlocked the locomotive shed so we could see TSRR's steam locomotives.



Several Seating Class Options/Amenities are available to passengers, including the TSRR dome car.



Left: Inside the dome car. Right: Inside the Presidential Car. Photos by Linda Swan.



The TSRR turntable seen from the train while passing through Maydelle, TX. Photo by Lenore Klausner.

An Extra Special Treat at the Texas State Railroad!



Our conductor opened up the train shed when we got back to Palestine in order for us to view some of the steam locomotives and some rolling stock as well. Seeing the Texas & Pacific Railway #610, 2-10-4 built by Lima Locomotive Works was the highlight of our shop tour.



If you are a railfan from Texas, you know that the T&P 610 locomotive pulled the American Freedom Train through parts of Texas during the United States Bicentennial. The left picture shows the T&P #610 sitting beside the Southern Pacific #4449, which was also used to pull the American Freedom Train. Both are seen in Bicentennial colors. These pictures were displayed along with #610 in Palestine. Photos by Linda Swan.



This beautifully restored Rock Island caboose was behind the T&P #610.



A friendly wave from Chapter member Bill Long.



Former Santa Fe #1316, 4-6-2 built by Baldwin Locomotive Works. Photo by Linda Swan.



Former Texas and Pacific Railway #316, 4-6-0 built by A. L. Cooke.



A dilapidated T&P Business Car being prepared for restoration? Photo by Linda Swan

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

The October 2024 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, October 1 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 14 attendees.

President Wayne Smith called the meeting to order at 7:32 PM. A guest Dave Grein attended this meeting for the first time. Welcome Dave!

24 HOURS AT BIG SANDY

Because of the Big Boy tour, the 24 Hours at Big Sandy took place on Monday, September 16 and Tuesday, September 17. On Monday the participants viewed the usual freight train traffic and were treated to a railroad trivia contest that evening.

Tuesday was the Big Day for the Big Boy. The event was a huge success, primarily due to the UP 4014 (Big Boy) stop. Wayne thanked Jerry for being “his right hand man” with his usual hard work in assisting with the event setup. They went a day early to get the event setup in advance. And thanks so much to VP Skip Waters for being instrumental in assisting with getting the Big Boy to stop on the 4014 tour! Big Sandy’s Mayor Linda Baggett, city administrator Laura Rex and other city officials received a plaque from Engineer Ed Dickens, his assistant (Andrew Stienkamp, a UP Superintendent), and a Public Affairs Representative (Richard Zientek, Sr. Director Public Affairs – Corporate Relations) from the Union Pacific Railroad designating Big Sandy as a Rail Town. Attendance included a representative, Sarah Butler (East Texas Regional Director), from Senator John Cornyn’s East Texas office in Tyler. Many thanks to all board members and chapter members that assisted with this event. It took a large group of many to pull this off.

Large attendance at the event resulted in a huge success in sales. All the food trucks sold out. The Chapter sales went extremely well. The Chapter had 200 commemorative buttons for sale at \$10 each, and we sold every one of them. We even sold one for \$40! (Thanks Wayne for your generosity and willingness to “take one for the team”!) We sold Big Boy prints/DVD’s, several books, and a couple of Tower 55 bricks. But we sold no SP books. Total gross sales were about \$2600.

And last, the Chapter wants to recognize our pitmaster Jason, who made sure that those of us who manned the entrance and sales table had something to eat, as we were too busy to visit the food trucks.

PLANO TRAIN SHOW

Attendance was about normal for the fall show. Thanks to all the volunteers who filled in at the ticket sales and information desks, and helped Wayne man the NRHS information Chapter sales were \$103. The 10 attendees at the Saturday evening slideshow viewed videos of the “Casey Jones” TV series and a Norfolk Southern 25th Anniversary reunion. (*Note – See page 17.)

TEXAS STATE RAILROAD EXCURSION

Bill Long reminded those who have tickets to the Texas State Railroad trip on Saturday, October 5 that the motor coach (a bus with restroom facilities) will depart from the east side of the parking lot at the Grapevine Convention center. Attendees can board at 7:15 AM and the motor coach leaves at 7:30 AM SHARP. Be there on time! Drinks are allowed on board, but they must have a screw on top.

The Grapevine Convention Center parking lot is about 2 blocks east of Main St. on Vine St. It can be reached by going east from Main on Vine St., east of the library and Convention Center.

NATIONAL AND LOCAL DUES

The National dues notices should be arriving in the mail soon. These are different from the local dues, which are paid separately to the local chapter.

NATIONAL CONVENTION AND WICHITA FALLS CHAPTER

There are new Convention Chairman and co-Chairman, and a new Convention committee. Skip will retain his position as Chairman of Chapter Development.

The NRHS Chapter in Wichita Falls is being reorganized and renamed the Wichita Valley Chapter. Steve Goen is the new Chapter president.

CHAPTER MEETING SCHEDULE AND HANDOUTS

Jon Shea announced upcoming meetings: the November meeting will be on November 12, because of the election. It will be at the Texas Western Model RR club. This will be our annual auction.

The December meeting will be the Christmas dinner at Babe's in North Richland Hills. There will be a White Elephant Gift Exchange.

The January meeting will be back at the Chill Bar, where there will be an election of officers and show and tell.

Jon also passed out some books and magazines, and a UP 4014 commemorative coin that all board members received from the UP in Big Sandy. He also has Katy RR calendars for \$10 apiece. Proceeds go to the Katy RR Historical Society.

BIG BOY IN FORT WORTH

The Big Boy will stop in Fort Worth on Thursday, October 10 and Friday, October 11 on its return leg to Cheyenne. It will be on public display near the T&P station. Those wishing to view the train are encouraged to take the TRE to the T&P station to access the train, as parking will be scarce in the area.

If anyone wishes to see the train inbound to Fort Worth, the 4014 will be coming from the south through Burleson on October 9. When the train leaves Fort Worth, it is expected to go north on the UP Choctaw sub through Roanoke, Argyle, and Denton, and north on to Denison and the Red River into Oklahoma.

EVENING PROGRAM

The evening program was an interesting video of a PBS program "Pullman and the Railroad Rebellion". The meeting adjourned at the conclusion of the video.

Jerry Nunn

Secretary, North Texas Chapter, NRHS

News Flash (ex-Age of Steam locomotive slated for restoration) - The Fort Wayne Railroad Historical Society recently announced that it had acquired New York Central L-3a "Mohawk" 3001 and planned to restore the 4-8-2 locomotive to operation for use on its popular Indiana Rail Experience excursions. The 3001 is the largest surviving NYC steam locomotive and the only member of the L3a class to escape the scrapper's torch. More information to follow in the December issue of *The North Texas Zephyr*.

IT'S ALMOST THAT TIME AGAIN! 2025 North Texas Chapter Dues Renewal

Annual renewal of your North Texas Chapter Membership is due by **January 1, 2025**. Your annual dues are paid directly to our Chapter either by check, online, or by cash.

Membership dues are still \$16 for either a Regular Chapter Membership or a Chapter-only Membership and still \$18 for a Regular Chapter Family Membership.

1. TO PAY BY CHECK:

Make your check 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**

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.

2. TO PAY ON-LINE:

Visit the Chapter's on-line store at:

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

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

3. TO PAY BY CASH:

Your dues can be paid 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

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://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, November 12th, Chapter Meeting Starts at 7:00 PM – Program: Annual Auction at Texas Western Model Railroad Club. *Please note that the meeting is the second Tuesday of November instead of the first Tuesday due to the national elections.

Thursday, November 28th – Happy Thanksgiving!

Tuesday, December 3rd, Annual Chapter Christmas Dinner and White Elephant Gift Exchange at Babe's Restaurant in North Richland Hills. Starts at 7:00 PM.

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Wayne Smith, North Texas News Editor.
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