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Special Feature – DART’s Next Generation Cars & Lines

DART C-Section Delivery Creates Next Generation SLRVs

Customers can step out on the next generation of light rail vehicles as DART modifies its current fleet with a new, low-floor section.

The new center section of the vehicles adds seating capacity for about 25 more passengers and improves access through level boarding, which will allow passengers with disabilities - plus people with strollers, bicycles and the like - to step or roll directly onto the trains without using mechanical lifts.

Right: Passenger convenience at even level with center section. (Photo credit: DART)
The newly modified cars begin service in early Summer 2008. The vehicle conversion is scheduled for completion by the end of 2010. The modified cars are known as Super Light Rail Vehicles (SLRVs) because of the greater length and added passenger capacity. The SLRV will seat approximately 100 passengers compared with 75 on the current vehicles. Standing passengers on the vehicle can nearly double the capacity.

Left: Smooth running for LRV with center section. (Photo credit: DART)

How does DART do it?

- Each of DART’s 115 light rail vehicles will be converted into super light rail vehicles (SLRVs) with the addition of the low-floor rail car insert.
- The insert kit (the car exterior, or shell, railcar truck, etc.) arrives at a DART assembly facility in Northwest Dallas from Japan. Once assembled, the car is delivered via flatbed trailer to a final assembly point near DART’s current service and inspection facility near Fair Park where it is installed.

Right: Delivery of center section. (Photo credit: DART)

- During its conversion an LRV is first separated at the articulation point - the place between the two car sections where the vehicle bends and the low-floor car is inserted.
- It takes approximately five weeks to convert the LRV to an SLRV. From there it is turned over to DART staff for testing, modifications as needed, and final acceptance.

Left: Installation of center section. (Photo credit: DART)

Because the initial SLRVs are modifications of the current fleet of 115 LRVs, they also have another advantage: the inserts are less expensive than full-sized vehicles. However, DART will need to modify all current stations, except Victory Station, which was built to accommodate level-boarding at the time it was constructed. The platform work began in November 2007 and will continue for two years. The platform improvements also will enable DART to operate longer, three-car trains through the Dallas CBD.


500 Days And Counting To Green Line

North Texans are just over 500 days away from taking the train to Deep Ellum, Baylor University Medical Center, and Fair Park when the first phase of the $1.8 billion, 28-mile Green Line rail project opens as scheduled on September 14, 2009.

“There is a long tradition of passenger rail service in the communities served by the Green Line, and we’re excited to help bring it back,” DART President/Executive Director Gary Thomas said. Until January 1956 streetcars carried passengers through Deep Ellum and the neighborhoods by Baylor Hospital to Fair Park where up to four sets of tracks were in service in front of the fairgrounds, Thomas explained. "Not coincidentally, the Green Line will follow much the same path, and Fair Park Station will be in the same location as it was when rail service stopped in 1956.

We look forward to transporting new generations of North Texans through these communities.”

Green Line Corridors Projected Opening Dates

September 2009
Green Line (Southeast Corridor)
10.1 miles, Pearl Station to Buckner Station; 8 stations
Green Line (Northwest Corridor)
17.6 miles, West End Station (Dallas) to North Carrollton/Frankford Station (Carrollton); 12 stations

December 2010
Green Line (Southeast Corridor)
MLK Station to Buckner Station (7.4 miles)
Green Line (Northwest Corridor)
Victory Station to Inwood Station (2.8 miles)
Inwood Station to Bachman Station (Northwest Highway) (3.2 miles)
Bachman Station to Farmers Branch Station (4.9 miles)
Farmers Branch Station to North Carrollton/Frankford Station (5.5 miles)


Special Feature – T&P Railroad

Memories of the T&P - Jon’s History Corner
By Jon Shea
With Lone Star Rails 2008 roaring down the track let's take a look back at the Texas & Pacific Railroad (T&P), one of our great Texas railroads, that we will be remembering fondly at the convention. These items are taken from two T&P Passenger timetables, November 21, 1943 and March 24, 1946. The latter honored the Diamond Jubilee of the T&P, 75 years of Service 1871-1946. On the cover is a drawing of an old 4-4-0 American type locomotive and a modern steam locomotive #900. An advertisement for the railroad's service to industry reads "Tip the Scales in Your Favor. Select your new plant site along the Texas and Pacific." Then the historical reminder: "Today the only railroad operating under a charter granted by a special act of Congress." The older timetable proudly lists its named passenger trains some of which are: 1) No. 1 Daily The Sunshine Special - North Texas Section. St. Louis and Memphis (partly on Missouri Pacific) to Fort Worth. 2) Number 11 Daily Sunshine Special - West Texas, California Section. Fort Worth to El Paso and Los Angeles (partly on Southern Pacific) 3) No. 2 Daily - Sunshine Special - North Texas Section. Fort Worth to St. Louis and Fort Worth to New Orleans. 4) The Texan Nos. 15 and 16 Daily LA to St. Louis or New Orleans via Fort Worth (each direction). 5) The Texas Ranger No. 6 Daily El Paso to Alexandria, Louisiana. 6) The Louisiana Limited Nos. 21 and 22 Daily - New Orleans to Fort Worth (both directions) and on to El Paso. The fare from Dallas to Fort Worth was 65 cents. Dallas to St. Louis on a sleeper was $6.40, to El Paso was $5.80, to New Orleans was $4.95 and to Los Angeles was a whopping $12.75. These prices did not include federal tax. The cover of the 1943 brochure has a proud V for Victory in World War II and a fine picture of Steam Engine #902. The 1946 timetable shows that post-war America was vacationing again. "Carlsbad Caverns. One of the World's Great Wonders - has miles and miles of rooms, tunnels, passageways. Marvelously beautiful laces in stone; vast rooms filled with majestic stalactite and stalagmite formations unequalled anywhere. Electrically lighted-Elevator service-Lunch in cavern. Don't miss the sight of a lifetime! Motor Coach Service Daily from El Paso." Another notice shows how Mineral Wells, Texas was once a great tourist destination. "Mineral Wells. A delightful resort where America drinks its way to health. Renowned for the curative powers of its famous Mineral Waters. Texas and Pacific Motor Coaches meet all trains at Millsap and convey passengers direct to the hotels at Mineral Wells in twenty minutes. Golf-fishing-tennis-mountain climbing and many other modes of recreation and pleasure. Moderately Priced." And this note: "Direct Connections at St. Louis with fast trains to and from Chicago, New York, and the East. Through Sleepers between St. Louis and Los Angeles Westbound on Sunshine Special. Eastbound on the Texan." The timetable proudly ends with a note to show the railroad is riding high after 75 years. "The Eagles are Coming. The magnificent light weight Sunshine and Louisiana Eagle trains, which will be put in service the last half of the year, are being custom built for comfort, safety and speed. These Eagle rail-masters will consist of the finest equipment known to the railroad world."

Retracing T&P's Roots In Tyler
The T&P's role in north Texas history was featured recently in a news series in the Marshall News Messenger. Jan Bailey McCauley, a history professor at Tyler Junior College, wrote several historical retrospectives on the T&P Shops in Marshall. On June 17, she will present her full paper at the Marshall Depot Museum's monthly meeting.

Here are a few excerpts from her retrospective, which can be read or heard online at the link shown at the bottom of this article.

"By the time I became aware of the T&P Shops in Marshall, they were but a shadow of a former way of life... I would hear mention of "near the shops" by people giving directions to some long-gone café ... Back then, I didn't realize how pervasive an effect this employer had on the lives of thousands of East Texans for a century. Retracing the history of the Texas and Pacific Railway shops retraces the history of Marshall, and the state and nation."

"Eager to secure the railroad and business ...hopeful that government money or private investors would insure the railroad's success, Harrison County voters passed a $300,000 bond to establish Marshall as the eastern terminus of the T&P. The city sweetened the deal by providing 66½ acres ...what appeared to be the railroad's perpetual commitment to remain in Marshall."

Send news for next issue to: NTX.NEWS@YAHOO.COM, by July 15, 2008
“A 1903 Dallas Morning News article describing “T & P’s Big Shops” listed an annual payroll of $1 million.”

“Civic pride included Marshall’s T&P Hospital, built by the railroad for its employees in 1885 on Grand Avenue… provided modern medical care for employees from as far away as New Orleans and El Paso, although the bulk of patients were from East Texas.”


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**Special Feature – National Train Day**

**Grapevine Celebrates 1st National Train Day**

The North Texas Chapter and Lone Star Rails 2008 were well represented at local celebrations for the 1st National Train Day, May 10, 2008. John Morris graciously shares this coverage of the activities held in Grapevine.

Grapevine took pride in observing National Train Day with a four hour special event held at the historic 1901 Cotton Belt depot.

Many events were held with a old west gunfight, hourly spike driving contest, tours on the passenger coaches, photos with Puffy (1896 steam engine), photos with the Engineer, Conductors (Matt McCorey & Richard Rega) & crew.

Live music (loud & clear) on the Burlington Northern flat car. Hobo Bob made a appearance & then disappeared on a local train. Mike McLintock, President of the Lone Star Hi-Railers, was there with several members displaying a train layout & promoting their future train layout to be constructed in a 70 by 10 baggage car adjacent to the Grapevine Vintage Railroad turntable.

*Left:* Steam locomotive atmosphere at Grapevine. *(Photo credit: John Morris)*

Skip Waters with the North Texas Chapter, NRHS was there promoting Lone Star Rail 2008. The convention runs June 16-22 & will be held in Fort Worth. Information on the event at www.LoneStarRails2008.com Thanks to the City of Grapevine for putting on a super event & honoring National Train Day.

*Right:* Continue the rail celebration with Lone Star Rails 2008! *(Photo credit: John Morris)*

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**North Texas Rail News**

**Railroad Passenger Car Alliance Convention, Dallas, January 16-18, 2009**

The Railroad Passenger Car Alliance (RPCA) will have their 2009 convention at the Sheraton Starwood (formerly Adams Mark) Hotel in Dallas. The Texas Rail Advocates might also hold their convention at the same time. RPCA conference information will be available around October 1, 2008. **Source**: 5/19/08, RPCA announcement at: http://www.rpca.com/conf.htm

[Editor’s note: thanks Steve Siegerist for submitting the news, and his commentary: “It is usually in January. These are people who own private rail cars and usually come in the railroad cars. This is a major change from the 2008 convention in January in Duluth, Minnesota. No thank you, I don’t have any longjohns.”]

**BNSF Purchases Land In Southern Dallas County Industrial Park**

Burlington Northern Santa Fe (BNSF) has purchased 198 acres at a growing industrial hub in southern Dallas county, as reported by the *Dallas Morning News* (5/13/2008). The Union Pacific Railroad already has an extensive rail and intermodal operation in the area by the Dallas Logistics Hub. BNSF’s property has more than 9,000 feet of rail frontage. Business representatives stated that expansion in southern Dallas county would complement BNSF’s current large operations in Alliance. **Source**: 5/13/08, *Dallas Morning News* article by SHERYL JEAN and BRENDAN CASE at http://www.dallasnews.com/sharedcontent/dws/bus/industries/commrealestate/stories/051308dnbushub.f37f8225.html

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Send news for next issue to: **NTXNEWS@YAHOO.COM**, by July 15, 2008
General Rail News

1000 Miles of Rail Fame? Picture Your Train In Amtrak Calendar Competition

Join Amtrak's “Picture Our Train” 2009 Wall Calendar Photo Contest and your photograph could adorn the walls of train lovers everywhere. Enter your photo of an Amtrak train (sporting the current logo) to have your image featured on the Amtrak 2009 wall calendar. Rules state: “Best original color photograph featuring an Amtrak train with the current Amtrak logo and livery visible. Photographs of trains displaying Amtrak Cascades, Amtrak California, Amtrak Pacific Surfliner and Acela Express livery are also eligible.” The First Prize winner will receive a $1,000 Amtrak travel voucher and a photo credit on the calendar. The Second through Fifth Prize winners will also receive Amtrak travel vouchers. Contest ends July 11, 2008. Source: 5/19/08, Amtrak announcement at http://www.amtrak.com/servlet/ContentServer?pagename=Amtrak/am2Copy/Hot_Deals_Page&c=am2Copy&cid=1093554057903&ssid=224

Chapter Features & News

Chapter President's Corner – Ron's Ramblings

By Ron Anderson, Chapter President

ALL ABOARD! The time is NOW, for everyone to turn in their volunteer sheet for the LoneStarRails 2008 Convention. I expect each member of our chapter to volunteer for something, no matter how large or small. We are not a large chapter, and it will take everyone and more to have a really good Convention. Not to say we won’t have help. We will. Gulf Coast Chapter is contributing to help primarily with the Texas State Railroad day, and a great big THANKS to them for doing so. National folks have given us guidance and assistance in various ways for a long time. Still, it is OUR convention, so we will run the show. Your Convention Committee has been working hard for many, many months, and cannot do it all themselves. Besides, there are good benefits to volunteering, depending on what you choose to do. After all, I think that is one of the reasons we are all a part of this organization. Everyone can take a certain pride in being part of an accomplishment, but only if you make the effort. So, if you haven’t been asked, take the initiative and send the form. And, if you haven’t signed up for the dinner on Friday night, you should do so. Your Chapter thanks you.

Chapter Meeting Minutes, May 6, 2008


President Ron Anderson and VP Jon Shea were unavailable so VP Skip Waters called the meeting to order @ Garland Landmark Museum at 7:40 pm. He welcomed all members and guests in attendance. There were 17 members in attendance, including new members Chris Galvin and Leonard Opdenhoff, and two guests Marlin and Ellie Stout from Livingston, Texas who drove in to attend the meeting. John Allen, a new member from last meeting, was also in attendance. Skip reviewed the upcoming programs:

• May 23-24 will be “24 Hours at Saginaw”. We are still signing up presenters for this event. The June issue of Railfan & Railroad has two articles on Ft. Worth and Dallas railroads.

• June 3 we will meet at the Farmers Branch Historical Park to tour the Dallas & Wichita RR Depot and 1890’s restored caboose there and then have a volunteer workshop for the convention in the farmouse on the grounds. A volunteer training session will also be held.

• June 16-22 Lone Star Rails 2008 Convention in Fort Worth

• July 1 Meeting cancelled, chapter on R & R after convention.

VP Publications Valli Hoski reported the June newsletter cutoff date is May 15. She requested everyone to bring cameras to Saginaw and email pictures to her for the newsletter. Minutes for April and May are needed. The chapter has a need for a computer projector for various presentations at the convention, mainly on Friday from 8am-11am. Anyone who has access to one is asked to bring it to the convention. The August-October meetings need to be firmed up so their information can be published in the newsletter.

VP Events Skip Waters reported the latest Cowcatcher Roundup has a nice article about the upcoming convention and the 24 Hrs @ Saginaw event. Tim is also going to do an article about the convention after it is over. Rail Pace News magazine is providing copies of their May and June issues to the convention for use as goodie bag stuffers. Skip also reported Saturday, May 10, is National Train Day, sponsored by Amtrak with numerous national events scheduled. The North Texas Chapter of the NRHS will work at Grapevine Railroad from 9am-1pm, manning an informational booth. Dallas Union Station events are from 12pm-4pm. Skip presented a $165 check to the chapter, which was received from the Museum of American Railroads for volunteer work during the “Thomas” event last month.

Treasurer Steve Siegerist reported we are solvent as a club right now. He also commented that DART’s Green Line welded rail is in place and several side streets in Farmers Branch are closed. Entry to the Farmers Branch Historical Park should be made from the Josey Lane side next month due to these closures.

Convention volunteer chair and co-chair Wayne Smith and Dale Wilkins respectively, requested volunteer signups for workers. All events still need workers for car, bus, & train hosts. All volunteers need to attend one of the three safety training seminars planned. One will be held during the June 3 chapter meeting in Farmers Branch, with the other sessions on May 25 and June 14.

Skip reported that as of May 1, public sale of the Quanah rail trip tickets commenced. Prices are $199.00 RT per person with sales to be sold through June 1. Texas & Pacific (banquet) dinner tickets will also be opened to the public at a later date. Russ Covitt reported that anyone wanting a shirt or hat with the convention logo to see him and he can order it for near immediate delivery. Break at 8:35 pm.
needed to help with manning the event. He also repo rted Saturday, May 10, is National Train Day and vo lunteers are needed to man the info booth at Dallas Great Northern and Northern Pacific.

Over the years, the FW&DC was merged with the Colora do and Southern Railroad, became part of the Chicag o Burlington & Quincy (CB&Q)

1881 between Fort Worth and Denver City. The FW&DC ext ended the reach of the rails out to Wichita Falls, Amarillo and far northwest Texas.

1908 to the north. Eventually the FW&DC and Colorado Southern w ould become part of the Burlington Northern system after the merger of the CB&Q, Great Northern and Northern Pacific.

Chapter Meeting Minutes, April 1, 2008

NORTH Texas CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MEETING MINUTES AND NOTES, DATE: April 1, 2008. Sokol Hall, Dallas. President Ron Anderson called the meeting to order at Sokol Hall at 7:38 pm. He welcomed all members in attendance. There were 16 members in attendance, including new member, John Allen.

Ron reported that member Wayne Smith has been named the Nominations Chair for the 2008 year. VP Programs Jon Shea reviewed the upcoming programs:

- May 6 we will meet at the Garland Landmark Museum for a member program entitled “Tall Tales and Small Slides, Favorite Railroad Moments” Limit 10-20 slides
- May 23-24 will be “24 Hours at Saginaw”
- June 3 we will meet at the Farmers Branch Historical Park to tour the Dallas & Wichita RR Depot and 1890’s restored caboose there and then have a volunteer workshop for the convention in the farmhouse on the grounds.
- June 16-22 Lone Star Rails 2008 Convention in Fort Worth
- July 1 No meeting scheduled, maybe a marathon slide presentation.
- August 5 Convention wrap-up. Capture all relevant data from convention to pass on to Florida for the 2009 convention.
- Sept. 2 Open
- Oct. 7 Open
- Nov. 4 Auction
- Dec. 2 Christmas Party Banquet

VP Publications Valli Hoski reported the next newsletter cutoff date is April 15, TAX DAY! She is pleading for pictures of the upcoming convention and 24 Hours at Saginaw events for the newsletter. VP Events Skip Waters reminded everyone the 24 Hours @ Saginaw event was upcoming and volunteers are needed to help with manning the event. He also reported Saturday, May 10, is National Train Day and volunteers are needed to man the info booth at Dallas Union Station from 12pm-5pm. NTD’s purpose is to bring awareness to train usage & promote Amtrak. We will also promote the NRHS and our upcoming convention. April issue of Railfan & Railroad has an article and ad for the convention and the May issue will have a dedicated article on the convention. Skip also reported that Ham Radio QSL cards would be available to Ham operators who call the convention radio site, courtesy of Valli and Harry. Richard Eichorst of the St. Louis chapter, NRHS, is making available MOPAC/T&P unused ticket books as souvenirs for the convention train rides @ $1 each. National rep Dale Wilken reported the next meeting of the board is April 11-13 in Syracuse, NY. Headquarters is meeting at the offices of Fernley & Fernley as previously reported.

Rail News: Roy King reported the SF M160 motorcar is in Grapevine for the “Thomas” event, also the “Glen Nevis” business car.

#3751 is running a trip from LA to San Diego and back the 1st weekend in June, on Sunday. The Central Coast chapter website has more info. centralcoastchapter.com #261 is running from Minneapolis to Milwaukee same weekend as our convention.

New Business: David Podhrasky made a motion to cancel the July meeting, seconded by Roy King. Motion carried. Break at 8:20 pm Program at 8:25 pm by members Steve Siegerist and Roy King who presented a program titled “Transit & Tracton Doubleheader”. They gave a background of the interurbans in America and talked about the Texas Electric and Texas Interurban Railways, Tarrant County Traction Co, and Northern Texas Traction Co. The Texas Electric used 600V cars from Denison to Dallas and newer 1200V cars from Dallas to Corsicana and Waco. The last day of operation of the Texas Electric was Dec 31, 1948.

Lone Star Rails 2008 Convention Corral

Quanah Zephyr – BNSF Mainline Excursion!

Historically speaking, the QUANAH ZEPHYR - BNSF Mainline Excursion on Saturday, June 21 up to Quanah will mark the first time since September 11, 1967 that a public passenger train has traversed this route.

The Fort Worth & Denver (FW&DC) City Railway (later FW&D Railway in 1951) was chartered in 1873, and built during the 1880’s, shortly after the Comanche Indians were finally forced to accept a treaty and end their reign as the Lords of the North Texas Plains. Service started in 1881 between Fort Worth and Denver City. The FW&DC extended the reach of the rails out to Wichita Falls, Amarillo and far northwest Texas. Over the years, the FW&DC was merged with the Colorado and Southern Railroad, became part of the Chicago Burlington & Quincy (CB&Q) system. Eventually the FW&DC and Colorado Southern would become part of the Burlington Northern system after the merger of the CB&Q, Great Northern and Northern Pacific.
In 1936, the first streamlined train, the Sam Houston, was operated with the cooperation of the FW&DC and the Burlington-Rock Island between Fort Worth and Houston. The Texas Zephyr premiere train of the streamliner era operated daily between Dallas-Fort Worth and Denver, Colorado from its inaugural run August 22, 1940 until it was discontinued on Monday, September 11, 1967. The route of the Quanah Zephyr excursion transverses a vast section of North Texas stretching from the headwaters of the Trinity River, all the way to the desolate plains of Northwest Texas. The trip allows riders a “once in a lifetime opportunity” to retrace this important rail artery. Enroute you will see the burial site of Comanche Chief Peta Nocona (father of Quanah Parker), pass over the historic twin spans crossing the Wichita River, see one of the last herds of wild Texas camels, pass countless grain elevators, speed past the mysterious Medicine Mounds of Comanche lore, and to arrive in historic Quanah, Texas, headquarters of the fabled Quanah, Acme & Pacific Railroad. As one steps off the Quanah Zephyr, one can almost hear Chief Quanah Parker as he proudly proclaimed after its construction that “This is my town... this is my railroad!”

Tell your rare mileage and excursion riding friends that now is the time to purchase tickets. This trip will sell-out!

As for the rest of the convention events, tickets went on sale to the public May 15! Tickets are still available for most events, go to the website below to download the convention brochure http://www.lonestarrails2008.com

Don’t forget we need you to volunteer! Please contact Wayne Smith at email: kwsmith@uta.edu or Dale Wilken at 817-308-8170 to get signed up and attend a safety meeting today. Sign up now with the Volunteer Form in this month’s issue. Skip Waters, Chair, LSR 2008.

Sources: Fort Worth Denver City Railway history – Wikipedia (http://en.wikipedia.org/wiki/Fort_Worth_and_Denver_Railway); Handbook of Texas Online (http://www.tshaonline.org/handbook/online/articles/FF/eqf3.html); Steve Siegerist; Skip Waters.

Chapter Directory

North Texas Chapter Officers
- President, Ron Anderson, rra_nrhs@yahoo.com
- Vice President/Programs, Jon Shea, 972-480-9054.
- Vice President/Trips and Events, Skip Waters, 214-987-2888.
- Vice President/Publications, Valli Hoski, ntx.valli@yahoo.com
- Secretary, Dave Gramm, dgramm@sbcglobal.net
- Treasurer, Steve Siegerist, 972-234-2682.
- National Director, Dale Wilken, d-mwilken@sbcglobal.net.

Chapter Business Address
North Texas Chapter, NRHS,
P.O. Box 600304
Dallas, Texas 75360

North Texas Calendar

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 16-22, 2008</td>
<td>Lone Star Rails 2008 National Convention – Hilton Fort Worth, 815 Main St., Fort Worth, Texas 76102. For registration and more, see <a href="http://www.LoneStarRails2008.com">www.LoneStarRails2008.com</a>, email <a href="mailto:Info@LoneStarRails2008.com">Info@LoneStarRails2008.com</a> or call (214) 207-5733.</td>
</tr>
<tr>
<td>Tues. July 1, 2008</td>
<td>There is no North Texas Chapter meeting. Chapter “on R&amp;R” from Lone Star Rails 2008 – see ya next month!</td>
</tr>
<tr>
<td>Tues. Aug. 5, 2008</td>
<td>North Texas Chapter meeting – 7:30 p.m. Founder’s Building (by Cotton Belt depot), 701 S. Main St., Grapevine, Texas. Guest speaker &amp; program: to be determined.</td>
</tr>
</tbody>
</table>

North Texas Chapter History

Founded and chartered in 1996, the North Texas Chapter is one of the newest chapters of the National Railway Historical Society*. The 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 held 7:30-10:00 PM, first Tuesday of each month, usually (but not always) at the Grapevine Tourist & Visitor Information Center at Main St. and the FWWR railroad tracks. Visitors and newcomers are welcome. Effective August 2007, regular membership is $46 a year ($33 national dues + $13 chapter dues). Additional family members are $7 per individual. Regular membership includes: a) subscription to the NRHS Bulletin (5 issues/year) and our monthly chapter newsletter, the North Texas Zephyr. Chapter mailing address: North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360. *Reminder, effective Feb. 2008, NRHS has a new mailing address: National Railway Historical Society, 100 N 20th Street, 4th Floor, Philadelphia, PA 19103-1443.
**Volunteer Application – Lone Star Rails 2008 Convention**

Name ___________________ Member of which NRHS Chapter? ___________________

Best way to contact you (please provide phone and/or email) ______________________

Have you paid your registration fee for Lone Star Rails 2008?  Yes ___  No ____

**Days available** to volunteer for the Conference:


Do you have prior volunteer experience at a previous rail event, conference or tour?  ☐ No ☐ Yes

If so, what experience do you have? (Previous experience is not required.)

What activity would you like to volunteer for / help with? (We’ll try to match your interest, but can’t promise.)

☐ Registration or Info Desk  ☐ In-hotel programs (programs, meetings, etc.)

☐ Bus trips  ☐ Rail trip  ☐ Outside activity (street guide, greeter, etc.)

☐ Anything, I’m flexible  ☐ Something else __________________________

Any limit(s) to what you can do, such as, no walking or standing for long periods, etc.?

Please mail this form to:

Lone Star Rails 2008, ATTN: Volunteer Coordinator
North Texas Chapter, NRHS
P.O. Box 600304
Dallas, Texas 75360-0304

Thank you for your interest and support of the Lone Star Rails 2008 National Convention.