



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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CHAPTER MEETING.....1
 NOVEMBER 2, 2010 – FOUNDERS BUILDING, GRAPEVINE, TX..... 1
 2011 ELECTION SLATE OF CANDIDATES..... 1
 NTC HOLIDAY EVENT, DECEMBER 2010..... 1

SPECIAL FEATURES.....1
 TOWER 55 - REASON TO CELEBRATE..... 1
 LOCOMOTIVE 401 RETURNS TO HER GLORY DAYS..... 2
 MEXICO: PORFINATOR TO REVOLUTION 1876-1920..... 3
 LITTLE ROCK RAIL JOURNEY..... 4
 ST. LOUIS CHAPTER SEEKS LOCOMOTIVE RESTORATION FUNDS..... 5

NORTH TEXAS RAIL NEWS/EVENTS6
 SPECIAL INVITATION – TEXAS WESTERN RR CLUB OPEN HOUSE..... 6
 REMINDER: PLANO TRAIN SHOW, JAN. 15 - 16, 2011 – WE NEED YOU!..... 6
 RAILROADING IN TEXAS, 4TH ANNUAL PROGRAM..... 6
 RAIL RALLY CALENDAR..... 6

CHAPTER DIRECTORY7
 NORTH TEXAS CHAPTER OFFICERS, 2010..... 7

CHAPTER NEWS & VIEWS7
 EDITOR'S MARKUP..... 7
 NTC WEB SITE – NOBODY @ HOME?..... 7
 NORTH TEXAS CHAPTER HISTORY..... 8

NORTH TEXAS CALENDAR.....8

Chapter Meeting

November 2, 2010 – Founders Building, Grapevine, TX.

When: 7:30 p.m.

Where Founders Building, Grapevine, Texas...

Program: Annual Chapter auction. Your long-forgotten favorite will be someone else's treasure.

2011 Election Slate of Candidates

- PRESIDENT Wayne Smith
- VP, PROGRAMS Jon Shea
- VP, EVENTS Skip Waters
- VP, COMMUNICATIONS Dale Wilken
- TREASURER Jim King
- SECRETARY Dave Gramm

NTC Holiday Event, December 2010

Wednesday, Dec. 8, 7:00 pm, T&P Station, Ft. Worth

We return this year to T&P Station where we had a great turn-out last year. Cost is \$12 per person. RSVP to Jon Shea by phone or by mail to the chapter address. Checks or cash accepted.

Special Features

Tower 55 - Reason to Celebrate

Tower 55, a well-known Fort Worth landmark is well-known to Dallas and Fort Worth rail enthusiasts. The Tower and area rail traffic are well-documented by countless photographs taken by rail hobbyists, by lovely artwork and prints done by John Winfield (a fine Fort Worth artist and print maker), and visited by rail excursions over the years.



Above: **UP 844 Valley Eagle trip at Tower 55** (Photo credit: Skip Waters)

Tower 55 is also one of the busiest rail traffic centers in the Fort Worth area. and might undergo long-awaited improvements. Federal funding has been approved for area improvements long awaited by regional planners. A new north-south rail line is one of the proposed changes that is hoped to reduce congestion, provide safer and better traffic throughput . As reported in the *Fort Worth Star-Telegram* (October 15, 2010): "The intersection near downtown Fort Worth is one of the most congested intersections in the U.S. It currently features two rail lines running



east-west and two running north-south. About 112 trains pass through the intersection each day, more than the intersection can easily handle. Trains are often queued up on side tracks across Tarrant County, their diesel engines idling, while waiting their turn to go through.”

Source: Skip Waters, Railspot Yahoo group, and **Fort Worth Star-Telegram**, 10/15/2010 at: <http://blogs.star-telegram.com/politex/2010/10/mayor-fort-worth-has-secured-federal-funding-for-railroad-improvements.html#ixzz12XtkERZs>

Locomotive 401 Returns to Her Glory Days

By Valli Hoski, NTZ Editor



The long-anticipated return of Southern Railway 2-8-0 resulted in a weekend dressed in steam operations of the finest kind at the Monticello Railway Museum the weekend of Sept. 18-19.

The 401 put on her finest lacy steam and full black formal dress for her appearance to her admiring public, fans, and restoration team during the Museum’s Railroad Days event. Locomotive 401 delighted her crew, her revenue riders, her admiring photographers, and put on a fine show on a lovely late summer weekend.

Left: 401 sparkles in her fine, spotless livery as she awaits her admiring public and a call to fly down the rails.

(All photos by Valli Hoski)

Festivities include several runs over MRYM’s trackage (former Illinois Centran and Illinois Terminal) with a consist of passenger cars. A night photo session offered dedicated fans and photographers some very special moments with the lovely lady.



Left above: Aspiring engineers of tomorrow.



Above right: 401’s man of the hour.

As *Trains* magazine News Wire reports: “Baldwin built No. 401 in 1907. The museum purchased the locomotive in 1967 from Alabama Asphaltic Limestone in Margerum, Ala. In 1968 it was shipped to Decatur, Ill., and was stored there until 1971 when it was moved to Monticello. The museum had it on display until 1995, when a donor proposed returning a steam locomotive to operation; No. 401 was selected. The restoration work included a new boiler for the engine. No. 401 is the second former Southern Railway 2-8-0 to return to service in 2010. In July Southern 154 began pulling the Three Rivers Rambler tourist trains in Knoxville, Tenn.; the Schenectady (N.Y.) Locomotive Works built it in 1890. Southern 630, once used on Southern Railway’s steam excursion program, is slated to return to service later this year in Chattanooga, Tenn., where it will debut on a revived Norfolk Southern excursion program. It is owned by the Tennessee Valley Railway



Museum." Source: 9/20/10. *Trains News Wire* at
<http://trn.trains.com/Railroad%20News/News%20Wire/2010/09/Southern%20401%20makes%20excursion%20debut.aspx>



Above: Home, Home on the rail - lovingly maintained family summer residence to uniquely transformed boxcar cottage.

There was more to our weekend MRYM outing beyond frolicking with 401. Some of Monticello's unique rail cars are residences, including a beautifully maintained former IC crew car now refurbished into a family/office car, with Pullman bedrooms, galley, living room/office. Another residence demonstrates how MRYM's members find ways to remake the old into the new for a home on the rails, with a rather unique retrofitted passenger hatchway. And yes, there is refrigeration, thanks to a window AC unit cut into the car frame.



Left above: Harry and Valli enjoying the fine rail scenery at MRYM.

A few issues ago, the NTZ reader might recall the article about the Eagle Scout who undertook some engine work for a project. That article and accompanying photos were a collaborative effort by Peter Nicholson and your NTZ editor. If you ever meet Pete at Monticello, remember to thank him for getting your author into the rail fanning hobby over 30 years ago.

Right above: Harry looking every inch the railfan, along with Pete Nicholson our good friend of many rail miles and years.

MEXICO: Porfinator to Revolution 1876-1920

By Claude Doane

This is the current exhibit at the DeGolyer Library and is curated by Anne Peterson. It is in celebration of 200 years of Mexican independence from Spain and the Centennial of the 1910 Mexican Revolution. In 1910 a major oil well came in at a site near Tampico discovered by a young



Geologist. That man was 24 year old Everette L. Degolyer. Though he like many other foreign nationals was compelled to leave Mexico in 1914 due to the widespread fighting, his interest in the nation had been sparked and would spend his life collecting thousands of books, photos, and other item on the subject of Mexico.

Additional materials on display come from the private collection of Mexican Revolution materials of Elmer Powell. This exhibit marks a rare opportunity to view these photos and artifacts. As the title indicates, the exhibit covers the years of the Presidency of Porfirio Diaz up through the Revolution. Diaz took over or seized the Presidency in 1876 following a long period of instability. The previous years had seen 41 different governments with 17 different Presidents. Santa Anna, for example, was President seven different times. Diaz, a strong and well known General, brought this to an end. He standardized business practices and thereby started attracting the foreign investments Mexico so clearly needed. About 50% of the foreign money went to the building of railroads. Another large chunk went to developing mining operations. I am certain that many of these were funded by the same companies and investors. The attraction to American investors was the known richness of things like copper in tandem with the shared border that made the transportation back to the United States an easy matter once the railroads were built. It is interesting to note that given Diaz' strict standards for business practices, no effort was made to standardize the gauge of the new railroads. The exhibit itself is primarily photographs 10% to 15% dedicated to railroads and mining. A large part of the show is dedicated to the Revolution. These pictures range from executions to battle damage buildings to officers in full uniform. Railroads and rail infrastructure show up though it all. Artifacts on display include a Masonic sword engraved with the name of a Russian Naval Officer who wound up serving in the Mexican Army. This, along with many photos and the large number of Mexican bank notes on display, is part of the Powell collection.



The exhibit runs through December 17th and thus will no longer be there when our Chapter meets at the library in February. I strongly recommend making the effort to take in this excellent exhibit. The hours are 8:00 to 5:00 Monday through Friday. DeGolyer Library is located on the SMU campus at the corner of McFarlin Boulevard and Hyer Lane. Additional photographs of Mexico are available online at: <http://digitalcollections.smu.edu/all/cul/mex/> For more information see the GeGolyer Library website at: <http://www.smu.edu/culdegolyer/>

Above: This photograph from the DeGolyer Digital Collections website is one of many now on display at the DeGolyer Library. (Caption credit: Claude Doane)

Little Rock Rail Journey

By Jerry Nunn

The Amtrak station in Little Rock, Arkansas is situated on the north side of downtown Little Rock, just south of the Arkansas River. Due to the traffic frequency, lighting situation, and relatively safe photography locations, it is one of the better places in the area to watch and photograph the local rail traffic.

RAILROADS - The Union Pacific's line from Texarkana to Poplar Bluff, MO and St. Louis, as well as the Little Rock and Western line, passes directly in front of the station. The UP's line consists of two main tracks, as well as a siding for the Amtrak trains. Standing on the station platform looking towards the tracks, the tracks are designated in the following order, from nearest to farthest: (1) Amtrak siding (almost exclusively used by Amtrak trains, but occasionally by freight trains when a three-way meet takes place at the station); (2) Union Pacific Main



2; (3) Union Pacific Main 1; and (4) Little Rock and Western. From Little Rock Junction located south of the Amtrak station, the Union Pacific line passes under a signal bridge, swings in a general northeast direction in front of the station, ducks under the Cantrell Ave. bridge to the east, then turns north, crossing the Arkansas River on the Baring Cross bridge into the North Little Rock yards.

RAIL TRAFFIC VARIETY AND FREQUENCY - As expected, the Union Pacific is by and large the dominant railroad at the Amtrak station. The Little Rock and Western makes occasional appearances at the station. Also, the BNSF runs a local on the Little Rock and Western. In addition, BNSF runs a Houston-Memphis freight which passes by the Amtrak station. Union Pacific freight trains run the spectrum in cargo, from intermodal containers and trailers, to unit coal trains, to general manifest, consisting of primarily autos, grain, chemicals, and lumber. Little Rock and Western and BNSF freights typically feature general manifest, as these trains are primarily switch jobs or locals. A variety of locomotives can be found on the various trains. Newer six-axle power predominates, particularly on the road jobs. Power for the locals may be a little more variable. Some of the longer and heavier road freights, especially the coal trains, have DPUs (one to two locomotives) on the rear. Amtrak's Texas Eagle stops at the Little Rock station, but unless the trains are running extremely late, they are nocturnal visitors. Number 22, the northbound Texas Eagle, is scheduled at Little Rock shortly before midnight, while Number 21, its southbound counterpart, is scheduled to arrive around 3:00 AM.

Traffic frequency tends to be high enough to hold the train watcher's interest. During a recent visit there on a Sunday morning, a total of six trains, three southbound and three northbound, passed the station during a three hour period.

The area sports several signals, and are viewable from the station. Northbound and southbound signals, including dwarf signals at the station, provide some information regarding track changes and ultimate destinations of passing trains.



Above left: UP 7210, Little Rock, Coal (Photo credit; Jerry Nunn)



Above right: UP 5022, Little Rock, Landship

PHOTOGRAPHIC OPPORTUNITIES - Photographs of trains approaching from the south and the north can easily be taken from the station platform. Especially during weekends, one is likely to find several railfans at the station. As a matter of fact, when off duty several members of the Little Rock Police Department bring their families to the station to watch trains. Lighting is ideal for morning photographs, but unless the sky is overcast, afternoon shots are not so ideal. It is possible to frame the tracks and the Arkansas State Capitol Building if one stands on the west side of the Cantrell Ave. overpass. Morning photographs from this location yield the best results.

SUMMARY - Because of the location and amount of rail traffic, the Little Rock Amtrak station is one of several favored locations to photograph trains. If possible, one should consider visiting the location, particularly during the morning hours. If visiting, please stay on the station platform or in the parking lot. The Union Pacific's police force has a network of security cameras that continuously monitor this location, but as long as one behaves in a safe, rational manner, the police force will not intervene in railfan activities.

ACKNOWLEDGEMENTS - Thanks to Ken Ziegenbein for answering my questions regarding the railroads and their traffic, and assisting me so to ensure the accuracy of other details.

St. Louis Chapter Seeks Locomotive Restoration Funds

The following information is provided as a courtesy for the St. Louis Chapter which asked that we provide this information to our membership: Wabash Steam Engine #573 needs your help. The St. Louis Chapter of the NRHS is sponsoring a cosmetic restoration fund for this 2-6-0 Mogul type freight locomotive. Built by the Rhode Island Locomotive Works in 1899, this locomotive was retained for two years after the Wabash became dieselized because of a bridge which would not support the weight of diesel-electric locomotives. It was one of the smallest engines operated by the Wabash and is believed to be the last steam engine that was built for and run on the Wabash. Number 573 was donated to the Museum of Transportation in 1955 by the Wabash



Railroad. Presently the locomotive is located at the museum and the restoration project is supported by the museum. The St. Louis Chapter is seeking donations for a dedicated fund that will cosmetically restore (surface preparation and repaint) so as to preserve this historic item. The fund raising goal is \$11,000. The Chapter is a 501 (c) (3) tax exempt non-profit organization and will gladly provide a receipt letter for tax purposes if name and address are provided. Please send your donation to: St. Louis Chapter NRHS, PO Box 220168, St. Louis, MO, 63122-0168. Any amount donated will be greatly appreciated.

North Texas Rail News/Events

Special Invitation – Texas Western RR Club Open House

Open House, Texas Western Model Railroad Club, Every Saturday in November 2010 from 3pm-9pm. Location 6807A Anglin Dr. Forest Hill, TX. For more information please see <http://www.texaswesternmrc.org> or info@twmrc.org."

Reminder: Plano Train Show, Jan. 15 - 16, 2011 – We Need You!

Friendly reminder: the Fort Worth Train Show is in October this year. Come join the fun on Halloween weekend! Ft. Worth Train Show - Oct 30-31, 2010 returns to the Amon Carter Exhibit Hall on October 30-31. Hours 10am-5pm Saturday, 10am-4pm Sunday. Admission \$7.00 per person Children 12 and under are FREE. For information on Parking please see culturaldistrictparking.com Many of the finest Home & Club layouts in the North Texas area! Information and maps are available at the show.

Make your New Year resolutions come true at the Dallas Area Train Show, January 15-16, 2011. Organize your collection with all the handy dandy items you are certain to find at the Plano Centre! Hours 10am-5pm Saturday, 10am-4pm Sunday. 2000 East Spring Creek Parkway. Go East from Central Expressway (Exit 31). Admission \$7.00 per person Children 12 and under are FREE. There will be two full days of clinics. Many home layouts will be on tour.

The North Texas Chapter also needs your help! We will have the same jobs as last show season with Russ doing all 4 hours for Ft Worth on October 30-31 and 4 hours for Plano. **The below hours at the Plano Train Show need to be filled by our chapter members. SUNDAY January 16, 2011 –**

1-2pm Ticket Sales E Door _____ 3-4pm Information Table _____

As usual, you must sign in 10 minutes prior to the hour worked and must find someone to take your place if you cannot show up for your assignment. Please let Russ know what hours you can work either by e-mail or at a chapter meeting.

Railroading in Texas, 4th Annual Program

"Railroading in Texas", November 13, 2010 - at the George Bush Presidential Library and Museum

The Texas Eagle Chapter of the National Railway Historical Society (NRHS), the Railway & Locomotive Historical Society (R&LHS) and the George Bush Presidential Library are pleased to invite you to the Bush Library's fourth annual railroad program. The program will include talks, slide shows and Power Point presentations by five noted railroad experts. All presentations will take place in the theater at the George Bush Presidential Library on the campus of Texas A&M University. A catered lunch is included in the conference fee. Reservations are not required but are strongly encouraged. Payment (cash or check) will be accepted on the day of the event.

PROGRAM DETAILS

When: Saturday, November 13th. **Where:** George Bush Presidential Library, College Station, Texas

Time: 10:00 a.m. to 3:30 p.m. (doors open at 9:30) **Cost:** \$15.00 per person (payable by cash, check on event date)

Parking: Free at the Bush Library

Reservations: Please call Robert Holzweiss at (979) 691-4074 or Tracy Paine at (979) 691-4014 to make reservations. You can also make reservations by emailing Robert at Robert.Holzweiss@nara.gov or Tracy at Tracy.Paine@nara.gov

Speakers: J. Parker Lamb – Parker Lamb is a retired professor of mechanical engineering at the University of Texas and the immediate past president of the Railway & Locomotive Historical Society. Parker will jointly present a program with Ken Fitzgerald. **Ken Fitzgerald** - Ken will join Parker Lamb to present a program. **Cary Poole** - Mr. Poole will speak on CF7 locomotives which were built by the Santa Fe Railway at their Cleburne, Texas shops. Copies of Mr. Poole's CF7 book will be available for purchase for \$15. **Bruce Blalock** - Bruce Blalock, a retired Union Pacific locomotive engineer, will speak about the evolution of steam power on the Missouri Kansas Texas (Katy) Railroad. **Robert Ray** - Robert B. Ray is the Division Director of the Union Pacific Railroad Police headquartered at Spring, Texas. His presentation will build upon his history of railroad policing presentation from last year and focus on modern railroad police activities.

Rail Rally Calendar

- **November 4 - 7, 2010:** NRHS Fall Conference . Location: Lancaster, PA
- **November 5 - 6, 2010:** 2010 Meridian Railfest, Meridian Railroad Museum & Queen & Crescent Chapter of NRHS. Departing Location: Meridian Railroad Museum, Meridian, MS. For more information contact: meridianrailroadmuseum@yahoo.com
- **November 6 - 7, 2010:** Roanoke Chapter of NRHS Fall Foliage Amtrak Excursions. Departing Location: N&W Passenger Station, Roanoke, VA For more information visit www.RoanokeNRHS.org



- **November 12, 2010: Railway & Locomotive Historical Society Fall Board Meeting.** Location: College Station, TX. Contact information: Robert Holzweiss: robert.holzweiss@gmail.com. (979) 691-4074
- **December 4-5, 2010: Oklahoma City Train Show .** Location: Oklahoma City, OK. For more information: <http://okctrainshow.com/>
- **January 14 - 16, 2011: Railroad Passenger Car Alliance 2011 Annual Conference.** Location: Pueblo, CO. For more information: www.rpca.com/2011_conference.htm. (Pre-conference trip planned for January 13, 2011)
- **January 29 - 31, 2011: NRHS Winter Conference.** Location: Williamsburg, VA
- **March 11, 2011: NRHS and Railfan & Railroad Magazine Pizza Party.** Location: Stockton, CA. For more information contact Jeff Smith at bulletin@nrhs.com or Steve Barry: steveb@railfan.com
- **March 12, 2011: Winterrail 2011.** Location: Stockton, CA. For more information: www.winterail.com
- **April 2, 2011: Cotton Belt Rail Historical Society Railroadiana Show & Sale at the Arkansas Railroad Museum** Location: Pine Bluff, AR For more information contact: Elizabeth Gaines (870) 535-8819; website: www.arkrailroadmuseum.com. For information via email, contact arkrrmus@yahoo.com - please enter "Train Show 2011" in the email subject line.
- **April 15 - 17, 2011: NRHS Spring Conference.** Location: Champaign/Urbana, Illinois

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/Communications, Dale Wilken**, d-mwilken@sbcglobal.net
- **Secretary, Dave Gramm**, dgramm@sbcglobal.net
- **Treasurer, Jim King**, jgking@swbell.net
- **National Director, Claude Doane**, claudio.doane@hcahealthcare.com

North Texas Zephyr, newsletter of the North Texas

- **Editor, Valli Hoski**, ntx.news@yahoo.com

Chapter Business Address

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

North Texas Zephyr Archive

<http://www.gogeoaching.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

Editor's Markup

Valli Hoski, NTZ Editor.

Finally cool again, after summer had its last hiatus – in the 80s during the Chicago Marathan, 10/10/10. Rails got into the Marathon action with extra service in wee hours of the morning on the UP Northwest and other suburban lines. Some started before 5 am just to get the runners, volunteers, supporters and general public down to “da Loop” in time for setup, registration and operations.

The Marathon had about 100 amateur radio operator volunteers, hundreds of other volunteers, and around 40,000 runners. All the action started and ended right in Chicago’s official “front porch” – Millennium Park on the gorgeous lakefront. Pre-dawn weather was dark and chilly, but warmed up as the activities got underway. At one point, after aid station 9 was set up on the west side of the Loop, I stopped, looked up and down Franklin St. (a couple blocks south and east of the CN&W station (yeah, Ogilvie but who calls it that anyway ... outsiders)) and just basked in the early morning light, the breeze and the marvelous city architecture. Harry said something like – Valli’s happy, she’s in downtown Chicago, and it’s a marathon – to which I add – Valli’s happy, she’s got Harry, ham radio, in downtown Chicago for a worthwhile cause, it doesn’t get better than this. Indeed. Gotta zip up this issue and kick it out the door. Your editor needs a sabbatical soon, like now.

NTC Web Site – Nobody @ Home?

Valli Hoski, NTZ Editor.

What’s happened to the North Texas Chapter’s web presence? It’s in a ‘twilight zone’ at the NTC ‘official’ www.ntxnrhs.org

This organization once had a nice website with photos and news, links to newsletter, up to date meeting information. Instead, our presence has gotten decentralized and become small, separate projects. How do people find us virtually?. Through Facebook – thanks to Skip. Through newsletter site – but only after 90 days. Through the NRHS Chapter site? A tad outdated since 2008

How can we get the events and meeting information out on a timely basis? Facebook is fine, and Skip does great with that medium in his style. Visibility and communication of NTC news, events and rail happenings need to get out in all channels - the Chapter needs a unified, communicative, clear, polished web presence again. Let’s repaint and revarnish our news image. Let’s do our new members and excellent Chapter a great service by showing what we’ve done since 2008, which was a Golden Year for the Chapter, but we’ve continued the excitement since then. NTC is a strong Chapter and let’s put on our best face with a revamped web site that ties into Skip’s Facebook page and our news archive. Maybe even release our news issues a bit earlier – 30 days? Share our NTC pride – make us shine online.

Press time 10/16/2010, 3pm. NTx Newsletter 2010-11 vE5.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

Sat. Oct 30 – Sun. Oct. 31, 2010	Fort Worth Train Show - Hours 10am-5pm Saturday, 10am-4pm Sunday. Amon Carter Exhibit Hall. Map see culturaldistrictparking.com
Tues. Nov. 2	North Texas Chapter meeting – 7:30 p.m. Location: Founders Bldg., Grapevine, TX Program: Annual Chapter auction. Your outbin will be someone else's treasure.
Tues. Dec. 7	North Texas Chapter annual holiday dinner – Time and Location: to be determined
Tues. Jan 4, 2011, 2011	North Texas Chapter meeting – 7:30 p.m. Location: Founders Bldg., Grapevine, TX Program: Annual Chapter. annual election and members show and tell.
Sat. Jan. 15 - Sun. Jan. 16	Plano Train Show - Hours 10am-5pm Saturday, 10am-4pm Sunday. 2000 East Spring Creek Parkway. Go East from Central Expressway (Exit 31).
Tues. Feb. 1	North Texas Chapter meeting – 7:30 p.m. Location: DeGolyer Library, Southern Methodist University, University Park, TX Program: to be determined.