



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

**Tuesday, January 2, 2018 – SOKOL Hall,
Dallas, Texas.**

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



Special Features

Dallas Area Train Show, Jan. 20-21, 2018

The 2018 Dallas Area Train Show will be held January 20, 10 a.m. – 5 p.m. and Sunday, January 21, 2018, 10 a.m. – 4 p.m.

- Location is the Plano Centre, 2000 East Spring Creek Parkway, Plano, Texas. Go East from Central Expressway (Exit 31).
- Admission \$10.00 per person. Children 12 and under are FREE. Sorry, we only accept cash at the door.
- There will be two full days of clinics. Many home layouts will be on tour.
- If you would like your layout added to the Dallas area tour, please contact Chris Atkins at chris@railroadmodelers.com

For more details, please visit the train show's web site at <http://dfwtrainshow.com/>

Railroad Trivia

by Wayne Smith, President, North Texas Chapter

Railroad Trivia:

- "Jimmies" were wooden, four-wheel hopper cars used to carry coal in the early years of the railroad industry.
- Built by William Norris, and using only a single connecting rod to the drivers, this type of early locomotive is known as a "One-Armed Billy."
- The railroad developed a seat which featured a seat back that could be flipped from one side to another in order to avoid riding "backwards." The invention was called the Walkover Seat.
- Standard Time was not officially adopted by the United States government until the Standard Time Act was passed in March, 1918. The nation's railroads adopted the system in 1883.
- Theoretically, the function of the steam dome is to serve as a reservoir for steam and to give the steam a chance to drop some of its entrained water. Practically, it is a convenient place of attachment for the throttle-valve, safety-valve and other fittings.
- Camels were a popular type of engine for railroads, but crews found them too hot and unpleasant since they were right over the boiler.

- The number of U.S. freight cars on mainline railroads grew from about 50 in 1830, to 2,135,100 in 1910.
- “American railroads are capillaries of mechanized civilization threading through the wilderness.” (Herman Wouk, author of *The Caine Mutiny*, *War and Remembrance* and *The Winds of War*.)
- The railroad industry moved roughly 1 million soldiers per month during World War II.
- The first successful railway locomotive was built in 1803 by the British inventor Richard Trevithick.
- According to the *Car-Builder’s Dictionary*, first published in 1879, what was defined as “a sleeping car with a kitchen for cooking and arrangements?” The “hotel” car.”
- By 1919, the *Car-Builder’s Dictionary and Encyclopedia* contained definitions for six different types of railroad cars which offered food.
- First appearing on railroads around 1900, dynamometer cars collected data and tested numerous aspects of locomotive performance and train operation for railroad companies. These valuable cars provided railroads with realistic intelligence covering a variety of categories and criteria.

Jon’s History Corner

by Jon Shea, VP / Programs, North Texas Chapter

Rock Island Railroad at 1936 Texas Centennial

The next installment in the list of railroad exhibits at the *1936 Texas Centennial Exposition* is the Rock Island Railroad.



Above: Postcard with views of buildings at 1936 Texas Centennial Exhibition. Source: 12/9/17. [Texas Centennial Exposition Postcard], postcard, Date unknown; texashistory.unt.edu/ark:/67531/metapth121604/; accessed December 9, 2017), University of North Texas Libraries, The Portal to Texas History, texashistory.unt.edu; crediting Dallas Heritage Village.

"Motion and color, in harmony with the general theme of the Texas Centennial Exposition, characterizes the Rock Island Lines exhibit near one of the entrances to the Transportation Building. Here, in a pleasing atmosphere, is visualized the extent and activities of an 8000 mile railroad extending throughout 14 states in the great Mississippi Valley Region – from Texas to Minnesota and from Illinois to Colorado. By means of dramatic photography and other devices, the exhibit tells the story of the development of this vast territory during the past hundred years, illustrating transportation, scenic attractions and interesting historical sections on this railway system. A "Little Theater of the Rail" forms a part of the exhibit, where you may rest and enjoy some unusual motion pictures. An information desk is provided, with representatives of the railroad in constant attendance. During June, July and August, the Rock Island will exhibit on the track just north of the Transportation Building, a unique "Pullman" caboose in charge of a freight train conductor from Missouri. The Rock Island will observe its 84th anniversary on October 10, 1936."

Source: 12/9/17, Personal email, Jon Shea.

Oklahoma, Rails Sweeping across the Plains

by Dale Jacobson

[editor's note: This trip report continues Dale's journey that began in the November, 2017 issue]

Oklahoma Adventures (continued)

The weather on Monday, the first full day of this visit with Paul Walters, was sunny. However, the forecast was more ominous for the mid part of the week. After we had checked on WATCO's Stillwater Central RR that morning, we headed for Shawnee,



OK, to see if something would be moving on the western portion of the Arkansas Oklahoma RR (AOK). The AOK runs on two segments of the former Rock Island RR's (RI's) "Choctaw Division" which at one time ran from Tucumcari, NM, to Memphis, TN. They are - from Shawnee west to Oklahoma City, and from McAllister, OK, east to the Kansas City Southern (KCS) connection at Howe, OK. On my last trip to visit Paul in April 2015 we had found nothing moving anywhere we went on this RR.

Upon arriving at the former RI yard we found one former BNSF 32-8W sitting quietly, turned off. No other power was around. A minute or so later we heard an air horn to our east. We headed that way and saw a string of covered hoppers moving towards us. Pushing that string were a pair of AOK GP30's. The crew was returning from the Shawnee Feed Mill, which is the main reason this RR is in Shawnee. We photographed the train as it shoved 6 cars into the yard. Then the crew was done for the day. However, they were friendly, and we found out they would be working the next day. On Tuesday the AOK would be putting some loaded covered hoppers into the mill and then working around the yard awhile. The mill is worked early in the week, usually one or two days between Monday and Wednesday. We decided we'd return.

As forecasted, Tuesday morning was mostly cloudy with occasional bursts of sunshine, but only occasionally. As when we reached the AOK yard the crew was about to use the two GP30's to move two covered hoppers. We followed the train as it headed east. At this time we didn't know if the AOK was now working the BNSF's former Santa Fe (ATSF) segment that runs north out of Shawnee for a few miles. The engines came close to the interchange switch, but then backed west. Over to the feed mill we went in time to catch the crew spotting the two covered hoppers into the mill. The clouds now helped as otherwise the sun angle would have made taking photos of spotting these covered hoppers difficult. While some roads in the mill are private, others are public. I'm not sure we stayed exclusively on public roads, but no one said "Boo" to us. We took our photos and left when the crew left and returned to the yard with the two GP30's.

Then something unexpected happened. When we had arrived earlier that day we had noticed there were way many more cars in the yard than there had been when we left Monday afternoon. Now, one of the crewmen placed a red flag in the rear coupler at the end of a string of covered hoppers that hadn't been there the day before. Upon asking we learned they were going to put these new cement cars on the siding at Dale, about 11 miles west of Shawnee. We would later learn that the BNSF still runs a train over from Oklahoma City once a week to serve that remnant of what once was a second Santa Fe RR (ATSF) mainline going north-south through the state. This small piece from Shawnee north a few miles is all that is left of the line that once ran between Newkirk in the north and Paul's Valley in the south. I'm clueless as to why BNSF hasn't contracted with the AOK to do this work. Nor do I know why BNSF runs this once weekly train at night over the AOK to Shawnee. BNSF is using the AOK yard in Shawnee to store cars [lots of tank cars in the AOK yard], but the yard was now as full as the AOK would allow. So, this string of 29 new covered hopper cement cars would be stored at Dale.

We took our first photos of this move when the GP30's were backed down onto the cut. Then we headed out to find a more open spot to catch the train as it was still totally cloudy. We finally settled on a shot at a grade x-ing next to the road into the Shawnee Gravel Co. next to a sign that ominously stated that anyone parking there would have their car(s) removed. As we were well out of town we waited awhile for the train to reach us on its 10 mph track. We then followed it west eventually to the siding at Dale, OK, where we both thought a car was sure to slip off the track as the crew backed the new cars into the siding. I assume they backed the cars in as they didn't want to subject the engines to that rickety track any more than need be. It was still cloudy when this operation was completed, and the crew headed east with the two units. Paul and I then went to lunch. We both again agreed that had the sun been out the lighting would likely have been quite rakish.

lunch we drove back to the AOK office and found the crew had just returned. They were now tied onto a string of covered hoppers and moving them from one track to another in the yard. After spotting those, they moved a flat car to another spot and then tied back onto the covered hoppers. Now the sun was out, and stayed out all afternoon, which of course meant the crew was done for the day.

It was then that we talked with them and learned that on Wednesday they were going to use one GP30 to take six empty covered hoppers to the UP yard in Oklahoma City after they had spotted a couple more loaded covered hoppers at the mill. The crew thought they would start some time between 7 and 8 AM. As the forecast for Wednesday was rain, we felt there was no better railfanning to be done than find this "road train" and chase it to Okla. City. Come Wednesday morning it was indeed dingy with low hanging clouds. We had started later than expected so we assumed the train had already left Shawnee and was



coming west. At 10 mph max speed it would take it 3 or so hours to reach Midwest City where it would get on some improved track and thus up its speed to 15 - 20 mph into the UP's former Rock Island RR (RI) yard.

Why the better track? Once or twice a month UP brings in an autorack train from El Reno, OK, which used to be the RI's center of operations in Oklahoma. Once in Okla. City the AOK crew would take the UP train east to a spot just off NE 10th Street in Midwest City and work the auto distribution center there. The empties would be pulled and the loads spotted. If there were at least 60 empty racks, the crew would return the train to the UP. Otherwise, they'd leave the cars on a siding and, I think, run the units back light to the UP yard. The crew thought there might be a UP train into Okla. City on Friday.

The former RI mainline cuts through forests and fields as it goes east to Choctaw, OK, at which point it follows NE 23rd Street east for a few miles. Then the road goes over the track, and the track stays north of the road until Harrah, OK. Up to this point the track is not so far away from the road that one cannot fairly easily check out the available grade x-ings. Even so a small train could easily sneak by. East of Harrah the line is out in the middle of nowhere following the river bottom, and is now some miles away from what had been the chase road. We followed some back roads, but still got nowhere near the track before we reached McLoud. I had hoped we'd find someone who could tell us if the train had passed [we assumed it had], but the track runs north of that small town so no one was around. We continued east as now the track and main road were together to Dale. After we left Dale with still no sign of our train we headed straight to the AOK yard.

And what before our wondering eyes did appear but a dead pair of GP30's still on that cut of covered hoppers. Perhaps they had taken the xBNSF B32-8W that was long hood forward heading west. Nope. It was still there, too. Something had changed their plans, and since no one was around we had no idea what that something was. So, we went to lunch. We returned after lunch, but still nothing had changed. We figured that with all the rain that had fallen, and was still falling, perhaps the RR had suffered some sort of washout or other calamity. We both agreed that given the weather the AOK probably did us a favor by not running. It was truly a film conservation day for us old film users. Yet all considered, I felt the AOK had done OK by us this time.

WAT happens next?

Despite its being a major short line and regional RR owner, I find WATCO operations to be interesting. Perhaps it's due to having no major WATCO RR operations in the immediate greater D.C. area. In Oklahoma WATCO's Stillwater Central RR (SLWC) is a major RR. It operates most of the former St. Louis & San Francisco RR (SLSF) mainline that once ran between Tulsa and the border with Texas southeast to at least Altus, OK. The BNSF has retained the former SLSF lines from Springfield, MO through Tulsa down to Arlington, located between Dallas and Ft. Worth. The SLWC has trackage rights over BNSF between Sepulpa (where the mainlines to Texas and southwestern Oklahoma split) and the former SLSF Cherokee Yard in Tulsa. Like most WATCO RR operations the SLWC's locomotives are painted in WATCO's corporate colors of black with yellow lettering.

The SLWC's main yard is the former SLSF yard in Oklahoma City (OKC), the center of its operations. Virtually every time we drove to that yard on a weekday a set of power was switching cars at the west end of the yard, and sometimes the power goes out far enough onto the bridge over the Oklahoma River (the North Canadian River's name while flowing through OKC) to get a skyline shot. Power is various types of EMD units, mostly GP38's, GP40's, and SD40's [I seldom use the "-2" designation as most extant units are of that type]. However, this time I also saw a SD40-2W, most likely a former Canadian National unit. The first thing Paul and I did Monday morning was go to this yard. As expected there was a GP38/GP40 set switching out cars on the west end. The SLWC folks are quite friendly as long as you don't do anything stupid. We were told this set of power would soon be taking some cars over to a couple industries on the southwest side of town. So, we took off to find a nice location to photo the train on its way to where it would start switching. There was only one problem. We never saw the train until after it had arrived at its first switching location. How did this happen? Simple. We were dunces. At one time the former SLSF mainline ran next to what had been the OKC Union Passenger Station. This building has been renovated and a track still runs by it. That's the rub. The track used to be used by both the SLSF and Rock Island RR (RI). The SLSF split from the RI west of the station with the SLSF track again crossing the Oklahoma River and continued southwest out of town. No more. Rather, as we later figured out, the SLWC now curves under the BNSF mainline and then on a short grade goes up onto the BNSF to cross the Oklahoma River on the BNSF bridge. It then immediately goes onto what had once been just the Santa Fe RR's (ATSF) spur into the OKC stockyards until it regains the former SLSF mainline just southwest of the stockyards. We



heard our train, but thought it was a BNSF local. We finally figured out what had happened, but by then the SLWC train was in a spot where any photos were impossible to get.

We had found out about this move by driving into the yard office. There are two ways to do this. The first, and often easier way, is to drive to the park at the west end of the yard and then walk across the tracks to the nearby yard office. This is hard to do when switching is going on. On this day we took the other route - going to east end of the yard, driving across the tracks [there's likely to be strings of freight cars on both sides of the dirt/gravel road] veer around to the north side of the tracks and head west to the parking area for the yard office. The advantage of going this way is you can see any motive power that's there. That's how I found the SD40-2W. The disadvantage is that you're at the mercy of the vagaries of RR operations. On this day that meant waiting to get out until a crew had dragged a stretch of track across the tracks on the road we needed. At least it let me get a photo of a parked train with two SD40's, the lead one with a nose decal unlike any I had previously seen on this RR. Fortunately, we lost only 15 or so minutes waiting for the track to be moved. Then we headed after the SLWC local only to end up following the UP line to El Reno rather than the SLWC line. That was Monday. On Thursday we had another chance to get some photos of a SLWC train in southwest OKC. We had found a spot where the RR goes by a park. In the background is the a part of the OKC skyline. We found this freight with two GP40's strung out across the bridge over the Oklahoma River located just west of the yard. A brakeman told us he expected his train to head west to do switching at some industries in 45 or so minutes. We then drove to the park we had previously found to wait for its passage. We waited and waited and waited. We finally decided something must be wrong and headed back east looking for the train. We found it blocking the South Robinson St. grade x-ing. That meant there was some problem as this is a major thoroughfare. We drove back to our location and waited some more....and some more.....and some more. Eventually we drove to a nearby grade x-ing and discovered that the engine's headlights were turned off. Huh? Likely there was some mechanical problem. So we drove back to find out what was wrong only to have the train's air horn indicate it was once again alive and well. Back to our spot we raced, but this time we drove to that grade x-ing until we could see that the train appeared to be moving our way. Paul drove his jeep off road back to our spot where we set up again, for the umpteenth time. This time the train finally came by. It was now 4 PM. We had been there since before 1 PM. The Jones's Coronary to a Natural Law of Railfanning states "A watched train will not run." Well, it may eventually run, but the operative term is "eventually." We followed the train southwest and were able to get one more photo of it before it was time for us to leave. It was Paul's son's birthday, and we had to be home in time for the family party. No matter. By this time the clouds had pretty much caused decent light to disappear. Now it was our turn to do likewise.

Saturday dawned sunny so around mid morning [we old codgers take our time doing things] we drove to the yard once again. Nothing was happening, but a fellow coming out one of the office's doors told us a train would be coming in that afternoon from the east. He said it was currently switching cars at a small village named Wellston. Both Paul and I wondered what could a crew be doing out there? We'd find out. It took about 45 minutes to drive there from downtown OKC. When we arrived we saw nothing happening. Then Paul remembered that from the I-44 turnpike he had seen some sort of facility east of the village. We eventually found this gravel road at the east junction of the OK #66 by-pass with the OK #66 business route [this is old U.S. highway #66]. We drove about two miles up and down hills and next to farms before we beheld an open area full of covered hoppers. It was a frack sand unloading area. Two SLWC GP40's were there. They appeared to be the same ones we had seen working on the local on Thursday. We figured out that they had gone on duty around 6:30 AM that morning and had taken loads of frack sand out to this facility and were just finishing up spotting the loads when we arrived. For the next couple hours they would work on putting together the 81 empty cars they were taking back to OKC.

They eventually figured out how to do this. It meant the conductor/brakeman was driving from one mainline switch to the other [he was moving around in a pickup truck] to properly line it for the next move. When it appeared only a couple more moves would get the train together for the trip back to OKC we headed west to find a place to photograph its passing. After we found an acceptable spot just west of the west end of Hibsaw siding, we waited. And waited. Does this sound familiar? Shortly before 2 PM the train finally passed us. We noted that the SLWC empty coal hopper was now the last car of the train. The crew had deliberately taken some extra time to extract it from the middle of the 80 empty covered hoppers used for frack sand. That was one reason it took so long to reach our spot. The other reason was the train was moving s-l-o-w-l-y. For us that wasn't all bad. It gave us plenty of time to move from spot to spot with plenty of time to set up our next photo. At times it would speed up a bit only to slow down shortly after. By the time the train reached Jones, OK, we had photographed it seven times,



Despite there being a fair in Jones we caught it there as the engineer stopped his train to get some food at the Sonic Restaurant located next to the track. It likely took him longer than expected due to the fair. We took two more photos of the train before it reached Spencer, still no more than half way back to the yard in OKC. By then we were tired of him. I cannot remember the last time I took so many photos of one train. And so ended my time along the SLWC for this trip.

News From NRHS National

NRHS President's Update – December 2017

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

Another year is coming to a close. The NRHS is now in the black, but we still are not getting many new members. We need to find new members who are interested in preserving railroad history.

We have new brochures for your distribution. Just email me at and I will put some in the mail to you. Many chapters are doing train shows this time of year, so members can just ask the passersby to help us preserve railroad history by joining us.

Every member should have received a mailed NRHS News and NRHS Bulletin, Volume 80, No. 2. If you have not, again, contact either your district director, Hugh Harris, or ask me to have your address corrected in the database.

Our "members only" web page has a few new items that may interest you. Please go look and ask if you have any question. I will try to get an answer.

Our membership renewal cycle for 2018 is underway. Please renew and, if possible, give something extra to one of our special funds. We need these funds to keep our preservation and outreach programs going, and your dues do not cover the programs of Historic Grants, RailCamp, and Historic Film Preservation.

We are still looking for a volunteer to help as comptroller. Some accounting background is needed but not much of that person's time.

We also need someone to volunteer to take over the task of membership recognition from Joe Maloney. It involves looking at the database for members who have been with the NRHS for 25, 50, 60 and 70 years of membership and sending them their award pin. For the chapters, we award certificates for 25, 50 and 75 years since the chapter was chartered. Al Weber <aweber@nrhs.com>

North Texas Chapter Views and News

North Texas Chapter Election – Slate of Candidates

Nominations Chair Bob Kennedy announces this slate of candidates for 2018 officers of the North Texas Chapter. Election will be held at the January 2, 2018 meeting. (Election is traditionally held at the January Chapter meeting each year.)

- President, Wayne Smith
- Vice President/Programs, Jon Shea
- Vice President/Trips and Events - position open at time of publication (December 10, 2017)
- Vice President/Communications, Valli Hoski
- Secretary, Jerry Nunn
- Treasurer, Jim King

Interesting in running for VP/Trips Events? Or want to learn more about the positions and run for office next year? Please contact Bob Kennedy, Nominating Chairman, North Texas Chapter, NRHS at 214-497-7745 or email rckennedy48@verizon.net

A Timely Topic, Now Due – National and Chapter

by Jim King, Treasurer, North Texas Chapter, NRHS

It is once again time to renew chapter dues for the North Texas Chapter NRHS. The dues remain the same for 2018 -- \$16 for individuals, \$18 for families. You are receiving this email because you are a member who paid dues for 2017 and/or 2016.

Because of the roll-out of the national NRHS dues system, there was some confusion among members regarding dues payment in 2017 resulting in many non-renewals. More than 35% of our 2016 dues-paid members did not renew their chapter dues in 2017, a huge drop compared to all prior history. To add to the problem, some 2016 members who did not renew continued to receive chapter notices by email while others did not. Due to the dues system confusion, my intent was to retain all 2016 members in our master email list, but I failed to be consistent. If you are receiving this email after a long period of receiving nothing from the chapter, I apologize. The mistake was mine alone and unintentional.



So...regardless of whether you paid dues for 2017 or not, please consider this email an invitation to renew your chapter dues for 2018. Payment (or non-payment) of national NRHS dues does not affect your chapter dues. They are completely separate. Furthermore, the chapter can no longer accept and forward payment of NRHS national dues. Please do not send extra funds unless you are making a donation to the North Texas Chapter. My intent is to adjust the chapter membership email list based on renewals through the end of March, 2018. If you elect not to renew, we will not bother you with chapter email announcements after that.

There are two methods for paying 2018 dues:

- **Check** Mail a check payable to "North Texas Chapter NRHS" for \$16 (individual) or \$18 (family) and mail it to North Texas Chapter NRHS, PO Box 600304, Dallas TX, 75360. If your check does not clearly indicate who the member is, please add a note that effect.
- **On-line** Visit the chapter's on-line store at <https://northtexaschapternrhs.ecwid.com/> to pay by credit card or PayPal. A small service charge (50 cents for individuals, 75 cents for families) is added to your dues payment to cover processing fees.

Please give serious consideration to renewing your dues for 2018. It's a small amount, but it indicates your support of our mission to promote the preservation of North Texas railroad history.

For more information about the chapter, please visit our website at <http://ntxnrhs.org/>

Jim King, Treasurer, North Texas Chapter NRHS

Chapter Business Meeting Minutes, November 7, 2017.

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, MINUTES, DATE: November 7, 2017.

The meeting was held on Tuesday, November 7, 2017 at the Sokol Athletic Center in Dallas, TX. There were 10 attendees.

President Wayne Smith called the meeting to order at 7:44 PM.

Wayne Smith began the meeting by discussing his recent health issues. Most fortunately, Wayne is doing much better and is on the road to recovery.

Because of an unexpected power outage, last month's regularly scheduled meeting at the DeGoyler Library at SMU was cancelled, and subsequently scheduled for the following week.

VP Programs Jon Shea reminded the attendees that next month's meeting is the Annual Christmas Dinner. It is scheduled for Tuesday, December 5 at the Babe's Chicken House in Frisco, TX. The manager of the Babe's in Carrollton, TX does not reserve rooms during the holidays; hence, the dinner will be at the Frisco location.

The January 2018 meeting agenda will be 2018 officer elections. Bob Kennedy has agreed to serve as the nominations chair. Bob will contact the current officers to establish their interest in serving for 2018. Anyone interested in running for office in 2018 should contact Bob.

Jon has reserved the Grapevine RR Museum for the February, May, and August 2018 meetings. The March 2018 meeting will take place on Thursday, March 8 at the North Texas Model RR Club in Plano, TX. The program for the meeting will be a presentation of the Texas Central High Speed Rail Transit System.

Jon passed to the attendees for review flyers from the Galveston RR Museum, an issue of the "Katy Flyer" magazine, and some historic RR postcards.

The Second VP position, which Skip Waters once held remains vacant. Skip has served something as a "default Second VP" this past year. Skip's job has greatly expanded in scope this year, and he is concerned about over-extending himself. He has been keeping the club's AV equipment, but as of January 2018 he is going to have to turn it over to someone else. However, Skip will remain the focal point of the annual "24 Hours at Saginaw" event.

On the national level, Skip reports the membership software "Amelia" is being replaced by a new program "NEON" based in Chicago. More information will be forthcoming.

Secretary Jerry Nunn reported on two recent events at Amtrak Ft. Worth. First, the annual "Big Game Train" for the Texas-OU game took a sellout crowd from Oklahoma. While the normal consist includes on two passenger coaches, the Heartland Flyer on that weekend was expanded to six coaches, including a sightseer lounge. On Friday before the game, the Heartland Flyer went from Ft. Worth to Dallas and deadheaded back to Ft. Worth. The following Sunday, the Heartland Flyer began in Dallas, went to Ft. Worth .and continued north to Oklahoma. Unfortunately, Amtrak was unable to provide the special "Big Game Train" adorned locomotives and passenger cars.



After that, the Ft. Worth Amtrak group hosted a family sponsored by the Make-A-Wish Foundation. The family was given a tour of the station, the mechanical facilities, and the Heartland Flyer trainset. They met the ticket agents, mechanical crews, and train crews, and boarded train 22 to Chicago for connections to the train to Boston.

The program for the evening was the railroad memorabilia auction. Special recognition goes to Bob Kennedy, who provided a wealth of items for the auction. Also, a special thanks to Dave Gramm, Jeff Phelps, and Jon Shea, who also provided auction items.

The auction netted \$111.00 for the Chapter. The meeting adjourned following the auction.

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
- **Secretary, Jerry Nunn**
- **Treasurer, Jim King**, jjking@swbell.net

Chapter Business Address

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

Chapter Email: northtexaschaptarnrhs@gmail.com

Webmaster: *Kim Hays*

North Texas Chapter site: ntxnrhs.org

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

North Texas Zephyr (current issues): ntxnrhs.org

North Texas Zephyr, newsletter Archive

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

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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 If you change your email address on file with the NRHS, please send the old and new email addresses to info@nrhs.com.

North Texas Calendar

Tuesday, January 2, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> SOKOL Hall, 7448 Greenville Ave, Dallas, Texas. <i>Program:</i> Officer Elections and member show and tell.
Saturday, January 20 - Sunday, January 21, 2018.	Dallas Area Train Show – <i>Location:</i> Plano Centre, 2000 E Spring Creek Pkwy, Plano, TX 75074. <i>Hours:</i> Saturday, 10 a.m. – 5 p.m. Sunday, 10 a.m. – 4 p.m. More information at: http://dfwtrainshows.com/
Tuesday, February 6, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Founders Building, 701 South. Main Street, Grapevine, Texas 76051. Map at http://go.dallasnews.com/places/founders-building/ <i>Program:</i> to be confirmed.
Tuesday, March 6, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> North Texas Model Railroad Club, Plano, Texas. <i>Program:</i> Texas Central High Speed Rail Transit System.
Tuesday, April 3, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.
Tuesday, May 1, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Founders Building, 701 South. Main Street, Grapevine, Texas 76051. Map at http://go.dallasnews.com/places/founders-building/ <i>Program:</i> to be confirmed.
Tuesday, June 5, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.
Tuesday, July 3, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.



Tuesday, August 7, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> Founders Building, 701 South. Main Street, Grapevine, Texas 76051. Map at http://go.dallasnews.com/places/founders-building/ <i>Program:</i> to be confirmed.
Tuesday, September 4, 2018	Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.
Tuesday, October 2, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.
Tuesday, November 6, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.
Tuesday, December 4, 2018	North Texas Chapter meeting – 7:30 p.m. <i>Location:</i> to be confirmed. <i>Program:</i> to be confirmed.
	** Meeting starts at 7:30 p.m. Location is confirmed in newsletter issue(s) prior to meeting month.

New Southern Pacific Book – Sponsored by North Texas Chapter!

The North Texas Chapter is proud to sponsor David Bernstein’s new work on the Southern Pacific’s Eastern Lines. To order, contact the North Texas Chapter at northtexaschapternrhs@gmail.com or see North Texas Chapter store (<http://ntxnrhs.org/store/>)

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Southern Pacific's Eastern Lines 1946 - 1996

Southern Pacific's Eastern Lines 1946-1996

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