



NORTH TEXAS ZEPHYR NEWSLETTER
 NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY
 DECEMBER 2006, VOLUME 11, ISSUE 10



NEXT MEETING: TUESDAY, DECEMBER 5, 2006 RIDE-5:30PM EAT-6:30PM
PROGRAM: MCKINNEY AVENUE HOLIDAY TOUR
 LOCATION: MCKINNEY AVE STREETCAR RIDE, FOLLOWED BY DINNER AT
 TEXAS LAND AND CATTLE RESTAURANT, LEMMON/COLE, DALLAS

-WHAT'S IN THIS ISSUE -

VALLI HOSKI, NORTH TEXAS NEWS DISPATCHER

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Chapter Meeting

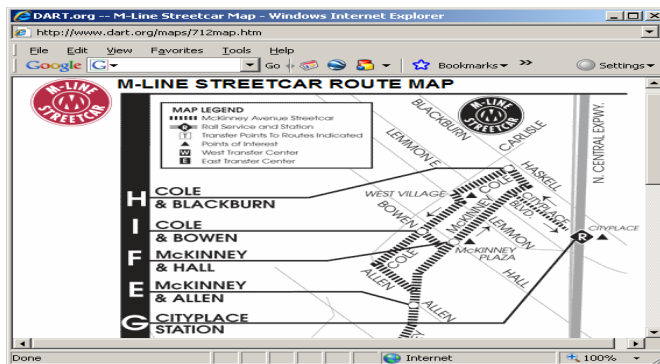
December 5, Holiday Outing On McKinney Ave!

Venue: McKinney Avenue Streetcar with Cap'n Transit!

Dining: Texas Land and Cattle Restaurant (Lemmon & Cole), 3130 Lemmon Avenue, Dallas. 214-526-4664.

- **5:30 pm** –Take west exit from CityPlace station. Look for Streetcar stop shelter behind subway exit kiosk. Streetcar will leave at 5:30 PM for restaurant, and again at 6:15 PM.
- **6:30 pm** – arrive at Texas Land & Cattle (dinner Dutch treat)
- **8:00 pm (or so)** –streetcar riding with Captain Transit.

Here's how not to get lost!! →



Streetcar (M-line) info: <http://www.dart.org/mline.asp>

Restaurant: <http://www.texaslandandcattle.com/loc.htm>



Special News - 2008 NRHS National Convention Rolling Down The Track!

NTC 2008 Convention Bid Approved!

Hearty congratulations to Skip and the Chapter on the 2008 convention proposal approved at the fall National Board of Directors meeting, Nov. 10-12, 2006 in Huntsville, Alabama! See [Chapter Minutes](#) for more announcements.

Chapter Events

North Pole Express – Dec. 1-17, '06

Be a spirited holiday sprite, share goodwill, and volunteer on the North Pole Express in Grapevine. For each hour you volunteer at the North Pole Express, Grapevine Vintage Railroad will donate \$5.00 per hour to our chapter. See [Chapter News](#) section for info.

Caboosing Around - Dec. 30-31, '06

See the old year out and the new year in, railfan style. Join Skip and ride the MKT caboose at the TSRR for the last weekend of the year, December 30th and 31st. Cost is \$60 per person, due Dec. See [Chapter News](#) section for info.

Renew, Or Join, Now – Dec. 31, '06

You must pay* your 2007 dues to vote in the January 2007 NTC election. Your 2007 NRHS dues notice will be sent with December's newsletter. Pay your dues by Dec. 31, 2006. Please send your dues payment to the address on the notice.

Membership cards will be sent in the next newsletter after your payment is received.

*Dues may also be paid in person at the January meeting.

May The Best Win? Vote Now! – Jan. 2, '07

Now that you've practiced voting in November, remember to come and vote in January in the chapter election. Vote early, and vote well-informed!

Nominations: President – Ron Anderson, Vice President - Jon Shea, Secretary - Mike Bedford, Treasurer - Steve Siegerist, National Director - Dale Wilken.

Dallas Train Show, in Plano – Jan. 13-14, '07 – Needs Volunteers And Photographers!

The Chapter must fill volunteer hours at the Plano show. See volunteer dates, hours in [Chapter News](#) section.

Slides and presenters needed for the 'Annual Dallas Area Slide Show and NRHS Open house' event on Saturday, at the Train show in Plano. Submission deadline is December 20th. Call Skip at 214-987-2888.

Texas & Regional Rail News

Rails Across the Blackland Prairies

By Jon Shea

Rebuilt Katy Engine Performs Like New

Originally in December 1937 M-K-T Employees™ Magazine

"There's plenty of power left in this old locomotive" said Mr. M. McComas an experienced passenger engineer. He said this at Denison, Texas as he was climbing into the cab of No. 285 for his morning run. No. 285 is a 27 year old engine recently put into main line service to pull the Katy Limited from Denison to Ft. Worth every morning and to bring the Fort Worth Section of Katy™s premier passenger train, The Texas Special from Fort Worth to Denison in the afternoon. Katy operating officials say the old engine is as good as when it first went into service in 1910.

For several years the engine was moved to branch line service. Then the "old girl" as engineers in the North Texas District of the Katy call her was given the chance to prove she could handle main line service. On Nov. 1, 1936 Trains 9 and 10 started daily service between Denison and Muskogee, OK. Operating officials were so impressed with the performance of No. 285 on these trains that when 9 and 10 were cancelled in October 1937, the engine was transferred to the Fort Worth Division.

Katy old timers remembered the time in 1910 when this engine came out of the ALCO shops in Lima, Ohio. At that time the locomotive featured the most up to date technology available and was considered a "veritable giant of the rails". This engine cost about \$40,000 when new, a small amount even by 1937 standards.

No. 285 was extensively repaired and updated at the Katy Shops in Parsons, KS and Waco, TX. It was originally built as a saturated steam type engine with slide valves but in various updates over the years acquired superheater flues and newer type pistons.

This engine is classified as a 29 per cent locomotive. The rating is based on the cylinder bore and piston stroke and indicates that No. 285 is capable of a 29,000 pound tractive effort. The article ends with the following nice summary "But despite its years of service and small size it can still handle its



modern-sized trains at a saving, and thus still has an important role in the Katy™'s up-to-the-minute passenger service." Another pleasant reminder of how great things were in the golden age of steam railroading.

Transit Referendums Score Big In Elections

Whether it was a so-called blue state or red state, transit initiatives passed in overwhelming numbers in last Tuesday's election. "The success of these ballot initiatives shows that Americans want transit," said Ross Capon, Executive Director of the National Association of Railroad Passengers, a rail and transit advocacy group based in Washington. "In what many consider an anti-tax climate, citizens are voting for measures that increase their taxes to fund local transportation improvements."

Fort Worth: Voters approved a one-half percent sales tax to fund commuter rail projects, including a link from Fort Worth to the Dallas-Fort Worth Airport. Called the "Cotton Belt" line, after the former St. Louis Southwestern Railroad, the line will eventually connect with the Dallas Area Rapid Transit system at the airport. The Grapevine Vintage Railroad, which operates a steam engine and Victorian-style train from Grapevine to the Fort Worth Stockyards, said its service would continue after the Cotton Belt commuter line opens.

Source: 11/13/06, *Trains News Wire*. Original article at <http://www.trains.com/trn/default.aspx?c=a&id=1104>

New Streetcar Tracks Laid In Little Rock

The final tracks have been laid for Central Arkansas Transit's "River Rail" streetcar line to the Clinton Presidential Center and the Heifer International Center in Little Rock. This will add about three-quarters of a mile to the existing two-mile system. Three replica vintage trolleys operate on a 2.5-mile route linking Little Rock and North Little Rock. Two additional replica vintage streetcars have been ordered in preparation for the route extension. Completion of this phase is expected in January 2007.

Source: 11/6/06, *Trains News Wire*. Original article at <http://www.trains.com/trn/default.aspx?c=a&id=1074>

Amtrak Service To Baton Rouge Proposed

The Louisiana Department of Transportation and Development announced this week a \$60 million proposal to return rail passenger service between Baton Rouge and New Orleans, the Associated Press reported. The new service would utilize the tracks of the Kansas City Southern,

whose last passenger train over the route, the "Southern Belle," was discontinued in 1969.

The plan is aimed primarily at helping New Orleans area residents who have been forced into daily commutes since Hurricane Katrina. But the effort would also be designed to lure other riders as well.

Source: 11/2/06, *Trains News Wire*. Original article at <http://www.trains.com/trn/default.aspx?c=a&id=1062>

Trestle Troubled Trucks Have No Excuse

Days were numbered for the trestle bridge* on Garland Road near the White Rock Lake spillway and trucks now roll unimpeded. Despite high-visibility low-clearance signs posted by DART, trucks accidents steadily increased in the past year. Truck collisions with the bridge created safety hazards as well as traffic jams, due to road debris, sudden stops, and truck maneuvers. State, local and DART officials involved with transportation and traffic management were bewildered by the unusually high incidence of truck collisions with the bridge, given the posted notices. The local City Council member, residents, and businesses, including a psychic and tarot card reader, gazed into the future of these troubles, voiced opinions and requested speedy bridge removal. [Captain Transit's history lesson: *This bridge was part of the Southern Pacific beltline built when SP removed its trains from the former Houston and Texas Central right of way. In turn, that right of way later became Central Expressway from Mockingbird to Downtown and DART light rail north of Mockingbird.]

Source: 8/11/2006, *Dallas Morning News*, by GRETTEL C. KOVACH. Thanks to Skip, Railspot and Steve Siegerist. Original story at <http://www.dallasnews.com/sharedcontent/dws/dn/latestnews/stories/081106dnmettrestle.18e7d26.html>

Nacogdoches Depot Restored

The city of Nacogdoches has "breathed new life" into its newly restored historic Southern Pacific railroad depot, built in 1911. Local citizenry and city officials speak glowingly of the significant restoration. The depot serves as a showcase for transportation, its impact and positive role in development of Nacogdoches. Funding was obtained through a TxDOT transportation enhancement grant. Future plans include acquisition of a steam engine for a park display, which would match a caboose down the street. Charles Bright, the owner of Bright Coop, is hailed as a "visionary preservationist" and is credited with the caboose and other historic efforts.

Source: 10/19/2006, *Daily Sentinel*, by Johnny Johnson. Thanks to Skip, Railspot. Original story at <http://www.dailysentinel.com/news/content/news/stories/2006/10/20/depot.html>



UP Plans El Paso Area Expansion

Union Pacific Corp. plans to build a \$150 million facility just west of Santa Teresa, N.M., the Las Cruces Sun-News reported. Santa Teresa is about four miles north of the Mexican border and adjacent to El Paso, Texas. Initially, UP would build a yard and fueling facility at Strauss, about four miles west of Santa Teresa. Union Pacific would also build an intermodal yard. Union Pacific expects trains to move more efficiently through El Paso as

a result of the new project. Union Pacific CEO Jim Young said the location west of Santa Teresa is at a key point in the railroad's distribution map, with UP's ex-Southern Pacific Sunset Route from California meeting the Golden State Route to Kansas City, lines heading east of El Paso to Houston and Dallas, Texas.

Source: 10/10/06, Trains News Wire. Original article at <http://www.trains.com/trn/default.aspx?c=a&id=945>

Press time: 11/15/06, 5 pm. File: NTx Newsletter 122006 Ver e.doc

Chapter News

2007 Club Election – Slate of Candidates

Remember to vote at the January 2007 meeting, but be sure you've paid* your 2007 dues first!

The nominating committee presents this slate of future chapter leaders: **President – Ron Anderson. Vice President – Jon Shea. Secretary – Mike Bedford. Treasurer – Steve Siegerist. National Director – Dale Wilken.** Nominations will also be taken at the January meeting. *Dues may also be paid in person at the January meeting.

North Pole Express, Dec. 1-17, 2006 – Seeking NTC Holiday Spirit & Sprites

It's Holiday Time at the Grapevine Vintage Railroad and the North Pole Express. Again this year, our chapter members are invited to attend and volunteer to help us raise funds for our chapter's treasury. For each hour you volunteer at the North Pole Express, Grapevine Vintage Railroad will donate \$5.00 per hour to our chapter. Please consider coming out to the North Pole Express at least once or twice this holiday season and spread holiday cheer with friends and family by volunteering.

North Pole Express Schedule - To volunteer, call Mr. Neal Wright, 817-416-6358, Grapevine Vintage Railroad.

Dates / Times: December 1, 2, 3, 8, 9, 10, 15, 16, 17, 2006. **Fridays:** 12/1, 8, 15. **Saturdays:** 12/2, 9, 16. **Sundays:** 12/ 3, 10, 17

Shifts: **Friday** – 4 -7 pm & 7-10 pm. **Saturday** - 9 am-1 pm, 1-5 pm & 5 -10 pm. **Sunday** – 9 am-1 pm & 1-7 pm

Positions available: Ticket Agent, Cue Line/maze, Story & Bells, Hobo, Retail Sales, Photo Cue Line, Craft Station, Bounce house, Set-up Hotshot

If none of these shifts work for you personally, please call anyway, they can still use you even if it's just for a few hours. **Any help is good help and they would really appreciate it**, plus we could use the funds for future chapter projects (like maybe a national convention!). Also please remember the free train ride they gave us for our 10th Anniversary this past February, this is a great time to give back and show our appreciation. **Call Mr. Neal Wright with the Grapevine Vintage Railroad at 817-416-6358 to volunteer.**

Plano Train Show, Jan. 13-14, 2007 – NTC Volunteers Eagerly Recruited

The Chapter needs to fill the jobs listed below. Questions about the shows or job assignment? Please **get in touch with RUSS COVITT** our COUNCIL REP at russstuff@aol.com

SAT 1-13-07, Plano Train Show Hours - 10 am – 5 pm

- 10-11 AM, LAYOUT TOUR SUPPORT EAST DOOR.
- 4-5 PM, TICKET SALES EAST DOOR.
- 4-5 PM, INFO TABLE SUPPORT

SUN 1-14-07. Plano Train Show Hours - 10 am – 4 pm,

- 9-10 AM, EARLY ENTRY TICKET SALES.
- 12-1 PM, SWITCHING CONTEST. 1-2 PM, TICKET SALES EAST DOOR.
- 3-4 PM, INFO TABLE.

LOOK!! → \$1 off admission coupon at <http://www.dfwtrainshows.com/phpwebsite/Coupon.htm>



Member Spotlight – Jon Shea

Valli said she wanted me to provide a "railfan bio." [*Dispatcher sez: whatever you want to call yourself Jon, just write the bio.*] I've always considered myself a "railroad history buff." [*Dispatcher sez: but is he up to "snuff" as a "rail buff"?*]

What's the difference, you ask? A railfan will stand next to Tower 55 on a cold, windy day when it is drizzling rain and watch trains switch. Whereas, once I walked up to the Ames Monument on Sherman Hill in southern Wyoming, near the highest point on the transcontinental railroad on a cold, windy day when it was drizzling rain. Ok, that's perhaps a subtle distinction at best.

I first became interested in trains in the usual ways. I remember my mother taking me to Dallas Union Station around 1960 to pick up my father from a business trip. I always remembered going down a ramp in a tunnel and it was probably 30 years later I went down that ramp again at Union Station. I also remember my dad, brothers and I going to the railroad museum that used to be on the Ohio riverfront in Louisville, Kentucky. I particularly remember the steam engines and a streetcar. My parents were from Louisville, the grandparents lived there so we made many trips there. In those pre-Interstate days the tracks were often near the old highways so we saw many freight trains, especially in Arkansas. This was of course in the caboose era. That association with Louisville has left me with an interest in the Louisville and Nashville Railroad. Also my dad worked for 37 years for Timken Roller Bearing Company and has always been somewhat of trainbuff himself. He didn't work in the railroad division but at a railroad museum he would always point out if a tender or car had Timken Roller Bearings. Also at Age 4, I took my first trip up the Pikes Peak Cog Railway, and returned about 4 times since. A few years after that, the Durango to Silverton Narrow Gauge Railroad made a big impression on me. As a young teenager my parents took me to New Orleans and a trip on the St. Charles streetcar line, always a highlight on subsequent trips. I didn't do much with railroads in college and for several years after that. In the past 15 years or so, I have become more interested in the hobby. Railroad museums I have enjoyed include the B&O, Pennsylvania, Colorado, Galveston, St. Louis, Denver, Council Bluffs, Iowa and the late lamented Frisco Museum in Springfield Missouri.

On tourist railroads, I've had a good time on Kentucky State RR museum, Steamtown, the Memphis trolley, Royal Gorge RR, Cripple Creek RR and of course Texas State and Grapevine. It's fun to drive through small towns and see the old depots. Last year I took a dome car trip behind the UP 844 and the Centennial from Denver Union Station to southern Wyoming. Last Labor Day, my wife Sheree and I rode in a dome car on the Branson Scenic Railroad. Previous excursions include the UP Dallas Challenger and UP E-Unit trip to Weatherford.

In addition to L&N, the railroads I find most interesting are the Katy, Texas and Pacific, UP, and the Houston & Texas Central. Lately I have become interested in the Texas Electric Railroad and once went from Plano to Denison looking for remnants of this fine Interurban Railroad and found plenty. I plan to do the same on the Southern Branches someday. Also I find I have a growing interest in the Cotton Belt and other railroads in Texas, as well as railroads of the Civil War era. I have some HO equipment but have not invested in a layout yet. I find it quite enjoyable being a railroad history buff.

Chapter Meeting Minutes, November 7, 2006

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MEETING MINUTES AND NOTES, DATE: November 7, 2006.
LOCATION: Special Collections, University of Texas, Arlington TX. ATTENDANCE: 10 MEMBERS AND GUESTS

President Skip Waters opened the meeting and new member Greg Harrison was introduced. Skip announced that **we have made a bid** to the NRHS National Convention Committee **to hold the Annual NRHS convention here in the Summer of 2008**. That bid has been accepted by the convention committee **and Skip will present the formal proposal to the NRHS Board of Directors at their Directors meeting in Huntsville, AL**. Skip spoke to Bruce Brown in New Orleans regarding the **SP-745 steam engine** and our using it to pull an excursion train at the convention. He gave a positive response, but the engine may need repairs. **Milwaukee Road engine 261** from Minnesota looks like a hopeful prospect to pull an excursion train for the convention too. Skip passed around our proposal that he will bring to the NRHS Board of Directors meeting. Skip also explained about the **team** he is trying **to assemble for the convention**. **Jim King** has agreed to be **Vice Chairman** of the **North Texas Convention Committee**. We are looking into hotels in Dallas, Fort Worth and Grapevine.

Skip then turned to **nominations for the Chapter Officer positions** of the Board of Directors. There is a proposal to add more members to our current 5 member board. These might consist of Convention Chairman, newsletter editor and Historian. These



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positions will probably not be ready to present at the January Meeting, but might be added next year as we gear up for the convention. The **slate of officers nominated** for the January Meeting by chairman Brain Vaughan are: **President – Ron Anderson, Vice President - Jon Shea, Secretary - Mike Bedford, Treasurer - Steve Siegerist, National Director - Dale Wilken. Skip will become chairman of the Lone Star Rails NRHS National Convention.** Your dues must be paid to vote in the election. There is also a plan to give limited Board Powers to the Convention Committee which will expire when the National Convention is over.

The **December meeting was announced** (see elsewhere in this newsletter). Skip mentioned volunteering for the **North Pole Express in Grapevine in December.** Our chapter will earn \$5 an hour for each hour we volunteer. He then passed out the **Gulf Coast Chapter Texas State Railroad railfan weekend flyer for Nov. 17-19.**

Gary Spurr, UTA Special Collections Archivist, began the program. He **specializes in trains and airplanes.** Some major collections are Texas and the Southwest, the Mexican War, and Mexican History. He showed some excerpts from a collection of railroad articles from the Fort Worth Star Telegram. Ben Huseman also an archivist at the library showed us some of the railroad maps in the collection. We also saw some old Santa Fe RR in Ft. Worth photographs. We saw some pencil written Santa Fe chaining books where the railroad was chained or measured. These books show how many rails, ties, spikes, telegraph poles etc. on each section of the railroad. We saw a map of the Santa Fe yards on operations in Cleburne, TX from January 1935. There were maps of various places on the T&P railroad and Katy RR operations in Texas. Other railroad maps included SP, Houston and Texas Central, International and Great Northern, Gulf Colorado, and Santa Fe, and Texas Midland Railroad. A map of the Galveston, Houston, and Harrisburg RR contains what is perhaps the first known use of the term "The Sunset Route". We also saw an 1897 T&P Annual Report, and other 19th century railroad company annual reports. They had a birds-eye view of Wichita Falls in the late 19th century prominently showing the Fort Worth and Denver City and Wichita Valley Railroads. There was an 1859 print of a speech in the U.S. Senate that then Texas Senator Sam Houston gave in January of that year about the proposed route of the transcontinental railroad. It was a very interesting and informative meeting and our chapter thanks Gary Spurr and Ben Huseman for a fine program. **Submitted by Jon Shea, Vice President. Additional submissions by Skip Waters, President.** *[Dispatcher sez: Just call me Dispatcher. Being newsletter "editor" is being a referee for all these parties who make "revisions" That's why we have version "e", not "a". All done. 33.]*

Trivia Questions & Answers

October's Trivia Questions: The last model of streetcars was the PCC streetcars produced in the 1935 to 1952 timeframe. Most PCC cars were single ended having a front and rear, but a few companies had double ended (two fronts like LRV cars) cars, primarily because their systems lacked loops at the ends of the line to turn the cars. Dallas Railway and Terminal's PCC cars were double ended. How many other companies had double ended PCC cars? How many PCC cars did Dallas have? Hint: Dallas placed only one order for PCC cars with Pullman-Standard.

Congratulations to Johnnie Myers (hip hip hoorah!) who writes on 10/31/06: "In response to the trivia question, Dallas had 25 cars, all sold to Boston in 1959. Car 524 was returned to the museum at fair park in the 1980's, but was "scarpped" later. The other lines with "double-end" PCC's were, Pacific electric, Illinois Terminal and the Red Arrow lines out of Philadelphia."

11/06/06, Captain Transit writes from sunny CA: Dallas Railway & Terminal bought 25 PCC cars from Pullman Standard, so did Pacific Electric in Los Angeles. Illinois Terminal bought 8, and San Francisco Municipal Railway bought 10 from St. Louis Car. Philadelphia Suburban bought 10 PCC looking, although technically not PCC cars from St. Louis.

North Texas Chapter Who's Who

Founded and chartered in 1996, the North Texas Chapter is one of the newest chapters of the National Railway Historical Society. Current membership is about 60 members from the Dallas/Fort Worth area. Emphasis of the chapter is activity, history, and enjoyment of railroading past and present. Meetings are usually held 7:30-10:00 PM on the first Tuesday of each month at the Grapevine Tourist & Visitor Information Center at Main St. and the FWRW railroad tracks. Visitors and newcomers are welcome. Regular membership is \$35 a year (\$22 national dues + \$13 chapter dues). The membership include: a) subscription to the NRHS Bulletin (5 issues/year) and our monthly chapter newsletter, the North Texas Zephyr.

<p>Chapter Business Address: North Texas Chapter, NRHS, P.O. Box 600304, Dallas, TX 75360</p>	<p>North Texas Chapter Officers. President, Skip Waters, 214-987-2888. Vice President/Programs, Jon Shea, 972-480-9054. Secretary, Mike Bedford, 214-692-7137. Treasurer, Steve Siegerist, 972-234-2682. National Director, Claude Doane, 972-272-3958</p>
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