



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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**Chapter Meeting**

**June 1, 2010 – KATY Depot, Dallas Old City Park, Dallas.**  
**When: 7:30 p.m.**

**Where:** Old City Park Dallas. KATY Railroad Depot.  
**Program:** KATY Railroad former employee reunion, Denison, TX. Trainmen to VPs talk about their days workin' on the railroad. Thanks to NRHS member Jeff Phelps.  
**Directions:** 1515 South Harwood Street, Dallas Heritage Village, near downtown Dallas, close to I-30 and I-35 junction. Directions below.

*Image credit: Dallas Heritage Village © 2010.*



**Directions to Dallas Heritage Village: From 45/75 North of Town.** Go 75 South and take the I-30 West exit. Stay in the right lane on the service road and take the first exit, Ervay St. Turn left at St. Paul (the first traffic light), cross over the freeway and go past the old Ambassador Hotel. At the stop sign, make a slight left, putting you on Ervay St. Take the first left at Gano. Turn right at St. Paul and immediately left into the parking lot. **From I-30 West of Town.** Go east on I-30 and take the Lamar/Griffin exit. Remain on the feeder road until Harwood St. (DO NOT MAKE ANY TURNS OR EXITS UNTIL HARWOOD.) Turn right on Harwood. The next right is the main parking entrance for the Village. Please check this website for directions from other highways. <http://dallasheritagevillage.org/MapsDirections.aspx>.

**Special Features**

**Let's Talk Trains with" 24 Hours @ Saginaw"**

*By Skip Waters, VP Trips and Events*

**Saturday, May 29th, from 12 noon - 2pm Central time,** "24 Hours @ Saginaw" 2010 edition will be featured on a live broadcast on the "Lets Talk Trains" Internet Radio Show. **Skip Waters will host the radio show along with local special guests.** The North Texas Chapter, NRHS event will be broadcast live across the nation via the Internet on Blog Talk Radio. From the Lets Talk Trains website: "Whatever there is to talk about trains, we talk about it." Live every Saturday, 10am Pacific time. Join in the conversation. Voice your opinion. That's why we are here. All Aboard!! Find "Lets Talk Trains" and hear the show live, or recorded at [www.blogtalkradio.com/letstalktrains](http://www.blogtalkradio.com/letstalktrains)

**NRHS Directors Meeting, Spring 2010**

*By Dale Wilkin, Chapter Director*

The NRHS Board of Directors held its spring meeting in Huntington, West Virginia on April 8-11 with the Collis P. Huntington Railway Historical Society chapter as host. This is one of the largest chapters in the NRHS with approximately 240 members and they own and are rehabilitating a fleet of passenger cars which are used in such events as the New River Gorge rail trips each year.



The official business meeting was preceded by a Friday afternoon work session at which several matters related to the future functioning of the NRHS were discussed. These included Strategic Planning, Governance and Bylaw Revisions, and NRHS Convention Management. As I reported following the winter meeting, the NRHS officers are developing a strategic plan for the organization which includes a more active and coordinated fundraising program. In a companion activity, a bylaws committee is developing a plan for the governance and administration of NRHS which will separate these two important functions and reduce the numbers of members needed to participate in the governance activity. The April issue of NRHS News contains a good summary of these initiatives. Since that was written, the committee has recommended that there be several Advisory Conferences each year as part of the administrative function which would provide opportunities for activities and education for participants as well as feedback and corporate information, similar to portions of the current board meetings. Drafting of bylaw modifications intended to strengthen the relationship between chapters and the national organization as well as streamlining and modernizing the language is underway. More specific information on these initiatives is likely to be available at and after the summer board meeting during the Scranton convention.

Certain matters related to the management of NRHS Conventions have been under review at the national level since the winter meeting. In the course of this review, most of the existing members of the national convention committee have resigned. Necessary coordination with the local chapters planning the Scranton 2010 convention and the Tacoma 2011 convention is being provided by several of the national officers and one of the former national committee members. Further information will be made available as the review continues.

Other items considered by the board members

- Membership renewal at this time is at 12,302 or 85% of last year. Few chapters reported problems with the dues renewal process this year. Three additional chapters now have insufficient members to be active. On a positive note, it was reported that two potential chapters-South Jersey (Cape May) and Palmer, Massachusetts-are approaching chapter charter status.
- RailCamp-only the Steamtown camp will be conducted this year. All the available slots are filled and there is a waiting list. Four locations have expressed interest in sponsoring a second camp replacing the Nevada Northern camp. These sites are being visited by Barry Smith, National RailCamp coordinator with the intent of selecting one for the 2011 season.
- The new NRHS website project continues with a planned launch sometime this summer.
- Conventions-the 2010 Convention in Scranton now has 780 registrants. Several events are sold out. Pre-registration application forms were available at this meeting for the 2011 Tacoma, Washington Cascade Rails Convention to be held on June 20-26 and their website will be active by May 1. Tours will include steam and diesel powered excursions, rare geared locomotive logging railroad tours and light rail/trolley bus tours. Planning for the 2012 convention in Cedar Rapids, Iowa is continuing.
- The Investment Committee (of which our Claude Doane is a member) reported on its plans for long term investment of national funds to provide dividends which will increase funds in the organization and help to maintain or increase services.
- Publications are on schedule with the winter 2010 Bulletin issue distributed at mid-March and the spring 2010 Bulletin to be mailed in June. Production work on the 2009 Yearbook is underway and its issuance in electronic form is anticipated in August.

Following this meeting, President Malloy traveled to Strasburg, Pennsylvania for a first ever meeting of the leadership of all the major rail heritage organizations to focus on improved coordination among the organizations in preserving and supporting rail history.

Our Regional Vice President, Claude Doane, will be reporting on the RVP meeting and other events during the board meeting.

### ***Rail Fanning Huntington, and Beyond***

*By Claude Doane, Regional VP, and Chapter VP Publications*

After flying to St Louis, Steve Siegerist picked me up and we set off on a trip dedicated (mostly) to NRHS business. We drove through Illinois, Indiana and half of Ohio that first day with no train sightings. This seemed to be an inauspicious start to our journey.

Day two included a planned family gathering in Erie, Pa. We arrived early and went downtown to check out Union Station. The building has been well preserved and now houses a restaurant and several businesses, all of which were closed. We did see one eastbound CSX freight train however. After an enjoyable three hour Easter lunch with my Daughter, her Fiancé, and my Brother, we parted ways. They all headed back to upstate New York and we set out for US Route 6 on our way to Scranton. This road traverses the first area to be extensively logged using railroads. Many secondary roads here occupy old logging rail road right of ways. We even passed through Corry, Pa which was home to the Climax Locomotive Works.

On Monday we arrived in Scranton and went right to work. Our task was to make sure of bus routing for the Endless Mountain Rails NRHS Convention in June. We saw a lot of tracks and a few trains, but were too busy for strictly rail fan activities. Judging from the selected venues, this should be a good convention. (Not GREAT like Lone Star Rails, but certainly acceptable!) 3 meetings, 500+ miles, and 2 days later we set out for the Spring BOD meeting in Huntington.

We made it as far as Cumberland, Md. On Wednesday and that is where it became interesting. Our room at the Holiday Inn, after we got them to change it, looked out over the CSX mainline and the Amtrak station. We spent a very enjoyable evening playing cards and watching trains. There were loaded coal trains heading south and empties returning north. We saw several mixed freights and two container trains which, due to clearance issues, were single stacked but every well was full. Being at the north end of a yard, we also saw some switcher action. Noting the arrival of a taxi and a growing number of people, we were prepared when the westbound Capitol Limited arrived in the gathering dusk. We



watched a couple more trains from the sidewalk before hitting the road on Thursday morning. If you are going to be in this area, I recommend this hotel as worth a stop.

The Huntington meeting included a Thursday activity which we had not planned to attend so I have no report on it. Friday was given over to meetings at the appropriately named Pullman Plaza Hotel. Dale has already reported on those so I won't go into that aspect at all. Saturday's "trip" was a motor coach tour including a visit to the Farm Heritage Museum and Village which has two buildings dedicated to Transportation and a stop at a radio museum for those interested. We then went to the Collis P Huntington Chapter's outdoor museum. They have a C&O 2-6-6-2 and some other equipment at this small site. From there we went to their outdoor work/car storage yard and their office building/indoor museum. The Banquet and program capped off a very enjoyable day.

The perfect ending for the Huntington BOD meeting started when we left the hotel at about 6:20 Sunday Morning. We were shuttled back to the CSX yards where we boarded the Chapter's NYC Parlor Club Car. This car also rode on the Quanah Zephyr during Lone Star Rails in 2008. The eastbound Amtrak Cardinal was in the station at 7:17 down just 5 minutes. After completing their regular stop, the pulled by us and backed in to our siding, coupled on, and we were on our big adventure. If you have never ridden the New River train, my report will probably not do it justice. Let me just say that it was springtime and the scenery was gorgeous. The woods were lit up with redbuds, dogwoods, cherries, and other flowering trees. When we came off the bridge over the New River, I looked down and there were 7 or 8 wild turkeys right beside the track and they were totally unfazed by our passing. This ride was about 200 miles (see mile marker listing elsewhere in this issue) and ended in White Sulphur Springs, WV. This is the home of the famous Greenbrier Hotel with 800 rooms on 6500 acres. Those of us not riding all the way to Washington were shuttled to the Hotel where we were treated to a sumptuous buffet luncheon in a private dining room. After lunch, were toured the Congressional Bunkers built during the height of the cold war to house the lawmakers in the event of a nuclear attack on Washington some 240 miles distant. A rather anti-climactic motor coach ride took us back to Huntington for the night, but could not tarnish the day's wonderful experience.

Monday we drove back to St Louis where I hung around long enough to watch the Cardinals beat the Astros 2 to 1. The last sighting of rail fan interest occurred on my way to Lambert for my flight home. West of the Grand Station on Metrolink, the overgrowth has been cleared away from the Wabash turntable by some St Louis Chapter members. Now you don't have to search for it in all the brush!

That's all I have for now. Happy Rail Fanning and send your pictures to Valli for newsletter and for our websites.

### ***The Greenbrier Story – C&O & Other Journeys***

The story of The Greenbrier begins at the spring of Sulphur water that remains at the center of the resort property. It issues forth below the green dome of the white-columned Springhouse that has been the symbol of The Greenbrier for generations. Since 1778, people have come to "take the waters" to restore their health. In its first 125 years the resort was known by the name White Sulphur Springs. The resort was closed during the Civil War. Over the course of the conflict, both sides occupied the grounds, using the hotel either as a military headquarters or hospital. Shortly after the war's end, the resort reopened. Its prospects were incalculably enhanced with the arrival of the Chesapeake and Ohio Railway. For the next 100 years, White Sulphur Springs was one of the classic railroad resorts of the country. Trains brought visitors from New York, Washington, Richmond, Atlanta, Louisville, Chicago, Cleveland and scores of points in between. In 1910, the Chesapeake and Ohio Railway purchased the historic resort property and embarked upon a major expansion.

During World War II, The Greenbrier was put to two quite different uses by the U.S. government. The State Department leased the hotel for seven months after the U.S. entry into the war and used it to intern German, Japanese and Italian diplomatic personnel, along with their families, until they could be exchanged for American diplomats stranded overseas. In September 1942, the U.S. Army purchased The Greenbrier, converted it into a two thousand-bed hospital.

The Chesapeake and Ohio Railway reacquired the property in 1946 and initiated a comprehensive redecoration of the hotel interior by noted decorator Dorothy Draper. In the late 1950s, the U.S. government approached The Greenbrier for assistance once again. It wished to construct an Emergency Relocation Center—that is, a bunker or bomb shelter—for use by the U.S. Congress in case of war. Between 1959 and 1962, the classified, underground facility was built in conjunction with an above ground addition to the hotel, the West Virginia Wing. For 30 years, the owners of The Greenbrier—the railroad that eventually evolved into today's CSX Corporation—and the federal government agreed that, in the case of an international crisis, the entire resort property would be conveyed to government use, specifically as the emergency location for the legislative branch of Congress. Above ground, life proceeded normally as The Greenbrier upgraded. But, because of the agreement with the government, most of the property was closed to residential development until the final closing down of the underground bunker in 1995. Source: 5/16/10, The Greenbrier Hotel web site, history section, at <http://greenbrier1-px.trvlclick.com/site/about-history.aspx>



## Northeast Texas Rail News

### ***Going Round Going Up with TRE***

The higher prices, including for shorter trips and weekly and annual passes, will go into effect Oct. 10. DART is also planning cuts to bus routes and jobs as it confronts a revenue shortfall. Round-trip fares for riders who take the commuter train between Dallas and Fort Worth will jump to \$10 a day on Oct. 10. Fares rose to \$7.50 from \$5 last September and were scheduled to increase again later this year.

Fares for passengers who ride shorter distances and do not cross county lines will go up to \$7 a day. **Source:** 4/11/2010, **Dallas Morning News** article by Michael Lindenberger at [http://www.dallasnews.com/sharedcontent/dws/news/localnews/transportation/stories/DN-railfares\\_11met.ART.State.Edition1.4ca89ec.html](http://www.dallasnews.com/sharedcontent/dws/news/localnews/transportation/stories/DN-railfares_11met.ART.State.Edition1.4ca89ec.html)

### ***"T" Seeks Northeast Passage***

In an unusual move to speed up development of commuter rail in the Cotton Belt Corridor, regional leaders said that they want to seek an unidentified outside partner to bring new money to the table. The arrangement could connect Fort Worth, Grapevine, north Dallas, McKinney and other cities along the 62-mile former freight line with passenger trains two decades ahead of schedule. Metro areas typically build passenger rail with sales taxes and federal grants. But those traditional sources no longer provide enough money to complete major projects, said Michael Morris, transportation director for the North Central Texas Council of Governments. While the Fort Worth Transportation Authority plans to build commuter rail from Fort Worth to Grapevine -- part possibly opening by 2013 -- regional effort would dramatically speed up the extension of the line into the Dallas area. The T's current efforts take the train no further east than Dallas/Fort Worth Airport. Funds to extend it into DART's territory aren't available until about 2030 at the earliest. Several officials mentioned that a new type of vehicle is expected to be used on the line -- one with cars similar to light rail but using a commuter rail line. **Source:** 4/8/2010, **Fort Worth Star-Telegram** article by Gordon Dickson at <http://www.star-telegram.com/2010/04/08/2101277/outside-developer-is-sought-for.html>

## Chapter Directory

### ***North Texas Chapter Officers, 2010.***

- **President, Wayne Smith**, 940-300-4407.
- **Vice President/Programs, Jon Shea**, 972-480-9054.
- **Vice President/Trips and Events, Skip Waters**, wgcrush@swbell.net.
- **Vice President/Publications, Claude Doane**, claudedoane@hcahealthcare.com
- **Secretary, Dave Gramm**, dgramm@sbcglobal.net
- **Treasurer, Jim King**, jgking@swbell.net
- **National Director, Dale Wilken**, d-mwilken@sbcglobal.net.

### ***North Texas Zephyr, newsletter of the North Texas***

- **Editor, Valli Hoski**, [ntx.news@yahoo.com](mailto:ntx.news@yahoo.com)

### ***Chapter Business Address***

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

### ***North Texas Zephyr Archive***

<http://www.gogeocaching.com/gorailfanning/home/northtexaszephyr.html>

### ***North Texas Chapter @ Facebook***

<http://www.facebook.com/group.php?gid=409467244127&ref=search&sid=100000091828340.3519021572..1>

## Chapter News & Views

### ***President's Roundhouse***

*By Wayne Smith, Chapter President*

Our meeting this month [May, 2010] involved something that we rarely get to do, but certainly jumped at the chance to visit a model railroad empire. We were cordially invited to conduct one of our monthly meetings at the home of the Texas Western Model Railroad club in southeast Fort Worth. Several members of our chapter are also active members of the Texas Western. Our thanks go to the members that served as gracious hosts. We were also provided with a history and slide show presentation of Otto Mears and the Rio Grande Southern. Mears built several railroads during his 91 years, including the Rio Grande Southern railroad from Durango to Ridgway, the Silverton Railway and the Silverton Northern Railroad. The layout is very impressive and we were allowed to operate trains for those who desired to do so.

Unfortunately, my son (9 years old) enjoys cars more than he does trains. He does not understand how we can watch boring videos and slides of trains all the time. However, he came along this time and had a blast. He thoroughly enjoyed the layout. My favorite part was the downtown Fort Worth scene with the T&P complex including the depot, warehouse and post office. As described on the website, "The Texas Western Railroad runs from Salt Lake City to New Orleans, Saint Louis to Denver, and is comprised of three divisions: Western, Central, and Eastern. This represents trackage rights on three different Railroads: the D&RGW in the Western Division; the Texas and Pacific in the Central Division; and the Santa Fe in the Eastern Division. Our "era" is the steam-diesel transition era, 1944 - 1959. A fourth railroad, the Creede, South Fork & Rio Grande (a wholly owned subsidiary of ZFI) has been contracted by the D&RGW to haul iron ore on the Jasper branch to Alamosa, then on the D&RGW from Alamosa to the steel mill at Pueblo." The Texas Western is an HO scale model railroad using the Digitrax DCC (Digital Command Control) electronics for locomotive control. They use "ProTrak" as the railroad operations program for



train and car movements. The Texas Western Model Railroad Club is open to the public the first Saturday of every month, 7:30 PM to 10:00 PM, except on holidays. This is a must see for rail fans of any kind. Thanks for a great time!

### **Texas Western MRC says – “NTC is welcome anytime!”**

Thank You Wayne for the nice words. We we're glad to have such a large number of NRHS members come by and visit our model railroad. You're welcome to come back and visit again anytime. [Chris Galvin, Leonard Opdenhoff, Jerry Fussell, Pat Patrick, Bob Dalrymple, Dave Kohler, Mike Corley. [www.texaswesternmrc.org](http://www.texaswesternmrc.org) Source: May 5, 2010 email, Chris Galvin.

### **Chapter Meeting Minutes, May 4, 2010**

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY Meeting Minutes, DATE: May 4, 2010. Report submitted by Dave Gramm.**

The May chapter meeting was held at the Texas Western Model Railroad Clubhouse in Fort Worth, TX. President Wayne called the meeting to order at 7:50pm. There were 24 members and guests on hand as well as 4 members of the Texas Western Club who were our hosts for the evening.

Wayne thanked the club for hosting the meeting and providing the evening's entertainment which is described later.

VP-Publications and Regional VP Claude Doane reported on the last National board meeting held in Huntington. There has been a change in National's oversight of upcoming conventions. Our own North TX chapter has been honored through the number of our members now serving on the convention committee. Claude and Steve have been tasked with handling the busses in Scranton. Jim & Terry King are handling the registration in Scranton and Cedar Rapids. Dale Wilken, our National Director, will have more information in his column in the newsletter. Work is continuing on the national website and the Governance committee has been at work finalizing its plans and it looks like the regions may be split along state borders. As previously announced, due to budget constraints the annual chapter activity book will no longer be printed but will be made available online. John Winfield asked if future conventions will include a vendor area like we had during the Ft. Worth & Duluth conventions. Jim King agreed that it would be nice to have vendors on site and will get John in contact with the Tacoma committee head to make arrangements since it is too late for the Scranton convention.

VP-Programs Jon Shea showed a booklet, *Legacies*, from the Dallas Historical Society that contained articles about the streetcars of Dallas and the first automated traffic signals that were invented here. He also spoke about his recent trip on Amtrak on the Texas Eagle to San Antonio and then on to LA. June's program will be given by one of our members based on interviews he had with various past employees of the MKT. The meeting will tentatively be held at SOKOL Hall in Dallas, if available, else it will be at the Founder's Building in Grapevine. Watch the newsletter for the latest info.

VP-Trips & Events Skip Waters reported on our upcoming “24 Hours @ Saginaw” event to be held on May 28-29 at the Saginaw train depot. Among other events occurring during the 24 hours, he is working on setting up a night photo shoot at Hodge Yard along with the annual TX Shootout Slide Show and railroad trivia game. Presenters are being lined up for each hour and anyone who would like to give a program should contact Skip at [wgcrush@swbell.net](mailto:wgcrush@swbell.net) or by cell phone 214-418-0002. Also any members who can work any hours during the event are asked to volunteer their time since we need to have chapter members on site during the entire time period for insurance purposes and as a point of contact in case of emergency. Admission is free but we are asking for a \$5/person donation to help cover the \$400 insurance cost. Skip also reported that National Train day would be held on this Saturday, May 8. The ‘Glen Nevis’ from the Museum of American Railroads will be at Dallas Union Station and UP's Boy Scout commemoration engine #2010 will be at Ft Worth.

TX Western President Mike Corley introduced several of the TX Western club members on hand and talked about the club's history. They have been in their current location for about 13 years and occupy approximately 4000 square feet of space. There is about 800 feet of standard gauge mainline and 350 feet of HOn3 narrow gauge trackage. The club models the 1945-59 transition era time window with a hypothetical route from New Orleans to Salt Lake City that is run in a point to point operation. The layout is wired for Digitrax' DCC system with a separate programming facility for locomotive programming and testing. Many of the members locomotives are sound equipped with Soundtrax sound decoders.

A highlight of the layout is the excellent rendition of Ft. Worth, TX with a large classification yard, the T&P Freight house, T&P Passenger station and the stockyards area complete with the meat processing plants. The club is currently adding an overhead dispatching center complete with a working rendition of a US&S CTC console. Mike also mentioned the 42 foot Frisco Fishbelly Flat Car that the club has commissioned from Red Caboose in LaSalle, Colorado and are selling for \$28.95. There are 4 road numbers available as well as a wood deck. More info on both the layout and the car is available at the club website, '[www.texaswesternmrc.org](http://www.texaswesternmrc.org)'.

One of the TX Western club members gave a PowerPoint presentation titled ‘Rio Grande Southern’ as the prelude to the evening's activities. Built in 1891 by Otto Mears, a Russian born immigrant who built the line to service the many gold and silver mines in the San Juan mountains of Colorado as well as the numerous logging operations in the area, it was abandoned in 1952 after a storied existence. Mears was also responsible for building the ‘Million Dollar Highway’ scenic route through the mountains. Chapter members were then given an extensive tour of the layout and those wishing to do so were given the opportunity to operate several trains over the layout to round out the evening's events.

[Press time: 5/17/2010, 9pm File: NTx Newsletter 2010-06 vC.doc]

## ***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.** For 2010 on, regular membership is \$52 a year (\$36 national dues + \$16 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.

## **North Texas Calendar**

<b>Tues. June 1, 2010</b>	<b><i>North Texas Chapter meeting – 7:30 p.m.</i></b> Location: Old City Park Dallas. KATY Railroad Depot. Program: KATY employee reunion at Denison, hear their rail stories (DVD).
<b>Tues. July 6, 2010</b>	<b><i>North Texas Chapter meeting – 7:30 p.m.</i></b> Location: Plano Interurban Museum. Program: Update on the Interurban Museum's latest activities and projects