



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

September 1, 2009 - Meeting, Founders Building, Grapevine

Meeting, 7:30 pm.

Program: **2009 NHRS Convention – Report from Duluth**, by NTC members. **President’s Program “Revisiting the Fort Worth and Denver”**, by Wayne Smith.

Where: Founder’s Building (by Cotton Belt depot), 701 S. Main St., Grapevine, Texas.

Fall NTC Meetings

- **October 6** – Terrell Heritage Society Museum tour of TX Midland car – ‘El Paso’ and lecture by Dr. Horace Flatt on TX Midland.
- **November 3** – Grapevine Founders Building for the annual members’ auction.
- **December** – Chapter Holiday Dinner, A suggestion was made to go to the Denison RR Museum and eat at T-Bones restaurant at the museum after a tour. Another suggestion is to go to the T & P Building Bar & Grille in Ft. Worth. Jon will research to see what else is available as well.

In Memoriam – LeRoy O. King, Jr.

Roy King – Gentleman, Friend, Scholar

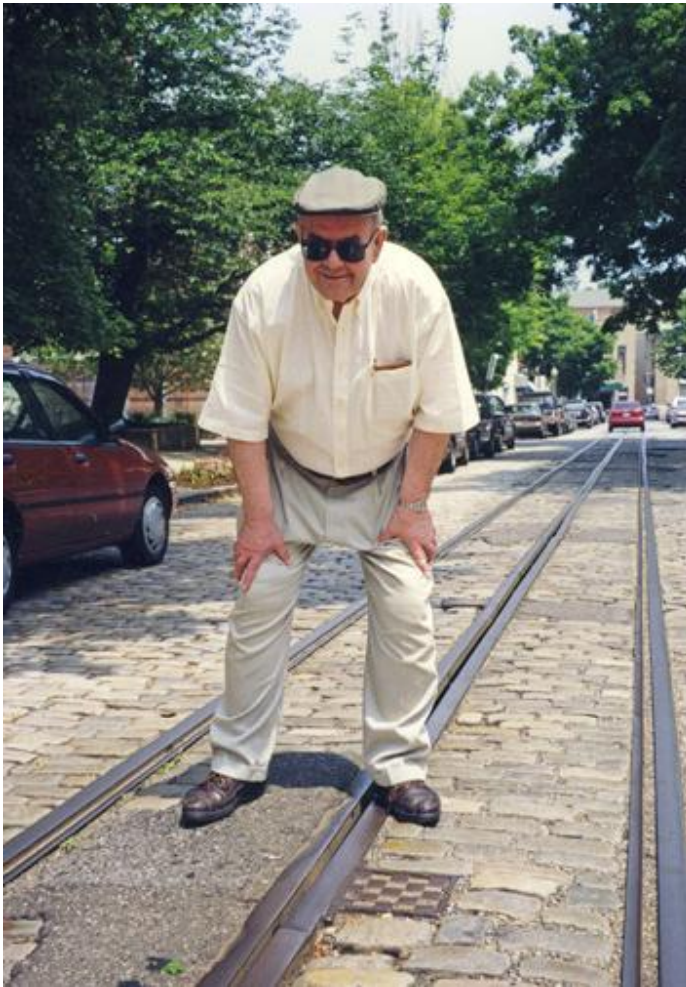
By Valli Hoski

One of our most beloved chapter members has gone beyond this realm. Roy King, a true gentleman, scholar, writer, mentor and friend, shared his life, wisdom, and wealth of talents with family, friends and colleagues.

We are the richer for having known him, and having shared in his conversations, stories and life-long rail knowledge and enthusiasm. We are the better for having had the privilege to bask in the warmth and delight of his company. We are the poorer for the loss of his presence in this world, but we are blessed with the enduring knowledge he has shared with us through his writings and mentorship.

Rest well, Roy, and know you live forever in our hearts, in our memories, and in every inch of traction and rail lines that you taught us so well.

The North Texas Chapter sends condolences to Roy’s entire family. We will do our best to pass along a rail history legacy to current and future members in loving memory of Roy.



Roy enjoying life in his favorite environs.
(Photo credit: Jay H. Miller)

LeRoy O. King, Jr. 1921 - 2009

LeRoy O. King, Jr., one of the country's leading authorities on electric railways, passed away in Dallas on August 13, 2009 at the age of 87. King was born in Georgetown in the District of Columbia September 29, 1921 into a family lineage which preceded the American Revolution. Educated at The Sidwell Friends' School, he met his future wife while he was in the eleventh grade. After graduation from Lehigh University in Bethlehem, PA, he entered Midshipmen's School at Notre Dame where he was commissioned ensign in the United States Navy Reserve. King married his high school sweetheart in 1943 prior to shipping out for the South Pacific where he served for the duration of World War II. He remained in the reserves after the war, retiring as a lieutenant in 1955. King spent his professional career in the casualty insurance business first in California and then in Dallas, Texas where the family moved in 1961. He retired in 1986.

His father, LeRoy O. King, Sr., influenced his son in the study of streetcars and electric railroads. Together the two men photographed and documented electric railways across the country and especially the District of Columbia. It was from this jointly collected material that the younger King wrote his first book, "100 Years of Capital Traction" which became a landmark reference on streetcars of the nation's capital, recently being included in a list of "50 Essential Washington DC History Books" by the DC Public Library, Washingtoniana Division, and the DC Center for the Book. King also edited and published two books on Washington area interurban systems "Every Hour on the Hour" and "Old Dominion Trolley Too." He edited "Texas Electric Railway" for the Central Electric Railfans' Association (CERA) and contributed photographs, information and other resources to many CERA publications over his long association with that organization. His encyclopedic knowledge of street railways was put to use in three full-color books published by Morning Sun Books wherein he edited the pictures and wrote the detailed captions.

King was a life member of the United States Naval Institute and a 50-Year member of the National Model Railroad Association (NMRA). He wrote

the original NMRA standards pertaining to electric railways. King enjoyed model railroading and assembled an HO scale layout with fully operational, scratch built overhead based on his boyhood home in Georgetown.

Because of his vast knowledge of streetcars, interurbans and main-line electric trains, King's advice, counsel and assistance was sought from enthusiasts and researchers all over the world. There was never a call asking for his help with neither a project nor a search for an answer to some long forgotten trolley tidbit to which he did not graciously and eagerly respond. He presented papers and talks at NMRA and CERA meetings and for nearly 30 years hosted a monthly slide-show gathering at his Dallas home for local traction fans and friends.

He was also active in many other railroad history organizations including the Railway and Locomotive Historical Society, the National Railway Historical Society and the Seashore Trolley Museum.

King was laid to rest with full military honors in the Dallas - Fort Worth National Cemetery. He is survived by his wife of nearly 66 years and one son. Memorials may be made in his name to The Shore Line Interurban Historical Society, P.O. Box 425, Lake Forest IL 60045.

Source: 8/14/2009: Jay H. Miller, Dallas, Texas. jay@kk5im.com

Special Feature – Rediscovering the Texas Electric

NTC TE Road Trip, July 18, 2009

By Skip Walters, VP Trips/Events

We had 13 total enthusiastic travelers on the tour. Mr. Johnnie Myers was a hit with his handout and detailed knowledge of the line. We followed the route starting at the Texas Electric Railway (TER) Monroe shops (DART Illinois station) all the way to Waco. Along the way, we saw TER depots in Lancaster, Red Oak, Waxahachie, Italy, Milford, Hillsboro, and West. In addition, we viewed a few Katy depots, and TER bridge abutments. The group enjoyed a catered lunch in Milford. Next, we got to see the inside of the Milford and Hillsboro TER depots.

The tour wrapped up in Waco at the suspension bridge, with a stop to see TER bridge abutments. The group also watched a 17 minute viewing of the Texas Electric in 1948 at a funeral home on the big screen. The trip went 3 hours overtime, but no one seemed bothered by it, as we were having such a good time. We ate BBQ on the way back.



The **TE Thirteen**, all smiles as they enjoy the July 19 outing up and down the Texas countryside, in search of TE vestiges and a good meal along the way. Group includes (not in order) Jon Shea, Ernest Thomas Jr., Steven Reed, Robert Haynes, Chris Galvin, Chuck McGuire, Harold Larson, Jeff Phelps, Johnnie J Myers and his son, Earl Leeson, Garl Latham and Skip Waters. *(Photo submitted by Skip Waters.)*

TE Seen Through The Shutter

By Jon Shea, VP Programs

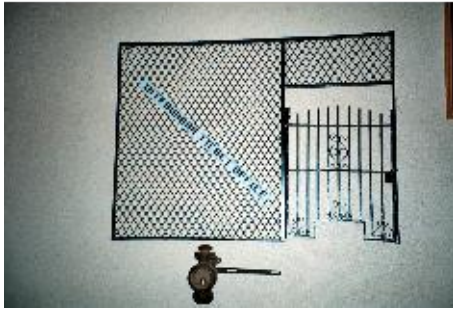
I thought it was a thoroughly successful historic railroad excursion. Johnnie Myers commentary was of course excellent. We saw Texas Electric depots, traces of right of way, bridge abutments, and culverts in addition to many KATY and other railroad traces. At one point our van had a bumpy ride on a dirt road near Forreston, Texas on the original TE right of way. The rural scenery here seems virtually unchanged since the last run of the TE in December 1948.

Just south of downtown Waxahachie is a small park dedicated to the Texas Electric Railway. It contains the concrete supports and abutment for a large iron trestle which once carried the Texas Electric RR over a large creek and several rail lines before ending near the TE Station in Waxahachie. When the trestle was dismantled, someone tossed a rail into the brush along the creek and there it rests today - 60 years later, an original Texas Electric RR rail. Johnnie also showed us the still standing homes in Waxahachie of the presidents of the TE.

(Right) These concrete abutments supported an iron trestle carrying the Texas Electric Railway over a large creek and several railroad tracks. They are located in a small park just south of downtown Waxahachie.

(Photo credit: Jon Shea)





Many trips seem to be defined by surprises. The Texas Electric is fondly remembered in many of these small towns as is evidenced by the historic pictures of it which we saw in cafes in Italy and Hillsboro TX and in the senior citizens center where we ate lunch in Milford. In the backroom of the cafe in Hillsboro on the wall is the original ticket window grating from the TE station.

(Left) The Hillsboro depot is now a cafe. The front 20 feet has been removed to make room for a parking lot. In the back room on the wall is the original ticket window gate for the depot. *(Photo credit: Jon Shea)*

At the Milford Depot there are still rails embedded in the sidewalk where a track once turned into the yard by the freight door. Whatever functions the depot has served since the demise of the TE, the wooden sliding freight door still hangs on the wall as it has for 85+ years.

(Right) The original freight door of the Milford, TX depot. The graffiti artist is unknown. The floor of the freight (rear) portion of the depot was once raised to the bottom of the freight door, 2-3 feet above the original wooden floor which is still there in the passenger (front) part of the depot. *(Photo credit: Jon Shea)*



Milford provided the biggest surprise of all. When Skip Waters and I were scouting out locations for the tour, the weekend before, we noticed that the depot was open and being worked on for a future restaurant, Milford Depot The Railroad Cafe. I thought we would ask the workmen if we could look inside. He told us to speak to the owners, Mr. and Mrs. Leible who were outside.

One thing led to another and soon a catered lunch was arranged which was relocated to the Milford Senior Citizens Center, one block away and our little excursion turned into a big deal for Milford. Anyway it was a great trip and special thanks are due to Skip Waters, the organizer and van driver and Johnnie Myers our historian guide. Be sure to join us for our next historic railroad tour probably coming next year.

(Left) The Milford Texas Electric Depot (soon to be a restaurant). Note the turning track which led to the freight door. The mainline ran down the street in front of the depot. *(Photo credit: Jon Shea)*

Special Feature – Daylight in the Midwest

SP 4449 Midwest Memories, July 18 – Aug. 2, 2009

By Valli Hoski, NTZ Editor



The SP 4999 visited the great Midwest in July, on her way to and from Train Festival 2009 in Owosso, Michigan. She delighted Chicago with several stops on her outbound journey and on her home-bound trip west.

(Left)

Saturday, July 18, 6:35 p.m. The 4449 pulls to a stop at the Naperville Metra (Burlington) station to discharge a few VIPs. There were 1,500 people there to see her. *(Photo credit: Peter Nicholson)*



On Sunday, July 19, 2009, the Chicago Chapter of the NRHS ran a group excursion on-board the SP 4999's eastbound trip.

We departed from Chicago Union Station at 9 a.m., Sunday, July 19 and enjoyed fine coach seating on-board a former PRR passenger coach used in Clocker service on the east coast. Your editor was delighted and privileged to serve as a car host on a Clocker coach, where she rode in comfort and style, talking with trip visitors, providing friendly and helpful service throughout the journey.

(Left)

Sunday, August 19, 2009, 7:30 a.m. End car on the SP 4449 excursion train, awaiting passenger loading and departure at Chicago Union Station.

(Photo credit: Valli Hoski)

Due to height restrictions and other issues, the excursion train was pulled by diesel power from Chicago Union Station to Michigan City. There, the SP 4449 in all her Daylight splendor took over and pulled the excursion train east-bound into Michigan, passing golden fields, small towns, and lakes. Friendly visitors eagerly awaited her passage through their home towns, waving high and proud as the SP 4449 thundered past. Many happy memories were made for all those glowing, smiling faces and fans who greeted her.

Onboard, the Friends of SP 4449 set up shop, sold their wares and the essential trip souvenir eagerly sought by the excursion visitors. Several members of the Chicago Chapter helped keep everyone happy with their hot dogs and other snacks. The food service was particularly well-appreciated by visitors and crew alike, as the excursion waited on a siding for freights and several Amtrak trains to pass.



(Above left) Sunday, August 19, 2009. Excursion seating in former PRR Clocker service coach, part of the SP 4449 excursion consist. *(Photo credit: Valli Hoski)*

Upon arrival in Battle Creek, the Chicago Chapter excursionists enjoyed a late, delightful dinner at Clara's on the River, a fine local establishment in the former Michigan Central Railroad Depot. Elegantly furnished in a depot theme, Clara's provided a casual yet polished dinner service in timely and tasty fashion. Conversations fit in around the tasty bites; memories of past trips and the current excursion were exchanged and shared. All too soon, dinner time was done, and everyone boarded the charter bus for the return trip home to Chicago. On-board entertainment was provided by several SP 4449 videos, with the refreshing nap tucked in-between. The bus driver highballed along the Midwest's finest toll roads, and returned the travelers home, in good time and good order. A memory-filled time was had by all.



(Above right) Sunday, August 19, 2009, 7:45 a.m. Valli, car host (and your loyal NTZ Editor), awaits passengers and departure time onboard the SP 4449 excursion at Chicago Union Station. *(Photo credit: Mike Imaoka)*



After Train Festival 2009, SP 4449 and her consist returned through Chicago on her west-bound journey.

(Right)

Sunday, August 2, 11:25 a.m. C&M subdivision MP 17.5 (just north of Glenview Amtrak/Metra stop).

4449 running at 30 mph on Approach signals following a Metra suburban train on her way to Milwaukee. There were approximately 500 people on the Glenview station platforms to watch her go by.

(Photo credit: Peter Nicholson)



Local Rail News

DeGolyer Library Showcases Wm Halsey Locomotive Drawings

Russell Martin, Director of the DeGolyer Library, shared news of one of DeGolyer's first digital projects, the William Halsey Locomotive Drawings. The William Halsey Locomotive Drawing Collection contains 84 watercolor drawings by William Halsey (born ca. 1845- died ca. 1900), a railroad enthusiast probably working in the New York region as early as 1863 until the 1890s. The digital collection is based on the William Halsey locomotive drawing collection held by the DeGolyer Library. The ink and watercolor drawings depict locomotives and tenders primarily built or purchased by the Erie Railroad between 1863 and 1876. Also included is one Lehigh and Susquehanna Railroad locomotive drawing. The drawings provide a comprehensive study of locomotives of the New York state region in the 1863-1875 period. The collection consists of 84 drawings on 81 sheets. The images are realistic in proportion and detail, and they correlate with photographs of the same or similar locomotives of the period. All of the drawings include the locomotive and tender. A significant aspect of the drawings is the record of colors and paint schemes used at the time. Some of these drawings represent the only records of this form of applied decorative railroad art to survive. As a group, the engines display a wide range of colors, and frequently display schemes indicative of locomotive builders or the shop's style that maintained them. Source: 7/28/09, **Letter from Russell Martin; DeGolyer Library's Digital Collection web site** at <http://digitalcollections.smu.edu/all/cul/hal/>

Chapter News & Views

President's Roundhouse

By Wayne Smith

As I continue my series on my Canadian Rail Adventures, I think back to a time when a significant number of my family lived in Victoria, British Columbia. They had moved, in part, to BC for the milder climate. The winters in Manitoba can be bitterly cold. They obviously did not move to the Canadian Rockies which separates BC and Alberta. They moved to the coast. As my aunts and uncles got older and retired, they moved up Island and my cousins married and dispersed to different parts of BC and Canada. Anyway, in approximately 1973 or 1974, we were staying with family in Victoria. Several of us went to ride "Victoria's own Cannonball" on the Victoria Pacific Railway. I have attempted several times to research the equipment and locomotive used on the Victoria Pacific or the railway itself. I have not been able to find anything about where the equipment came from or where it went. I do know that the Victoria Pacific has not existed for several years. My photographs (instamatic camera) and the brochures show no distinguishing marks on the locomotive. The locomotive and the rolling stock all were marked "Victoria Pacific." The locomotive appears to have a 2-8-4 wheel arrangement, but I can't tell for sure. The train consist included the locomotive, tender and heavy weight passenger cars. My photographs show at least one wooden passenger car (in disrepair) on a siding. There was also at least one steel "plug" box car on the siding. The brochure states, "This vintage Steam Train Excursion operates over Five miles of track. You will thrill to the whistle as the trains chuff [it actually says chuff] down the rails and you can hear and see it all from your open window. Our Conductor, Miller Howe, ensures you a pleasant and safe trip." The ticket stubs indicate that the train departed from Millstream Junction in Victoria. If you Google "Millstream Junction", there is lots of information on the Galloping Goose Rail Trail. Here is information about the Galloping Goose (GallopingGooseTrail.com). "Part of the Trans Canada Trail which traverses the country, the Galloping Goose and Peninsula Trails form one of the most picturesque trail systems in Canada. Dedicated in 1989, the Galloping Goose Trail is named for a gawky and noisy gas rail-car which carried passengers



between Victoria and Sooke in the 1920's. The first rail tracks were laid on Island soil in 1893, with the opening of the Victoria and Sidney line. That was followed by the Vancouver Island section of the Canadian National Railway dedicated in 1911, and by the B.C. Electric in 1913. Built upon the abandoned rail beds and trestles of that railway legacy, the Galloping Goose and Peninsula Trails connect our transportation past with our transportation future. You can travel for nearly 60 kilometers on the Galloping Goose Regional Trail. You can cycle, walk, or ride a horse along this former rail line past some of B.C.'s finest scenery." It appears that The Victoria Pacific Railway may have been on part of this line. All of the rolling stock was painted in Pullman green. The ride was of course very scenic and enjoyable. Until next time, Happy Railroadng!

Did You Know ?

1. At the time when Americans were experimenting with railroad technology, many men of science believed riding behind a locomotive would transport a human so fast that the rider's brain would be adversely affected and ultimately result in blindness.
2. The popularity of rail travel peaked in 1920 at over 1.2 billion Passengers, but began a steady decline from that year forward. Amtrak reported that over 24.3 million passengers traveled on their trains for the fiscal year between 2005-2006. That is less than 2 percent of the total passengers in 1920.
3. African-American Inventor, Elijah McCoy patented an automatic lubricator in 1872 to regulate the flow of oil to locomotive cylinders and pistons. Railroad officials soon insisted that their locomotives have the "real McCoy" and not some inferior imitation.
4. In the 1870's, George Pullman recruited former slaves as porters onboard his new sleeping cars. These porters were charged with the responsibility of providing the utmost service to his passengers. By the 1920's, Pullman was the largest private employer of African Americans.
5. Telescoping is the term given to the act when one coach violently plunged itself into another coach during a train wreck.

Chapter Meeting Minutes, August 4, 2009

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MEETING MINUTES AND NOTES, DATE: August 4, 2009.

Plano Interurban Museum, Plano, Texas. *Minutes submitted by Dave Gramm, NTC Secretary. [Editor's note: corrections made as submitted by Chapter President.]*

The meeting was held at the Grapevine, TX Founder's Building. **President Wayne** called the meeting to order at 7:40pm. There were 12 members in attendance plus four visitors, Jerry Nunn, Doug Adams, Tyler Adams & Chase Bond. Wayne reported that chapter member **Leonard Opdenhoff** recently had knee replacement surgery. While recovering, Leonard developed a heart attack. He had triple bi-pass surgery after his heart attack, but is at home now. An anonymous member reported that the 90-minute "Tracks Ahead" DVD is currently on sale at Kroger for \$4.99. Wayne passed around a copy of "Gulf Coast Railroadng" he brought to the meeting, containing an article on the Texas Western Narrow Gauge, which ran from Houston to Seely, TX. He also passed around a brochure which detailed 'Old Plano, TX' with locations as named during the time of the TX Electric Interurban and the Houston & TX Central Railroad, and other brochures on the 'My Old Kentucky Dinner Train' and the Kentucky Railroad Museum in New Haven, KY. Wayne announced the next board meeting would be held on the last Tuesday in August, August 25, at Spring Creek BBQ in Grapevine at 7pm. **Dale Wilken** reported on his trip to Germany and his visit to a very rare HO layout that is fully computerized for running, lighting, sound effects, etc. He also showed pictures of John Ringling's private car 'Wisconsin' currently being refurbished (of Ringling Bros. Barnum & Bailey circus fame, for the uninformed.) **Guests Tyler Adams and Chase Bond** talked about their recent rail trip to Colorado They visited the Ripple Creek RR, Durango & Silverton, Cumbres & Toltec and Rio Grande Scenic Railway. They remarked that they were able to get a cab ride over a pass while on the RGSR and they showed pictures they took during the trip. **VP**

Programs Jon Shea gave the following schedule of upcoming programs:

- **September** - Grapevine Founders Building. Wayne will do a program on Ft. Worth & Denver RR entitled 'Revisiting the F W & D'. Also those members who attended the Duluth 2009 convention will give their take on the convention.
- **October** - Terrell Heritage Society Museum tour of TX Midland car - 'El Paso' and lecture by Dr. Horace Flatt on TX Midland.
- **November** - Grapevine Founders Building for the annual members' auction.
- **December** - Chapter Holiday Dinner, Place TBD. A suggestion was made to go to the Denison RR Museum and eat at T-Bones restaurant at the museum after a tour. Another suggestion is to go to the T & P Building Bar & Grille in Ft. Worth. Jon will research to see what else is available as well.

VP Publications Claude Doane reported nothing new. Valli is still waiting for more pictures from '24 Hours @ Saginaw' for the special edition. **VP Trips & Events Skip Waters** reported receipt of a letter from national headquarters giving the chapter a 'thumbs up' approval of the books after completion of the audit for the 2008 convention. He passed around his scrapbook of memorabilia from the 2008 convention and also showed a booklet that was handed out to participants in the recent TX Electric field trip, which detailed the right of way to accompany member Johnnie Myers' running commentary during the trip. The "Business" Meeting adjourned at 8:15. **Program for the evening - Jon Shea** gave a presentation in pictures on the TX Electric Field Trip. **Skip** showed a DVD on the design and building of the Walt Disney Railroad at Disneyland entitled 'The Story of the Disneyland Railroad'.

Press time: 8/20/09, noon. File: NTx Newsletter 2009-09 vC2.doc

North Texas Chapter Officers, 2009.

- **President, Wayne Smith**, kwsmith@uta.edu
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North Texas Zephyr, newsletter of the North Texas Chapter of the National Railway Historical Society

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Chapter Directory

North Texas Chapter History

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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 FWWRR 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.

North Texas Calendar

Tues. Sept. 1, 2009	North Texas Chapter meeting – 7:30 p.m. Founder’s Building (by Cotton Belt depot), 701 S. Main St., Grapevine , Texas. Program: 2009 NHRS Convention – Report from Duluth, by NTC members. President’s Program “Revisiting the Fort Worth and Denver”, by Wayne Smith.
Tues. Oct. 6, 2009	North Texas Chapter meeting – 7:30 p.m. Terrell Heritage Society Museum , Terrell, Texas http://www.terrellheritagemuseum.org/ Program: Meet at the 1904 Carnegie Library. Tour the Texas Midland Railroad Car - El Paso http://www.terrellheritagemuseum.org/texas%20midland%20railway%20car.htm Speaker. Horace Flatt, Terrell history author. Texas Midland Railroad talk accompanied by blueprints for roundhouse, depot, and other railroad structures. Detailed directions will be in the October newsletter.
Tues. Nov. 3, 2009	North Texas Chapter meeting – 7:30 p.m. Founder’s Building (by Cotton Belt depot), 701 S. Main St., Grapevine , Texas. Program: Annual Members’ Auction.
Tues. Dec. 8, 2009**	North Texas Chapter meeting – 7:30 p.m. Chapter Holiday Dinner. <i>Location to be determined.</i> ** Chapter meeting date to be confirmed.