



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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Chapter Meeting

March 2, 2010 – Sokol Hall, Dallas, Texas.

Meeting, 7:30 p.m.

Program; Presenter: Pat Coughlin. *Program:* The Gulf, Mobile, & Ohio Railroad.

Where: Sokol Hall, 7448 Greenville Ave., Dallas, Texas

Enjoy the Zephyr? Renew your dues, please!

If you are a North Texas Chapter member who has not paid your 2010 dues, this will be your LAST ISSUE of the North Texas Zephyr. The combined national and chapter dues for 2010 are \$52 per individual, or \$59 per couple, plus \$7 for each additional child you wish to register as a member. You must renew before March 23, 2010 to continue receiving the Zephyr without interruption. You will also stop receiving national publications if you have not renewed by that date.

- ♦ **2010 Total Dues for NRHS & NTC: \$52 individual or \$59 per couple. \$7 per extra family member.**

Special Features

In Memoriam, E. Ray Scott, Artrain Founder

E. Ray Scott, Artrain founder, died on February 5, 2010, at the age of 86. As the first Executive Director of the Michigan Council for the Arts from its inception in 1966 to 1985 and as Director of Michigan’s Commission on Art in Public Places until 1991, E. Ray was the solidifying voice and personality of the arts in Michigan and, through Artrain, he has touched the lives of people and towns in virtually every state.

E. Ray Scott was born in Little Rock, Arkansas in 1923, and the gentle tones of his Southern childhood never left him. Echoing erudition wherever he went, with a tongue he used as both rapier and unguent, E. Ray earned Bachelors and Masters degrees in Speech and Theatre from the University of Southern California. He then spent six years in the United States Army as the Producer and Director of Army Entertainment for the Armed Forces in Germany. In pursuit of a Ph.D. in Theatre and Communication Arts, Ray moved to Michigan in 1961. It was as a lobbyist for the State Medical Society and a popular figure in Lansing that Scott became aware of the need for a central figure who could gather the many tributaries of Michigan's artistic life into one coherent, persuasive and forceful voice. E. Ray had found his life's work. As former Governor William Milliken remembers, "I was a State Senator when I first met Ray. He was omnipresent in Lansing and, from then on, Ray gave me advice on when and how far we could go in supporting the arts in the state." It was when Senator Milliken became Lt. Governor that E. Ray approached his wife, Helen Milliken, with his idea for an art train. Mrs. Milliken describes it as "the genius idea which was soon thereafter shared all across the continental United States."

As noted by his long-time friend Robert O'Leary III, "Yes, if there was one defining moment in which Ray took the most pride, it was in the establishment of Artrain, Inc." (the official name of the art train concept). Launched in 1971. Artrain was a rail car equipped as a traveling art gallery. With great support from the railroads, the original mission of bringing art to under-served communities throughout Michigan expanded and eventually traveled over the whole country. Artrain, Inc. continues today and has provided arts and cultural programs for over 3.2 million people in cities, towns and villages across the country. Artrain's exhibitions have become the catalyst for the development of community cultural programs and artists who have been nurtured by programs.

Artrain's president/CEO Debra Polich recalls "E. Ray never failed to say two things to me whenever we visited. First, that he and Mrs. Milliken planned for Artrain to be a two or three year project; they never expected it to have the momentum to celebrate its 40th Anniversary in 2011! Second, that Artrain is the project of which he was most proud. E. Ray's voice carries forward through the individuals that have been inspired, cultural organizations that have been started or strengthened and communities that have been changed through this wonderful arts catalyst that we know and love as Artrain. Thank you E. Ray!" Though Artrain became the flagship program of the Michigan Council for the Arts (MCA) when E. Ray served as the Council's Executive Director, his tenure, on all levels, was always marked by his passionate, intelligent and persuasive lobbying for state support of artists, all cultural institutions, artists and arts in education programs. E. Ray Scott is survived by his sister, Jo Ann Cole, and his daughter Dana (Mrs. Scott Tschirhart), seven grandchildren and one great grandchild. A memorial service will be held for E. Ray at 11 a.m. on Saturday, February 27th, at the GEM Theatre at 333 Madison Avenue in downtown Detroit. Family requests memorials to support the arts in Michigan and Michigan Artrain. To make a contribution in E. Ray's honor, please go to

www.artrainusa.org Source: 2/12/2010, *Bluewater Sentinel Online*, Bluewater Michigan Chapter NRHS news email from Dave Williamson.



The Grand Re-Opening of the GT&W Depot in Jacksboro, TX

By Wayne Smith

On Thursday, January 28, 2010, I drove to Jacksboro, TX to attend the Grand Re-Opening and Ribbon Cutting Ceremony of the Gulf, Texas and Western Depot. Per the Jacksboro Chamber of Commerce website (edited by this author for this article): "In 1909, the Jacksboro Board of Trade raised \$25,000 locally to assure a Gulf, Texas and Western Railway line would be built from Jacksboro to Benjamin. The Gulf, Texas and Western Railroad, Jack County's second railroad, began on February 9, 1909 [Author's note: The Rock Island had already built a branch line that traveled through Jacksboro. The Rock Island Depot also remains, but it is in poor condition]. The lines were laid through Jack County and a depot was built on what is now South Main Street near the Lost Creek Bridge. Although chartered to cover 400 miles from the Sabine River to Knox County, only 98 miles of track was laid beginning in Jacksboro and ending in Benjamin. A 1909 edition of the Jacksboro Gazette describes the design of the Jacksboro Depot as "a splendid stone depot" to be built of Jacksboro stone by W.M. Shaw of Jacksboro. It had "spacious waiting rooms and ample freight storage" - all built to accommodate high traffic volume. Along its route, the new towns of Loving, Jermyn and Megargel sprang up. The last spike was driven in Seymour, completing the line on May 24, 1910. A huge celebration followed with town bands, politicians, a baseball game, and a lavish barbecue. Portions of the cuts and fills for the rail line may still be dimly seen upon the lands it crossed, but its primary remaining presence in Jack County is the old Jacksboro depot. In 2004, the Community Advancement Foundation of the Jacksboro Chamber of Commerce committed itself to raise funds so that the GT&W Depot (the old Hull Chevrolet building) is preserved and renovated. The restored depot will house the Jacksboro Chamber of Commerce, a historical display from the Jack County Museum, and various other artifacts, photographs and publications concerning the area's history." Despite torrential rains, I counted approximately 65 people in attendance at the actual ceremony. The depot was to have remained open for several hours for viewing and I am confident that many additional people attended the open house. Additional research by this author indicates that the GT&W was eventually extended to Mineral Wells and connected with The Weatherford, Mineral Wells and Northwestern Railroad.

North Texas Chapter Annual Report, 2009

By Dave Gramm, Chapter Secretary

The year 2009 began with election of chapter officers and the leadership of President Wayne Smith. Our first event of the year was to provide work hours at the 24th Annual Dallas Area Train Show on January 17th & 18th as a participating sponsoring club. The Chapter also hosted the fourth Annual Dallas Area Slide Show/NRHS Open House in conjunction with the train show. Over 50 attendees were treated to a free evening of slides, DVD's and PowerPoint presentations by local railroad historians.

Our program for February's meeting was a presentation by Ken Fitzgerald. Ken has been a contractor photographer for the Fort Worth Western Railroad, Union Pacific, Burlington Northern Santa Fe and other lines for over 40 years and has had many photos published in books and calendars. His program was entitled 'UP Whistlestop 2008', a look at the UP business train and its role at the Democratic and Republican National Conventions in Denver, Colorado and St. Paul, Minnesota respectively. While in Denver, he photographed Dan Akroyd's private car, 'The Patrón Tequila Express'. He related numerous stories about the inner workings of how the business train was put together & moved, the publicity photos he shot while on the trip and other humorous anecdotes about his dealings with the conventions and the press, including how the Republican National Committee refused to let UP bring their UP Number 844 steam engine or 1989 Denver Rio Grande Heritage engine to St. Paul because they believed they would be 'too distracting' to the convention, and how he was part of a 'whistle-blowing' prank on MSNBC.

March found the members watching a slide presentation by Pat Coughlin, historian of the KATY Historical Society, on the Union Pacific and Kansas City Southern railroads, while in April the members were entertained by a slide program by local photographer Roger Bee on 'Texas Shortline Railroads' and coverage of his trip to Canada through Minnesota and the Dakotas.

At the May chapter meeting, president Wayne Smith reported the board of directors had voted to approve a \$500 donation to the Plano Conservancy (Interurban Museum) for the purpose of purchasing/restoring a railroad-vintage pot bellied stove for the museum lobby. The program was a viewing of the documentary 'The Accidental Army', about the Czech volunteers in Russia who captured and operated the eastern half of the Trans-Siberian Railroad during World War I.

The chapter sponsored our annual '24 Hours @ Saginaw' train watching event on May 22-23. Over 100 train enthusiasts from the surrounding area came to the refurbished train depot in Saginaw, Texas to observe, count and photograph passing trains during a 24-hour period from seven o'clock Friday night until seven o'clock Saturday night. In between watching trains the attendees viewed slide presentations, played railroad trivia, and enjoyed pizza. Vice President - Trips & Special Events Skip Waters did an outstanding job in putting together this event.

June found the chapter holding its monthly meeting at the Ennis Railroad Museum in Ennis, Texas. Members carpoled to Ennis to tour the museum and hear a presentation on the founding of the town of Ennis in 1872 by the Houston & Texas Central Railroad, later acquired by the Texas & New Orleans Railroad, which itself was owned by the Southern Pacific Railroad. Ennis was a stop for the streamlined 'Sunbeam' passenger train, which boasted it covered the '265 miles from Houston to Dallas in 265 minutes'.

July's chapter meeting was held at the Plano Interurban Museum in Plano, Texas. The members were given a tour of the museum facility, led by head curators Robert Haynes and Russ Kissick, and docents Jack Durnin, Harry Repner and Harold Larson. The pot bellied stove, which the chapter donated funds for, was on display in the main room of the museum, although due to Homeland Security regulations, the stove openings had to be welded shut. Still an impressive sight though. The program for the evening consisted of a slide presentation by the museum staff on 'Woodlake Park', a 40-acre amusement park built by the Texas Electric Interurban between Denison, Texas and Sherman, Texas as a 'destination' park to increase ridership. The park included facilities for boating, fishing, roller-skating and a casino.

Chapter members made a field trip on July 12 with interurban guru and chapter member Johnny Meyers to trace the route of the Texas Electric interurban from Dallas to Waco. Johnny is an expert on the interurban and offered his insights during the trip.

August found the chapter back at its usual meeting place with two programs on tap.



Member Jon Shea gave a presentation in pictures on the Texas Electric Interurban field trip from July and member Skip Waters showed a DVD on the design and building of the Walt Disney Railroad at Disneyland entitled 'The Story of the Disneyland Railroad'.

The September chapter meeting was held at the Terrell Heritage Museum, Terrell, Texas. Members toured the Texas Midland Railroad private car, #993, 'El Paso' in Terrell prior to the meeting. The car was one of several owned by the president of the Texas Midland Railroad, Mr. E.H.R. Green in the early 1900's. Museum docent James McCord introduced the guest speaker, Dr. Horace Flatt, an accomplished writer whose books have covered Mr. E.H.R. Green as president of the Texas Midland and as a benefactor to the city of Terrell, Texas.

The Texas Midland Railroad was a short line running from Ennis, Texas to Paris, Texas, with headquarters in Terrell, Texas. Mrs. Hetty Green, a millionairess known as 'The Witch Of Wall Street', owned it. She set up her playboy son, E.H.R. Green, as the president of the railroad and although he came from a rich New England family, he was very business oriented and led the Texas Midland to greatness during his years as president. He was also very inventive and built a small laboratory in Terrell where many of his innovative ideas were realized. One of his inventions came in anticipation of the 1904 World's Fair in St. Louis, Missouri. He developed a procedure to etch steel to make photographic plates used in portrait making.

The October meeting included an overview of the National NRHS Conference with a nice slide show by National Director Dale Wilken. Chapter President Wayne Smith gave a presentation on the Fort Worth and Denver, a subsidiary of the Colorado & Southern and the CB&Q. This included the Wichita Valley lines and the Burlington-Rock Island Joint Texas Division. The presentation included a slide show, related tales and a demonstration of related memorabilia. The presentation also included the famous Texas Zephyr.

The November chapter meeting hosted our annual member's auction of railroadianna to raise funds for the chapter treasury. President Wayne Smith announced to the club members that chapter member Claude Doane has been formally named as the Regional Vice President. The club members also worked numerous volunteer hours at the 25th annual Fort Worth Holiday Train Show, held in Fort Worth, Texas on November 14 & 15.

The chapter held its annual Holiday Dinner on December 2, 2009 at the Texas & Pacific Passenger Station, Ft. Worth, Texas. The party was held in the refurbished African-American waiting room and catered by the Texas & Pacific Tavern and Grill. There were 34 persons in attendance making this one of our most attended holiday parties in recent years.

Our dinner hosts were Nathan Weber & Joanne Swaner, owners of the Texas & Pacific Tavern and Grill. After dinner, Joanne gave a short history of the Texas & Pacific Station. The twelve story building was built in 1931 and used by the Texas & Pacific and other lines until the late 1960's when passenger service was discontinued by the Texas & Pacific. After setting dormant for many years, it was purchased by developers and the upper office area floors were converted into loft apartments. They also took the group on a tour of the original restaurant area, which is currently under restoration by Nathan, the original newsstand & tobacco shop which Nathan completed restoration of already, and their 12th story penthouse which has a commanding view of the city of Fort Worth, Texas. After completion of the tour, the group was entertained by a digital slide show presented by member Randy Nelson.

The year ended with the loss of long-time member Leroy King. Leroy was a treasure trove of information on traction lines and he will be sorely missed. The chapter board voted to make a donation to the charity mentioned in Leroy's obituary, as well as to investigate setting up a scholarship in Leroy's name.

National Rail News

UP Steams to Texas, April 2-29, 2010

Union Pacific is pleased to announce its 2010 Steam Excursions. A detailed schedule for each train will be posted when available. Two public excursions are scheduled: the Denver Post Cheyenne Frontier Days Special and the Lionel Collectors Club of America Excursion.

- ◆ April 2-April 29 The Valley Eagle Harlingen, Texas
- ◆ June 25 - June 26 City of Milliken Centennial Special Milliken, Colorado
- ◆ July 22 - July 26 ** Denver Post Cheyenne Frontier Days Special Denver, Colorado
- ** Lionel Collectors Club of America Excursion
- ◆ Sept 8 – Sept. 24 Portland Rose Pendleton, Oregon
- Pendleton Roundup Centennial Special
- ◆ Sept. 30 - Oct. 15 Missouri River Eagle Sedalia, Missouri
- Sedalia Sesquicentennial Special
- ◆ Nov. 10 - Nov. 14 UP Steam Program 50th Anniversary Council Bluffs, Iowa

** Ticket information regarding the Denver Post Cheyenne Frontier Days excursion on Saturday, July 24, 2010 can be found at:

<http://cfdtrain.com/CFDTrain/Information.html> ** Ticket information regarding the Lionel Collectors Club of America excursion on Monday, July 26 can be found at: www.lionelcollectors.org

Source: 2/10/2010, Union Pacific Railroad, announcement at http://www.railservice.com/jump/steam_specials.cgi?http://www.uprr.com/aboutup/excurs/steamtr.shtml

Berkshire Hathaway Acquires BNSF with Stockholder Approval

BNSF positioned to remain one of America's premier freight transportation companies

On February 11, 2010, Burlington Northern Santa Fe Corporation shareholders voted overwhelmingly in favor of the company's acquisition by Berkshire Hathaway Inc. securing a path for BNSF Railway to continue to build upon its position as one of America's premier freight transportation companies.

"Tomorrow [2/12/2010] begins the first century of ownership of BNSF by Berkshire Hathaway. I'm looking forward to every day of it as our railroad does its part to ensure the future prosperity of the country," said Warren E. Buffett, Berkshire Hathaway chairman and chief executive officer. "We are at an important milestone in our 160-year history," said Matthew K. Rose, chairman, president and chief executive officer of BNSF. "This is a vote of confidence in BNSF and the future of freight rail, and it demonstrates how well our business model is aligned with our new parent company. By providing cost-effective and energy-efficient transportation that also benefits the environment, we are moving the goods that are crucial to consumers and our economy as our nation powers its way out of the recession." Source: 2/11/2010, BNSF news release at <http://www.bnsf.com/media/news/articles/2010/02/2010-02-11a.html>



North Texas Rail News

TRE Track Project Receives Funding

Dallas Area Rapid Transit (DART) and the Trinity Railway Express (TRE) will receive nearly \$7.2 million in federal funds to help complete the construction of a five-mile section of double-track rail line between West Irving and CentrePort/DFW Airport stations. The funds are from the Federal Railroad Administration's 2009 appropriation for passenger rail service. That section of the TRE corridor is currently single-tracked, which limits the number and frequency of trains. By adding the second track more trains, including Amtrak passenger trains, can operate in the corridor. Such a move potentially eases congestion on other North Texas rail corridors currently used by Amtrak. The federal funds represent almost half of the budget for the \$14.4 million project. DART is scheduled to issue invitations for bid in February and award a construction contract in late spring/early summer. Construction is scheduled to be complete in summer 2011. **Source:** 1/28/2010, DART news release at <http://www.dart.org/news/news.asp?ID=895>

2011 Super Bowl Might Bring Commuter Rail To Arlington

The Dallas Morning News reports that the 2011 Super Bowl seems to be driving large (although temporary) "overhaul of parts of the North Texas transportation system, including a temporary rail station in Arlington and changes to highway lanes. At North Texas Super Bowl Host Committee booth in Fort Lauderdale, Michael Morris, a host committee member and transportation director for the North Central Texas Council of Governments, talked about plans for rails, highways and buses...A large transportation effort also will involve getting people into trains. Morris said transportation agencies plan to offer a one-week rail pass during the Super. Rail stops already exist near major Super Bowl venues, including the NFL Experience at the Dallas Convention Center and Taste of the NFL at the Fort Worth Convention Center. Commuter rail service will arrive temporarily in Arlington on Feb. 6, 2011. Transportation officials are negotiating with the Union Pacific Railroad to use their rail line, which passes about a mile from Cowboys Stadium. If everything runs smoothly, transit agencies will send 10,000 people to the Super Bowl on commuter rail trains. A temporary station is planned for a site just north of Arlington City Hall, near Center Street. **Source:** 2/6/2010, Dallas Morning News by Jeff Mosier at <http://www.dallasnews.com/sharedcontent/dws/dn/yahoolatestnews/stories/020710dnmetsbranspo.3c717f5.html>

Chapter Directory

North Texas Chapter Officers, 2010.

- **President, Wayne Smith**, 940-300-4407.
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North Texas Zephyr, newsletter of the North Texas Chapter of the National Railway Historical Society

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Chapter News & Views

President's Roundhouse

By Wayne Smith, Chapter President

Congratulations to all of the NRHS North Texas Chapter Board of Directors for their re-election to the Board. Most of these gentlemen have served on the Board for several years in one capacity or another. Their leadership abilities are demonstrated in the recent accomplishments of this Chapter. I recently received the NRHS Yearbook for 2008. The Yearbook highlights this chapter and the success of the NRHS 2008 National Convention in Fort Worth. Both the front and back pages have photographs from the convention. Also, there are nine pages inside the Yearbook dedicated to the coverage of Lone Star Rails 2008. The Yearbook does a good job of summarizing the multitude of venues that were available at the convention. There is also a comprehensive selection of color photographs depicting most of the venues presented at the convention. In addition to the above, there is another photograph of the convention in the Yearbook under Chapter Activities Reports for the North Texas Chapter. It still seems surreal that we were able to host such a comprehensive and successful convention. Also, if you have not heard, our annual chapter sponsored event "24 Hours at Saginaw" came in second place as the "Best Rail Special Event" according to voters in the first annual Gold Rail Awards sponsored by the Cowcatcher. Also, the actual site where "24 Hours at Saginaw" is held, "Saginaw Depot – Saginaw, TX" won first place under "Best Railfanning Spot." I believe this is a testament to the impact our chapter has on regional railroading, railfanning and railroad preservation. Too bad this survey did not come out one year earlier, because I am confident that we would have won first and second place under "Best Rail Special Event" with Lone Star Rails 2008 and "24 Hours at Saginaw." We also want to welcome back Valli Hoski for another year as Editor of the North Texas Zephyr.

Trains Magazine "100 Greatest Train Movies" - Review

By Wayne Smith

I like lists, especially top ten lists. I have cataloged, organized and categorized the hundreds of items in my personal railroad memorabilia collection. I already had printed and saved lists of train movies from the Internet. When it became available, I bought the Trains Special Edition of the 100 Greatest Train Movies. Many of the movies are American made classics dating all the way back to the era of silent movies and many are foreign made from countries such as Poland, Czechoslovakia, Canada, Hungary, Australia, Germany, Great Britain, Russia and France. Some of the movies are American made, but take place outside the borders of the United States. I wish there had been a "list" of all the countries that were included in the magazine and ranked in order of



films made country by country. The films include romance, historical accounts, comedy and drama. The movies are listed alphabetically in the magazine; thus the reader must flip through the pages to view the "Top Ten." I have done that for you here: 10) Murder on the Orient Express, 1974; 9) Butch Cassidy and the Sundance Kid, 1969; 8) The General, 1925; 7) Brief Encounter, 1945; 6) High Noon, 1952; 5) La Bête Humaine, 1938 (France); 4) The Lady Vanishes, 1937; 3) Twentieth Century, 1934; 2) North by Northwest, 1959; and 1) The Train, 1964. I have not seen Brief Encounter, La Bête Humaine, or The Lady Vanishes, so I cannot argue if they deserve to be in the "Top Ten." I believe the remaining movies do deserve to be in the "Top Ten." One of my favorites is Silver Streak, made in 1976, it was ranked at number 52. I would place it in the top 20, if not the top ten. Some of the omitted movies that I believe deserve to be in the "Top One Hundred" include White Christmas, Trading Places, Canadian Pacific and The Polar Express. The magazine also includes a brief summary of each movie, interesting facts about each movie, and photographs from many of the movies. Purchasing the magazine and using it as a reference is well worth the money.

The Texas State Railroad also ran an ad on the back cover of the magazine which reads, "The Texas State Railroad has been featured in over thirty movies, TV Series, Documentaries, Commercials, and Music Videos. Movies include The Great Debaters (2007), starring Denzel Washington; American Outlaws (2000), featuring Colin Farrell, Timothy Dalton, and Kathy Bates; Rough Riders (1996), starring Tom Berenger and Sam Elliott."

Chapter Field Trip Minutes, February 2, 2010

NORTH TEXAS CHAPTER, NATIONAL RAILWAY HISTORICAL SOCIETY, OUTING NOTES, DATE: February 2, 2010. Train Dynamics, Fort Worth, Texas. Report submitted by Dave Gramm.

We went on a field trip to Train Dynamics Systems in Ft. Worth instead of holding a 'meeting' type gathering. Here is a synopsis of the event.

The chapter members assembled at the Ft. Worth facility of New York Air Brake/TDS at 7:30 pm for a tour of the facility and some hands-on experience in the cab of a locomotive simulator. There were 19 chapter members on hand who were given a short background history of the company before the group was divided up into several smaller groups to tour the facility.

TDS is a division of New York Air Brake, which is part of the Knorr-Bremse family of companies since 1991. NYAB is the largest railway air brake designer and manufacturer in the world. The TDS division in Ft. Worth manufactures two major products, LEADER and TDS-5000. LEADER (Locomotive Engineer Assist/Display Event Recorder) is an on-board computer-based train handling system with a real time cab display, which assists the engineer in running the train more efficiently, reducing fuel costs and minimizing the adverse effects of slack action. In addition to enhancing train safety, LEADER can become an integral part of training programs for locomotive engineers.

The TDS-5000 is a computer driven locomotive simulator which permits a wide range of data to be input, allowing the simulation of any consist, terrain, weather, and operating parameters. Specific track profiles are utilized, and locomotive and car characteristics can be programmed to simulate any real-world working situation. The simulator is designed to replicate the actual cab of a locomotive for each customer and wide screen video displays mounted in front of and on the engineer's side of the cab give accurate CGI displays of the actual scenery on the railroad profile selected. Members were given the opportunity to sit in the cab of several locomotive simulators on site and 'drive' the train while other members programmed snow, fog, vehicular traffic and other hazards into the program. Members were also shown a mock-up of a complete train car air brake system that could simulate any length and type of car, and the specialized test equipment developed by the company which is used to test the air brakes of a car on a railroad in the field during either required annual testing or after any repair of the brake system.

The test set activated, through computer control, the application of lap, service and emergency braking commands and the results were demonstrated on the mock-up car system. The brake cylinder piston extended and retracted just like the ones on a real car under test, and gauges gave real-time readouts of the pressures in the car air tank, brake cylinder, control valve and brake pipe.

Everyone enjoyed the field trip and many came away with a greater understanding of the difficulties of being a locomotive engineer.

Press time: 2/18/2010, 7am. File: NTx Newsletter 2010-03 v4.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

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| Tues. Mar. 2, 2010 | North Texas Chapter meeting – 7:30 p.m. Sokol Hall, 7448 Greenville Ave., Dallas, Texas. <i>Presenter:</i> Pat Coughlin. <i>Program:</i> The Gulf, Mobile, & Ohio Railroad. |
| Tues. April 6, 2010 | North Texas Chapter meeting – 7:30 p.m. Founder's Building (by Cotton Belt depot), 701 S. Main St., Grapevine, Texas. <i>Program:</i> Union Pacific 4-8-8-4 Big Boys . |

