



**VALLI HOSKI, NORTH TEXAS NEWS EDITOR**

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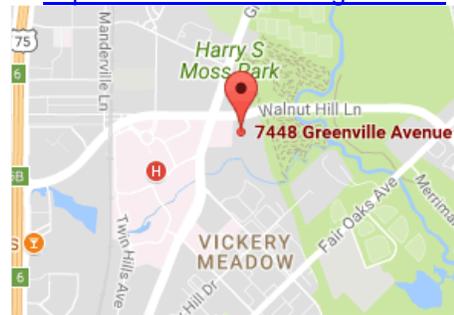
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**Chapter Meeting**

**Tuesday, November 7, 2017 – SOKOL Hall,  
 Dallas, Texas.**

**When:** 7:30 pm meeting.  
**Where** 7448 Greenville Ave, Dallas, Texas. Phone:  
 (214) 368-5608  
**Parking:** Free.  
**Program:** Annual Chapter Auction.  
**Information:** <http://www.sokoldallas.org/contact/>

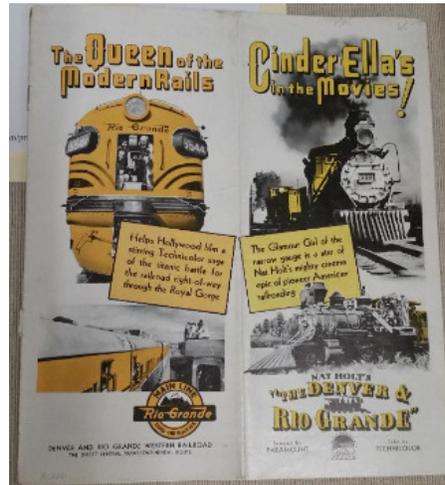


**Special Features**

**NTC Visit to DeGolyer Library**

[Note: The October meeting was held at DeGolyer Library, Southern Methodist University, Dallas, Texas. The trip report below is based on meeting minutes taken by Jon Shea.]

Originally scheduled for October 3, 2017, the meeting was cancelled due to a power outage. At the October 10 rescheduled meeting, Skip Waters, Edwin Pegelow and I (Jon Shea) were given a tour by Russell L. Martin, Director, DeGolyer Library and Special Collections, SMU.



Right (above): Sample artifact from Special Collections at DeGolyer Library.

Left: Russell L. Martin, Director, DeGolyer Library and Special Collections, Southern Methodist University.



The library displayed several rare railroad pictures, books and maps. Some were from Texas and some from other states. We saw where the fabulous O Gauge steam locomotive collection was now located. Russell talked some about planned storage of the national NRHS collections at DeGolyer Library.



Then, Russell put us to work. There was a box of railroad photos which the library was unable to identify. We looked at them and were able to provide more information on two to three dozen of the photos which Russell was grateful for. Most of the pictures were quite interesting even if we could not figure out what they were. We will meet again at the library next year on our regular meeting night so that more members can attend.

### **11<sup>th</sup> Annual Rail Symposium – Sat. Nov. 18, 2017**

by Bob Holzweiss

You are invited to the 11th annual railroad symposium at the George H.W. Bush Presidential Library and Museum on the campus of Texas A&M University in College Station, Texas on Saturday, November 18th from 10:00 a.m. - 3:30 p.m. Doors open at 9:30. Cost is \$15 per person payable at the door (cash or check only) which includes a BBQ lunch with all the trimmings. All sessions will be held in the Bush Library theater. Reservations are not required but are recommended to guarantee enough food for lunch. To make a reservation please email Robert Holzweiss at [Robert.Holzweiss@gmail.com](mailto:Robert.Holzweiss@gmail.com) or call 979-691-4003.

Speakers and topics for the 2017 program include:

- *Ken Fitzgerald, 2016-2017 Railroad Photography Projects.* Ken will show examples of his photography while contracted with BNSF and other railroads in 2016 and 2017. Topics will include the Transcon in New Mexico, the Mississippi River bridge in Memphis and Hurricane Harvey in Houston with other tidbits added in between.
- *Steve Lee, Railroad Preservation.* Steve Lee is the former Director of Union Pacific Steam Program. He will discuss his work in the railroad preservation field since his retirement from Union Pacific.
- *Ken Stavinoha, U.S Railroads in WW1 and the creation of USRA.* Ken will share selections from his extensive collection of cabinet cards to discuss the U.S. role in WWI and the creation of the United States Railroad Administration to operate the U.S. rail network beginning on December 26, 1917 and lasting until March 1, 1920.
- *George Werner, I-GN's Fort Worth Division.* George will discuss the history of the line between Spring and Ft. Worth including the work done by the Calvert, Waco and Brazos Valley, its construction, operation, and the late 200th century changes. Because there are so few photographs of the construction period and trains on the line, George will show a general gallery of I-GN photographs covering the entire system.

I hope to see you on the 18th. Best, Bob Holzweiss, George Bush Presidential Library and Museum.

## Recent Photogenic Moments in Fort Worth

by Jerry Nunn

All the photos were taken locally in October, 2017.



Above left: BNSF 7229 leads SB grain train, Fort Worth, Texas. October 5, 2017.



Above right: BNSF 5478 leads a loaded rock train SB through Carrollton, Texas. October 3, 2017.



Above left: Animal (cat or racoon?) Fort Worth, Texas. October 12, 2017.



Above right: Gnome character on a reefer, Ft. Worth, Texas. October 14, 2017.

## Back on the Road Again, OKC-bound

by Dale Jacobson

### Westbound DC to OKC

I was dropped off at the Greenbelt Metro station after 10 AM on Friday, September 29. The set of equipment I rode from there to Fort Totten was new. The car I was in was quite noisy. I think the a/c was causing it. I don't know if the other cars were also noisy, but the trip to Fort Totten was unpleasant, even if short. I boarded a set of older cars for the quiet trip to D.C. Union Station.

As usual I arrived hours before the *Capital Ltd.* would depart. I enjoy both the station and the Acela Lounge, which is also used by sleeping car passengers, so time passed quickly. At 3:45 PM we still hadn't started boarding when the dreaded word "Delayed" appeared opposite #29's place on the departure listing. At 4:05 PM, when we should have departed, the call came to begin boarding our train. We departed at 4:30 PM, only 25 minutes late. Due to the hurried nature of the boarding I didn't get a chance to see what our power was. When we reached Chicago Union Station I finally discovered we had three engines.



I suspect the P40, which was the second engine, was the reason for our delay. I think they added another P42 rather than take the extra time needed to replace an engine. Amtrak never explained the actual reason we left D.C. late.

Now we were in the middle of MARC's commuter train rush. We poked along slowly most of the way to Point of Rocks, MD. After the Q136 COFC/stack train passed us, we finally moved over to #2 track and sped up. We arrived 55 minutes late at Harpers Ferry, WV. By the time we left Cumberland, MD, we were over an hour late. Since we were running late, prior to dinner I went to my roomette to watch us pass by places with names that are now not places; such as Hansrote, Sir John's Run, and Doe Gully (sic?)

We reached Cumberland as I was finishing dinner with friendly table mates and good conversation. As I had dinner during the last scheduled seating, after we broke off our conversation I retired to my roomette. I woke up once thinking we had reached Pittsburgh, PA. Later I awoke again, and this time we were in Pittsburgh. Turned out that some time after I first went to sleep, the train stopped and backed up to the nearest crossover to run around a freight train that had broken down ahead of us. The lights of whatever town we were in made me think we were in Pittsburgh. When we actually left Pittsburgh we were close to two hours late.

Next morning we arrived in Toledo, OH, about 70 minutes late. Soon after we departed I began asking myself, "Are we ever going to get out of eastern Ohio?" We had not even reached the first small town west of Toledo before we slowed to a crawl. Soon, we stopped for a time before starting up again after a Norfolk Southern (NSC) freight passed. Then we would slow down and stop again until another NSC freight passed. We repeated this process all the way across eastern Ohio. Each time an eastbound NSC freight passed we'd start moving again only to repeat the slowdown and stop process until another eastbound freight passed. We reached Waterloo, IN about 2 hours and 30 minutes late. However we did see lots of NSC freights, mostly stack trains. After departing Waterloo, IN, we finally went faster. We had made up some lost time by Goshen, IN, only to slow again and follow a freight ahead of us pulled by BNSF GE's. Once passed it we soon arrived at Elkhart, IN. From that point on we sped along fairly well, but arrived in Chicago Union Station still over two hours late.

The real surprise was that Amtrak had just released a new menu for its dining cars. I had worried about having the same meals on this trip as I had last winter. That's not necessarily so now. Some menu items are the same. You can still get a Black Angus steak, but now you also have the option of having a seafood cake consisting of crab, scallops, and shrimp with your steak. That option is listed for \$39.00, but can be had by sleeping car passengers as a regular dinner option. For dinner I had another new entree - the Indian style shrimp that is listed as being spicy. To me it wasn't that spicy, but to another passenger who tried it, it was. Other dinner entrees included salmon in a new kind of sauce, vegetarian lasagne, a vegetarian pasta dish, and the roasted chicken entree also found on the previous menu. There were some new desert entrees as well. I had a raspberry chocolate tart, which I thought was better than the chocolate mousse it replaced. Another new desert is a Greek yogurt based cheesecake.

For breakfast the next morning I had a carry over from the old menu - scrambled eggs with either grits or potatoes (potatoes for me) and a "croissant". Alas, gone from the breakfast options is the buttermilk biscuit that had been my favorite. However, the croissant isn't really a croissant, but to me is somewhat of a cross between a biscuit and croissant. It was good enough that I asked for a second one. As lunch wouldn't be served on that train I had to wait until I was on the Texas Eagle to try any new lunch item.

We arrived in Chicago about 11:15 AM. I had a small order of Cajun chicken from the Cajun Grill in the Food Court and a draft IPA beer from The Chicago Junction bar for lunch. Then it was time to try a couple wines with Swiss cheese at the wine tasting in the Chicago Metropolitan Lounge before boarding the *Texas Eagle* for my next leg to Fort Worth, TX.

There was enough time after boarding the *Texas Eagle* to discover our 8-car train was being pulled by one P42. I was in the third car behind the locomotive with the diner following my car. Then came the obsy/lounge and three coaches. This day the train had no through cars to Los Angeles. We pulled out of Chicago Union Station on time, but a few minutes later came to a stop at the automatic interlocked crossing with the Indiana Harbor Belt RR near McCook, IL. We waited there 20 minutes for a freight train to cross in front of us. Back in the "good ol' days" a tower operator would have ensured that our passenger train would be first through the interlocking plant. Any freights would have to wait. No more. Now, the first train to hit the circuit



has the right of way. All other trains wait their turns. This can be time consuming. In some parts of Chicago interlocking plants are close enough that a train crossing in front of yours can stop in the plant you're at due to another train crossing in front of it at another interlocking plant. This is why Chicago RR's and the local and state governments created CREATE - to expedite traffic through Chicago. Some of the CREATE projects are completed; others have yet to start.

Meanwhile, another group of "investors" (never have heard who makes up this group) have proposed building a new double track, or perhaps more tracks, mainline around Chicago called the Great Lakes Basin RR. They claim their RR would save lots of time and money by avoiding Chicago proper. So far, it has run into nothing but frowns and skepticism from the main freight RR's and local governments. After all, the Canadian National (CN) already has a RR that by-passes Chicago in the form of the Grand Trunk Western (GTW)/Elgin, Joliet & Eastern (EJ&E)/Wisconsin Central (WCL). It also can run north-south traffic around Chicago using the EJ&E connections with its former IC mainlines. CN is granting trackage rights over the EJ&E to other RR', notably UP which uses it to connect its former Missouri Pacific (MP, and before that the Chicago & Eastern Illinois RR) with its former Chicago & Northwestern RR (CNW) lines. BNSF and CN interchange at the EJ&E junction at Eola, IL. So, it's not surprising that so far most of the major freight RR's and governments that would need to approve this project are not enthused. Even so, this group has held numerous meetings in various towns and cities to try pushing for approval of its plan. This plan is still in the proposal stage and has yet to be either accepted or rejected.

Once we were again underway we sped along at what I thought was track speed. Even so, we seemed to lose some more time, pulling into Joliet over 30 minutes late. We would continue losing time all through Illinois, especially after we left Alton. It was shortly after leaving there that our train came to a stop. This time we were told that our engineer was having trouble reaching the Norfolk Southern (NSC) dispatcher to get clearance for whatever route we'd be using to get to the Amtrak station in St. Louis. There are two bridges that Amtrak can use to reach its station. One takes you into downtown East St. Louis and then across the Mississippi River into downtown St. Louis and the station. The other goes over the river north of the Terminal RR Association RR (TRRA) yard in Venice and then into downtown St. Louis under the Arch. We ended up using the usual route of crossing the river from East St. Louis into downtown St. Louis. This delay meant arriving in St. Louis about 90 minutes late.

By then I was finishing dinner as we sleeping car passengers were told we had only two choices for dinner reservations - 5:30 PM and 6:30 PM. Some of us wanted to eat later so imagine our chagrin when we learned that coach passengers were given a 7:30 PM option. I feel certain the dining car staff wanted to make sure all sleeping car passengers were served first, but why couldn't that later option be one of ours, too? After lunch in the food court and cheese with wine in the lounge a 6:30 PM dinner was a bit early. This evening I had the salmon with a new sauce (from the new menu). Someone had ordered this the night before on the Capital Ltd. and thought it was quite good. That person was correct.

While at the station stop in St. Louis I saw my first two new "Charger" locomotives. I tried some night shots of them. This is where digital photography has a real advantage. Immediately seeing your result makes taking night photos that much easier. It also helps that you can vary your light sensitivity. Then again this is one reason I continue using film, although this is not the main reason. I enjoy the challenge of shooting film due to its various limitations, like not knowing what you've got or being able to readily change ISO ratings. In this case these are brand new locomotives and should be around for some years. Assuming I don't die very soon, I should be able to photo them in service for various government subsidized agencies for at least awhile.

Once we departed I headed back to my roomette as it was on the left side of the train. That would be the side next to the Mississippi River as we headed south after getting out of St. Louis. With the lights off in one's room, one can see things even in the dark. I watched as tugs shoved barges south down the river. After we moved away from the shore line I called it a night. I awoke the next morning not sure where we were. Turned out we were west of Texarkana, TX, and we were now on-time. That gave me time to get off the train at Longview, which is where passengers to and from Houston board the Texas Eagle. It's also a smoke stop. I got a good look at our train and its consist. Not that there was anything out of the ordinary with it. There wasn't. One Amtrak intercity train with "Superliner" equipment looks pretty much like any other such train. The only "Superliner" equipped train that looks different is Amtrak's Auto Train because it's longer and has all those closed autorack cars.



I had hoped we'd lose a bit more time during the night, but it didn't surprise me we hadn't. Nor did it surprise me we were now ahead of schedule. There is so much padding in this schedule that unless UP dispatchers really screw things up, or Amtrak's equipment breaks, this train will likely run early. At least between Fort Worth and Chicago that can be true. South of Fort Worth is often another story. See any of my previous trip reports dealing with this train. It's not fun reading unless you are a sadist who likes to read or hear about suffering or making others suffer. Thus, we arrived in Dallas about a half hour early. That gave me plenty of time to take train photos, mostly of DART light rail trains, and watch a Trinity Rail Express (TRE) commuter train or two. Normally TRE doesn't run on Sundays, but the Texas State Fair (I think it was) was on that weekend so TRE was running on its Saturday schedule.

Now it was time for lunch. I had one of the new menu's quessidillo (sic) egg dishes with a green chili sauce for breakfast. For lunch I had the steamed mussels, another new item on the menu. We arrived at Fort Worth, my stop, just about the time my mussels were served. No matter. We had arrived in Fort Worth at 12:35 PM. The scheduled departure time was 2:10 PM. So I stayed aboard the train and had my lunch including a piece of pecan pie for desert. Only after I was done did I finally detrain. Once again the schedule has not been adjusted to account for the faster running time using the TRE routing rather than using UP's trackage.

I had until 5 PM before boarding the Heartland Flyer for Oklahoma City. The Amtrak ticket agent told me I could leave my checked bag with her until I was ready to board the Flyer. There still is no checked baggage service on this train as most station stops are in small towns with no agent. I'm not sure why this also applies to Oklahoma City as there was an agent on duty there. Perhaps the fact the station platform is on the higher level and the station itself is on the lower level is the reason. But that was of no immediate concern. Although the train was sold out, not all that many people had large pieces of luggage. There was plenty of room for me to put my suitcase, I got the window seat in the lead coach of two, right behind the F40PH unir rebuilt as a control cab. I was sitting amidst a family from Tulsa who had taken a train ride from Okla. City to Fort Worth and back for a long weekend outing because the eldest in the group had never ridden a train before, despite having traveled all around the world as a military man.

I found that the food and drink prices on this Oklahoma state sponsored train were almost one third less than what equivalent food and drinks cost on a regular Amtrak train. Thanks, Oklahoma !!! I was tempted to buy at least one marguerita (sic), but decided to wait until I had arrived at my friend Paul Walters new homestead near Edmond, OK. I was sure we'd have some wine once I was there. So, I settled for some chicken nuggets with ranch dressing as many of the food items I might have thought of eating were already sold out. Admittedly I had waited until about half way to Oklahoma City to have something to eat, but after my mussels meal for lunch I hadn't become hungry before then.

Last light came just as we went through what's called "Big Canyon." This is along the Ouchita River some distance north of the previous station stop at Ardmore, OK. Even so, there was enough light to see the cliffs that Paul, and another friend Carl Graves, and I had climbed for overhead photos of Santa Fe trains curving through this "canyon." Calling it a canyon is a bit of a stretch as only one side has steep cliffs. The other side, across the river, has gently rising hills, and not very big ones at that. Then it was into the darkness as much of Oklahoma south of Norman (where the University of Oklahoma is) is still quite open countryside. Once at Norman the rest of the trip is mainly in bright lights of first Norman, then Moore and finally Oklahoma City. We arrived there on time at 9:25 PM. We may have even been a few minutes early. Thanks to the road construction going on all around the station as well as the various ways one can escape from that Amtrak station, I failed to find Paul. Thank goodness for cellphones. As I had seen his red Jeep Rubicon I walked to it and then called him. He was back to his Jeep in a couple minutes. On to his place we went where we imbibed in some Chardonnay and Cab Savignon until we finally called it a night. Regards, -Dale-

## News From NRHS National

### **NRHS President's Update – October 2017**

*Submitted by Al Weber, President, National Railway Historical Society (NRHS News, October 2017 issue)*

Fall is here and the NRHS membership renewal cycle is beginning. I would like to challenge you to go out and get new members to help the NRHS preserve railroad history. I gained one new member just recently by telling him about what a NRHS



grant did to help restore a streetcar. He liked what we did and I handed him one of the new NRHS brochures. He filled it out and now we have a new member.

We are now working on a new website for the NRHS. It is still being worked on, but progress is being made. I hope to have more member content and an area where chapters can list events and meetings.

Several of the emails and letters that I have received over the last few weeks are along the line of what can be done to increase membership. We have volunteers working on some of your ideas, like the new membership brochure. We also have distributed most of our old copies of the NRHS Bulletin to new prospective members at shows and events.

It has been suggested that when a local chapter has an event, the National should have a press kit that the chapter can give to the local media. This is a good idea, and I need volunteers to compile what we need to put into that kit. If you would like to help, email me at [aweber@NRHS.com](mailto:aweber@NRHS.com) please.

If your chapter is working on a preservation project, send in a short article to the NRHS News and your local newspaper. We will print it, and many times the local newspaper will also. We are also looking into national advertising for the Society, but it costs a fair amount per issue and the return is a big unknown.

Write or email if you have any questions or comments. Al Weber [aweber@nrhs.com](mailto:aweber@nrhs.com)

## North Texas Chapter Views and News

### Jon's History Corner

by Jon Shea

#### Katy San Antonio Passenger Station



A nice drawing of the Katy San Antonio passenger station. The front of the station is a duplicate of the Mission Concepcion.

#### The Frisco Railroad exhibit at the Texas Centennial Celebration

We move on to the Frisco exhibit in the *Texas Centennial Official Souvenir Guide*.

"Comfort, convenience and luxury for the traveler is the theme of the Frisco Lines' exhibit at the Texas Centennial Exposition at Dallas. Dividing the reception room from the rest of the display are ornamental grilles. An entrance between the grilles admits you to a reproduction of a de luxe Frisco lounge car. Looking through the widows of the car, you have the illusion that you are on a moving train, the illusion being produced by an electrically operated panorama of scenes along the route of the Frisco between St. Louis, Texas and Oklahoma, served by the "Texas Special" and "The Bluebonnet" to Texas and the "Meteor" to Oklahoma and along the route of the "Kansas City-Florida Special" and "The Sunnyland" between Kansas City, Memphis, Birmingham and Florida. In this section also are comfortable chairs and restful settees for the convenience of the visitors. The lounge section is carpeted, and linoleum with a specially designed center covers the reception room floor."

Next time, a look at the Rock Island Railroad exhibit.

#### Chapter Business Meeting Minutes, October 10, 2017.

**NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: October 10, 2017.**

The meeting was held on Tuesday, October 10, 2017 at the DeGolyer Library, Southern Methodist University, Dallas, Texas.

[Editor's note: minutes below also appear in the p.1 article with accompanying photos.]

Because the meeting was cancelled the week before due to a power outage we weren't on the regular meeting night. Only Skip Waters, Edwin Pegelow and I (Jon Shea) were there. Russell had on display several rare railroad pictures, books and maps for



us to look at. Some were from Texas and some from other states. We saw where the fabulous O Gauge steam locomotive collection was now located. Russell talked some about planned storage of the national NRHS collections at DeGolyer Library. Then, Russell put us to work. There was a box of railroad photos which the library was unable to identify. We looked at them and were able to provide more information on two to three dozen of the photos which Russell was grateful for. Most of the pictures were quite interesting even if we could not figure out what they were. We will meet again at the library next year on our regular meeting night so that more members can attend. Submitted by Jon Shea, acting Secretary for the evening, on behalf of Jerry M. Nunn, Secretary, North Texas Chapter, NRHS.

## Chapter Directory

### North Texas Chapter Officers, 2017.

- **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, and NTZ editor, Valli Hoski**, [ntx.news@yahoo.com](mailto:ntx.news@yahoo.com)
- **Secretary, Jerry Nunn**
- **Treasurer, Jim King**, [jgking@swbell.net](mailto:jgking@swbell.net)

### Chapter Business Address

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

**Chapter Email:** [northtexaschapternrhs@gmail.com](mailto:northtexaschapternrhs@gmail.com)

**Webmaster:** Kim Hays

**North Texas Chapter site:** [ntxnrhs.org](http://ntxnrhs.org)

**Facebook Page:** <http://www.facebook.com/groups/409467244127/>

**North Texas Zephyr** (current issues): [ntxnrhs.org](http://ntxnrhs.org)

**North Texas Zephyr, newsletter Archive**

<http://www.gogeoaching.com/gorailfanning/Home/northtexaszephyr.html>

Publication date: 10/27/17. Filename: 2017\_11 NTx Newsletter v3

## 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 held 7:30-10:00 PM, first Tuesday of each month. Visitors and newcomers are welcome. Chapter membership includes our monthly chapter newsletter, the *North Texas Zephyr*. As of October 2014, chapter dues (\$16, plus \$2 per additional family member) should be sent to the Chapter. Chapter mailing address: North Texas Chapter NRHS, P.O. Box 600304, Dallas, Texas 75360. Learn about the National Railway Historical Society at [www.nrhs.com](http://www.nrhs.com) If you change your email address on file with the NRHS, please send the old and new email addresses to [info@nrhs.com](mailto:info@nrhs.com).

## North Texas Calendar

Tuesday, November 7, 2017.	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: SOKOL Hall, 7448 Greenville Ave, Dallas, Texas. Program: Chapter auction.
Saturday, November 18, 2017.	<b>11<sup>th</sup> Annual Rail Symposium – 10:00 a.m. - 3:30 p.m.</b> Location: George H.W. Bush Presidential Library and Museum, Texas A&M University, College Station, Texas.
Tuesday, December 5, 2017.	<b>North Texas Chapter meeting – 7:00 p.m.</b> Location: Babe’s Restaurant, Frisco, Texas. Program: Chapter Holiday Dinner.
Tuesday, January 2, 2018	<b>North Texas Chapter meeting – 7:30 p.m.</b> Location: SOKOL Hall, 7448 Greenville Ave, Dallas, Texas. Program: Officer Elections and member show and tell.
Tuesday, February 6, 2018	<i>North Texas Chapter meeting – 7:30 p.m.</i> Location: to be confirmed.. Program: to be confirmed.
	** Meeting starts at 7:30 p.m. Location is confirmed in newsletter issue(s) prior to meeting month.