



VALLI HOSKI, NORTH TEXAS NEWS EDITOR

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CHAPTER MEETING..... 1
 AUGUST 3, 2010 – GARLAND SANTA FE DEPOT, GARLAND..... 1

THIS ISSUE WITH SKIP 1
 PRESIDENT’S ROUNDHOUSE 1
 SKIP’S EMAIL 2

SCRANTON 2010 – ELECTRIC CITY AND STEAMTOWN..... 2
 2010 NATIONAL CONVENTION TRIP REPORT 2

RAIL MAIL DELIVERY..... 3
 TRAIN COMPUTING DEVICE, 1907 3
 ITEMS FROM KALMBACH PUBLICATIONS..... 4

NATIONAL RAIL NEWS..... 4
 21ST CENTURY STEAM WITH NS AND TVRR..... 4

NORTH TEXAS RAIL NEWS..... 4
 SANTA FE MEMORIES PROGRAM, TEMPLE, TX - AUG. 15, 2010 4
 COTTON BELT REGIONAL RAIL PUBLIC MEETING JULY 29, 2010..... 5
 DART STREETCAR DAYS RETURN?..... 5
 IRVING DOESN’T COTTON TO ORANGE BELT 5

CHAPTER DIRECTORY..... 6
 NORTH TEXAS CHAPTER OFFICERS, 2010..... 6

CHAPTER NEWS & VIEWS..... 6
 EDITOR’S MARKUP 6
 NATIONAL DIRECTORS MEETING, SUMMER 2010 6
 NORTH TEXAS CHAPTER HISTORY 8

NORTH TEXAS CALENDAR..... 8

Chapter Meeting

August 3, 2010 – Garland Santa Fe Depot, Garland.

When: 7:30 p.m.

Where: Garland Santa Fe Depot, by Garland Landmark Museum, 200 North 4th Street, Garland

Program: Members' presentations, each 5-10 minutes. Please bring your pictures or videos of the recent Union Pacific 844 trip to Texas or any other rail related pictures.

Directions: Map to museum at:

<http://www.garlandhistorical.org/directions.html>.



Above: Al Coppinger Memorial Award/
 (Photo credit: Skip Waters)

This Issue With Skip

President’s Roundhouse

By Wayne Smith, Chapter President

Congratulations to Skip Waters! If you were at the July meeting, you already know that Skip Waters was given the “Al Coppinger Memorial Award.” Mr. Coppinger was an outstanding member of the North Texas Chapter of the National Railway Historical Society and the award was created to keep his memory alive after the passing of Mr. Coppinger. This award is rarely given, as there have only been two previous recipients including Dennis Hogan (primary founder of our chapter, first president, first newsletter editor, and major contributor to the success of LSR 2008) and Steve Siegerist (long time chapter treasurer, major contributor to the success of LSR 2008, and “Captain Transit”). The Plaque reads, “North Texas Chapter NRHS [Chapter Emblem], The Al Coppinger Memorial Award For Outstanding Service to the North Texas Chapter National Railway Historical Society Given this 6th Day of July, 2010 to Skip Waters Past President, Past National Director, Chairman LSR 2008, Current Vice-President and Mr. Enthusiasm.” Due to lack of space, we were not able to include that Skip was also the newsletter editor for two years and Chairman of 24 Hours at Saginaw for the past five years. Skip was taken by total surprise and was clearly moved by being presented with this award. In so many words, he dedicated the receipt of this award to the memory of his father, Willie Waters, also a long time member of our chapter. Again, congratulations to Skip Waters!!!



Skip's Email

By Skip Waters, VP Trips/Events

Wayne and Board, Thank You again for the award.. it took me totally by surprise, I didn't see this one coming at all. Also to have this given to me at the Plano Interurban Museum made it that much more special. Thank you very much! As for the award's description... Some of the reasons we chose to name this award after Al Coppinger was for what he represented as a chapter member. He was always giving, showed a positive attitude, volunteered for chapter duties and was a member of great character for the NRHS. It's these qualities that make the award so special and why it's only given when deemed worthy. And again, I'm honored to be chosen at this time to receive such an esteemed award. Especially by my peers, Thank you again!! (**Source:** 7/8/2010, email from Skip Waters.)

Scranton 2010 – Electric City and Steamtown

2010 National Convention Trip Report

By Dale Wilken, Chapter Director

The NRHS held its National Convention this year in Scranton, Pennsylvania also known as “The Electric City” and home of Steamtown National Historic Site. Some 600 registrants plus additional guests spent the days of June 21 through June 26 exploring the railroads of the Scranton area as well as its extensive rail history. Scranton, located in the Pocono Mountains region of Northeast Pennsylvania was the location of major anthracite coal mining operations as well as early iron and steel making. The earliest methods of transporting coal by rail out of the surrounding valleys date to the 1820's and gravity systems using stationery steam engines pulling cars up inclined rights of way. In 1829 the Delaware and Hudson Company experimented with conventional locomotion by testing an engine built in Stourbridge, England over a portion of its system near Honesdale, Pa.. The “Stourbridge Lion” was the first steam locomotive operated in North America. The Delaware, Lackawanna & Western Railroad was the first conventional railroad to serve the area. Eventually five major railroads came to serve Scranton attracted by the lucrative coal trade-the DL&W, Central Railroad of New Jersey, the New York, Ontario and Western, the Delaware and Hudson and the Erie Railroad-and which also provided extensive passenger train service. The anthracite coal provided an abundant source of fuel which enabled the widespread use of electricity in the Scranton area in the late 1800's and resulted in the nation's first commercially operated electric streetcar system all of which earned Scranton the title of “The Electric City”. The abundant fuel and extensive transportation infrastructure also attracted other industries to the area, notably the textile industry with dozens of silk mills operating in the city by the early 20th century.

The decline of coal as the fuel of choice after World War II and competition from trucks and autos led to rapid demise and merger of the rail system in the Scranton area by 1980. However, local leaders created a regional rail authority which acquired some of the trackage. Today the shortlines Delaware and-Lackawanna Railroad and Reading Blue Mountain & Northern along with Canadian Pacific (formerly D & H) are the principle railroads in the Scranton area.

The opening reception on Monday evening provided the opportunity to view a significant piece of railroading history. Flagg Coal Company #75, a restored 1930 0-4-0 tank engine built by Vulcan Iron Works in nearby Wilkes-Barre, was on display at the former DL&W Headquarters and Passenger Station, now a Radisson Hotel.

On Tuesday, June 22, the first rail trip of the convention operated about 80 miles over the Canadian Pacific Railways Sunbury Division between Scranton and the outskirts of Sunbury, Pa. The trip followed trackage formerly operated by the Delaware & Hudson, DL&W, Central of New Jersey and the Pennsylvania Railroad. Head end power was a pair of D&H painted GP-38-2 locomotives supplied by Canadian Pacific pulling a series of open window coaches and a restored Nickel Plate Sleeper “City of Lima” and restored heavyweight observation car “Lehigh Valley 353”. Despite a minor derailment as the train left the yard and delayed the trip several hours, participants enjoyed this rare mileage trip and the scenery along the banks of the Susquehanna River.

Wednesday offered several opportunities to experience the rail history of the area. An excursion titled “Roots of the American Railroad” provided a trip to Honesdale to view a replica of the “Stourbridge Lion” at the Wayne County Historical Museum as well as a trip on a former Erie rail line which follows the route of the original D&H Canal behind a rare BL-2 diesel locomotive and cars of the Morristown & Erie Railroad System. Remnants of several gravity railroads were evident along the way. Another trip “The Anthracite Explorer” included a ride behind a 42” gauge locomotive from the Lehigh Valley Coal Company at a former strip mine as well as a trip underground on the site's battery-electric railway and a short trip on the Wanamaker Kempton & Southern Railroad, a former Reading anthracite line. A third tour “Hard Coal and the Electric City” included visits to the Lackawanna Coal Mine and the



Pennsylvania Anthracite Heritage Museum as well as a visit to the Electric City Trolley Museum and a ride on the former Lackawanna & Wyoming Valley electric interurban line.

The Electric City trolley museum is housed in a former silk mill and contains a fine collection of restored and unrestored trolleys as does the recently constructed trolley shop. The 5 mile operating trolley line over the L&WV serves the recently constructed PNC baseball park, home of the Scranton/Wilkes-Barre Yankees. An evening event was a trolley trip on a former Philadelphia Suburban Transportation Red Arrow car #76, a heavy center door car built by Brill in 1923, to the ballpark to attend a baseball game. Finally, another Wednesday option, exercised by the writer and wife, was to visit Steamtown. Established in 1986, the Historic Site occupies about 40 acres of the rail yard of the former DL&W including a portion of the original roundhouse and shops and containing an impressive collection of rail cars and steam locomotives ranging from a tiny switcher built by the H. K. Porter Company to a UP Big Boy. The shops and roundhouse are active and on a tour we were able to view routine maintenance of two operating steam locomotives as well as the restoration activities underway on several others. It was good to see the many improvements since we visited 10 years ago. Also making a guest appearance at the site was PRR caboose #477768 built in 1941 and restored by the Rivanna Chapter in Charlottesville, Virginia.

Thursday's rail trip, "The Pocono Express" was a round trip excursion over the former DL&W 60 mile mainline between Scranton and the New Jersey border at the Delaware Water Gap interchange with Norfolk Southern. Leading the train were Canadian National 3254 a 2-8-2 built in 1917 and owned by Steamtown and 3 Alco RS-3's in DL&W colors owned by the Delaware-Lackawanna Railroad. They pulled 7 open window coaches and the two private cars used on Tuesday's trip. This trip took us to an elevation of 1970' in the Pocono Mountains and beautiful scenery. On the return trip the RS-3's helped us to the summit and then cut off with 3254 powering us back to Scranton. From the standpoint of soot and cinders this was perhaps the dirtiest steam engine I have ever traveled with but it was still enjoyable even when we had to wait while inspectors checked a bridge hit by truck earlier in the day.

Friday was the day for seminars as well as the Board of Directors and General Membership meetings (reported elsewhere). The Friday evening banquet featured a very interesting presentation by Jim Wrinn, editor of Trains Magazine who brought along a number of historic photos from Trains files including some from past NRHS conventions.

Saturday was the grand finale trip, a 100 mile trip on the Reading, Blue Mountain and Northern operating frequently at mainline speeds over the former Central of New Jersey, Reading and Lehigh Valley Railroads. The train was led by #425 a 1928 Baldwin 4-6-2 beautifully restored supported by a RBMN diesel and pulled one open sided excursion car and 9 open window coaches. The trip took us along the Lehigh River through Lehigh Gorge State Park to Jim Thorpe for lunch and exploration of the village then to East Mahoney Junction and Port Clinton, Pennsylvania. Two outstanding scenic photo runbys were staged on this trip.

This was a well organized and well run convention hosted by the Lackawanna and Wyoming Valley Chapter with assistance from several of our current and former chapter members-Jim King, Claude Doane and Steve Siegrist. I'm already looking forward to next year's convention in Tacoma, Washington.

Rail Mail Delivery

Train Computing Device, 1907

Submitted by Dave Gramm.

Here is an interesting patent article about a Computing Machine for equating train tonnage or for measuring the resistance of railway trains. I ran across a reference to it while reading an on-line article from Tech Republic about computing devices of the 1800's and 1900's.

U.S. Patent Number: 939,479 Filed: Apr. 10, 1907

Issued: Nov. 9, 1909

Inventor: John M. Daly

In his 1909 patent, John Daly describes a computing device designed for a very specific purpose--"*for equating train tonnage or for measuring the resistance of railway trains.*" How would you use Daly's device? In the patent he describes the operation as follows:

"Now, upon making up a freight train in which this device may be used, the number, of the engine is first ascertained and its corresponding scale ring (3) over that particular road is placed in position. Then for each car to be transported, its gross weight is learned and the propelling pin is placed in the hole (11) opposite a number designating an amount equal to the gross weight of the car. The pin and disk are turned clockwise until the propelling pin strikes against the fixed stop (7) and the number of gross tons that car represents on that road will be registered upon the registering wheels. A car at a time may be added and the same process employed so long as: neither the limit in the number of cars has been reached, nor the sum upon the registering mechanism exceeds the tonnage rate of the engine."



Source: 7/15/2010 Email submission by Dave Gramm; original sourceTech Republic http://content.techrepublic.com.com/2346-13625_11-443326-18.html?tag=content;leftCol

Items From Kalmbach Publications

Submitted by Jon Shea

Trains Magazine has a new special issue: **Historic Trains Today** about Tourist railroads with historic rolling stock. In it is an article Unburied Treasure about the McKinney Avenue streetcars by our own Ken Fitzgerald. Congratulations Ken! Also I got a small 16 pages special item from Classic Trains for renewing my subscription early called More Great Train Stations. In it is a great picture of The Dallas Union Terminal 0-6-0 #7 (the Seven Spot) switching passenger cars in 1960 with the station behind it. Also there is a fine shot of the Fort Worth Texas and Pacific Passenger Station. A date isn't given but the cars in front seem to date to the early to mid 1940s. [Editor's note: put "in just as written" as requested by the submitter.]

National Rail News

21st Century Steam with NS and TVRR



Norfolk Southern Corporation is in negotiations with the Tennessee Valley Railroad Museum with regard to the operation of a limited schedule of steam locomotive event appearances and passenger excursions beginning later this year. "21st Century Steam" would highlight milestones in rail history and provide an opportunity for audiences to learn about today's safe and service-oriented freight railroads. The program would feature three venerable coal-powered steam locomotives:



- **Southern Railway 4501:** Built in 1911 by Baldwin Locomotive Works, 4501 served Southern Railway in freight service in Tennessee, Virginia, Kentucky, and Indiana, before being sold to a short line railroad. No. 4501 was retired from revenue service in 1963 and enjoyed a second career in the excursion program operated by Southern Railway and Norfolk Southern from 1966 until 1994. This Ms (Mikado superheated) Class locomotive has 63-inch driving wheels.
- **Southern Railway 630:** Built in 1904 at the Richmond, Va., works of American Locomotive Company, this Consolidation-type locomotive has traveled throughout the Southeast, often in the company of 4501 and sister locomotive 722. An extensive six-year rehabilitation to Federal Railroad Administration standards is being completed at TVRM's Soule Shops complex in Chattanooga.
- **Tennessee Valley Railroad 610:** Built in 1952 by Baldwin-Lima-Hamilton for the U.S. Army, 610 has been the mainstay of TVRM steam operations since 1990. It also appeared on several Norfolk Southern steam excursions from 1990 to 1993. No. 610, also a Consolidation type, was one of the last steam locomotives built in the U.S.

21st Century Steam's initial appearances and runs tentatively could take place in the Chattanooga area this fall, with locomotives 610 and 630. No. 4501 could join the program sometime in 2011, after rehabilitation. Exhibit dates, ticketing, and other details will be announced later.

Later this year, Norfolk Southern and TVRM plan to launch a web site in support of the program. Correspondence can be addressed to 21stcenturysteam@nscorp.com. Source: 6/30/2010: Norfolk Southern Railroad press release, <http://www.nscorp.com/nscportal/nscorp/Media/News%20Releases/2010/steam-to-ride-the-NS-rails-again.html>

North Texas Rail News

Santa Fe Memories Program, Temple, TX - Aug. 15, 2010

The Railroad and Heritage Museum, in conjunction with the Central Texas Chapter of the National Railroad Historical Society, is pleased to announce the third presentation of its 2010 Railroad Lecture Series, "Santa Fe Memories" at 2 pm on Sunday, August 15 in the lobby of the Santa Fe depot, 315 West Avenue B, Temple, TX. A presentation by Dr. John McCall will discuss the dining cars and railroad china used for dining service on the Santa Fe Railroad. The material presented will be photos from his personal railroad china collection and his latest book, Dining and Beverage Cars of the Santa Fe-Featuring Service by Fred Harvey.

Dr. McCall had an advantage of being in a family of Santa Fe Railroad employees. He was able to travel across the system granting him opportunities to photograph Santa passenger trains and equipment now featured in his books. During his 33 year tenure as Professor of Economics at University of Texas Arlington (1964-1997) he continued his research on the Santa Fe gathering information from many different railroad libraries including the Railroad and Heritage Museum archives for a variety of



railroad publications and books as listed below: Coach, Cabbage & Caboose (1979), Katy Southwest (1985), Santa Fe's Dining and Beverage Car Service (2006). For additional information about the program, please contact the Events Coordinator (Jeremy) at 254-298-5175.

Cotton Belt Regional Rail Public Meeting July 29, 2010

DART and the Federal Transit Administration (FTA) are advancing the preparation of an Environmental Impact Statement (EIS) to study the implementation of rail passenger service along the 26-mile long Cotton Belt Corridor from Dallas-Fort Worth International Airport through a large portion of northwest Dallas County to the existing DART Red Line in Collin County. The rail corridor passes through portions of the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson and Plano.

As part of the EIS, a public Scoping period to receive comments on the Cotton Belt Regional Rail Corridor has been established through August 30, 2010. Within the Scoping period, a public scoping meeting has been scheduled to present the latest details of the project and to receive comments from attendees. The meeting will be held Thursday, July 29, 6:30 p.m. at the Addison Conference Center, 15650 Addison Road, Addison, served by Bus Routes 341 and 347. *Source: 7/21/2010, DART News Release at <http://www.dart.org/meetings/publicmeetingsrss.asp?id=432>*

DART Streetcar Days Return?

M-line Expansion to increase connections between Olive St and St. Paul St. and to popular destinations

Dallas Area Rapid Transit (DART) is scheduled to receive \$4.9 million from the US Department of Transportation (DOT) as part of the \$130 million Urban Circulator Grant Program. The DART grant will have a local match of \$5 million from the North Central Texas Council of Governments. The project creates a new connection between Uptown and Downtown Dallas. It is a rail track loop, just under three-quarters of a mile long, connecting the M-line Olive Street extension to the current M-line track on St. Paul Street. It will provide a direct connection to DART's St. Paul Station and improve connections to popular destinations like the Dallas Museum of ART and the Nasher Sculpture Garden. The M-line's heritage vehicle fleet will still be used. Ultimately the line will connect with the planned Downtown Dallas streetcar project and will be built to accommodate a modern streetcar. *Source: 7/8/2010, DART News Release at <http://www.dart.org/news/newsrss.asp?ID=916>*

North Oak Cliff / Dallas streetcar, other starter ideas stimulated by Federal grant

Five-plus years from now, streetcars may be carrying passengers daily between Union Station downtown and Methodist Dallas Medical Center in north Oak Cliff. That's the vision detailed in a federal funding agreement for the project. In February, the U.S. Transportation Department awarded a \$23 million stimulus grant for a starter streetcar system in Dallas. And a memorandum of understanding between the federal government and the North Central Texas Council of Governments, the grant recipient, includes some ideas to get the project rolling. *Source: 7/8/2010, Dallas Morning News article by Roy Appleton <http://www.dallasnews.com/sharedcontent/dws/news/localnews/transportation/stories/070810dnmetstreetcar.1cb6837.html>*

Irving Doesn't Cotton to Orange Belt

Irving City Council members [on July 6] told DART President Gary Thomas that they don't want the Orange Line's fate tied to hopes of getting rail service on the Cotton Belt line. DART officials last month said the agency doesn't have the \$275 million it would cost to construct the third leg of the Orange Line, initially scheduled to reach Dallas/Fort Worth International Airport by 2013. Construction on the first two phases of the line is under way and not threatened. Irving has more than \$4 billion in development planned for stations along the 14-mile light rail line that will run through the suburb as it connects downtown Dallas to the airport. Regional transportation leaders are looking for private funding to get rail service on the Cotton Belt line. They have suggested expanding their efforts to help Irving and DART complete the Orange Line. Irving Mayor Herbert Gears said that tying the projects could jeopardize the Orange Line's planned direct connection to the airport. But Gears says he does support fast-tracking rail service on the Cotton Belt. *Source: 7/8/2010, Dallas Morning News article by Brandon Formby at http://www.dallasnews.com/sharedcontent/dws/news/localnews/transportation/stories/DN-irvdart_08met.ART.Central.Edition1.29774ca.html*



Chapter Directory

North Texas Chapter Officers, 2010.

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- **Vice President/Trips and Events, Skip Waters**, wgcrush@swbell.net.
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North Texas Zephyr, newsletter of the North Texas

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North Texas Zephyr Archive

<http://www.gogeocaching.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

By Valli Hoski, NTZ Editor

- While out today (Sunday, July 18) in **Peotone** for the KARS hamfest (<http://www.w9az.com/karsfest.html>), Harry and I watched a bit of **rail traffic** – southbound Amtrak with a short consist, and an EJ&E locomotive still in its bright green and red livery with local tanker traffic. Apparently at least 1 other railfan was out in the crowd, Dennis, N2UC according to his post in the **IL_RailHams group** – “A great place for Railhams! It is held at the Will County Fair grounds which is right next to the **Illinois Central mainline**. At least three trains went by while I was there. One was a local with the **EJ&E 664.**”
- The July issue of The Bulletin Board from **Trinity Valley Railroad Historical Association** arrived this week, and it sure looks good. Includes an in-depth article on the GT & W (that's not the Grand Trunk Western), sometimes known as “The Get Tired and Walk”. Of course this is the Gulf, Texas and Western and Frisco. Written by Gerald hook, the feature article reports on the 1930 purchase of the line by the Frisco. Research into the line provides a narrative about the line's plans and then, eventual abandonment. This is not the whole story of the GT&W though. Robert Tigner presented a brief history of the line over its existence, well before the Frisco purchase. The issue also features regional rail news and a few more items of local interest. A nice newsletter, with vintage ads, nice style and layout. Many thanks to Mr. Tigner for including the NTC on the club's newsletter exchange list.
- **A fine word of thanks to all for this month's record number of emails** with articles, field trip reports and news links for this issue. All original content and news about the Chapter and members are included. Use of already published rail news is reduced due to space limits within the issue. Many thanks to those who have forwarded links to news on DART, Arlington, other North Texas and regional rail/transit systems.
- Looking towards future issues, there will be **new rail travel articles**, thanks to Steve Goldman, a Chicago native, long-time friend of the family, now an OKC resident and extensive road warrior in his profession. These travel stories will bring a new global touch to the North Texas Zephyr, to round out our regional and national rail tales.

National Directors Meeting, Summer 2010

By Dale Wilken, past National Director

NATIONAL BOARD OF DIRECTORS SUMMER MEETING-SCRANTON, PA.

The NRHS National Board of Directors held its summer meeting on June 25 as part of the 2010 National Convention hosted by the Lackawanna and Wyoming Valley Chapter in Scranton, Pa. Approximately 80 directors were in attendance. President Greg Malloy noted that as of mid-June the society has renewed 93% of last year's total membership with 43 chapters having 100% or greater renewal and 31 chapters (including North Texas) having 95% or greater membership renewal. A charter was presented to the newest chapter, Seven Railroads Chapter from Palmer, Massachusetts. It was also noted that the National Director from the Japan Chapter was attending.

In the President's report, Greg focused on the continuing financial difficulties the national organization is experiencing due to reducing membership, loss of one Railcamp venue and resultant decrease in income received. The NRHS has contracted with a consultant to provide professional fundraising assistance. For this year the fundraising effort will be targeted at improving the donation portion of the NRHS website and the fall donation appeal combined with dues renewal. Another revenue loss will occur as NRHS participation in the 2010 Combined Federal Campaign has been denied. An appeal has been filed and later in the meeting the Directors approved a change in the title of the fall, winter and spring Board of Directors meetings to NRHS Fall, Winter, Spring Conference to qualify them as events with the CFC. The change is also intended to encourage participation in



these programs by members other than the Directors and is consistent with the new governance system being developed by NRHS. There will still be regular meetings of the NRHS in addition to the annual convention but such meetings will not necessarily be tied to Board meetings and will include more activities than just a Board session.

President Malloy also reported on the meeting he attended in Strasburg, Pa. immediately after the spring Board meeting in Huntington with some 60 leaders in the railway heritage field to identify common issues and begin to develop increased cooperation and interaction among the various organizations. The first initiative from this meeting is a planning calendar sent to NRHS Officers and Directors, which is intended to be used by the various organizations to list upcoming events and lessen conflicting event dates.

Progress on the Strategic Planning, Governance and Bylaw Revisions was reported. Among the new operational processes proposed are electronic voting and board meetings by conference call. A new class of membership would include non-NRHS museums, libraries, corporations and other associations with intent to gain NRHS exposure and income. The Board of Directors would be limited to 25 members as discussed in previous reports and an Advisory Council would replace the current Board with representatives from each chapter as well as at-large representatives and representatives from other classes of membership. There would be 3 or more meetings (conferences) of the Council each year to address the needs and ideas of members. The committee intends to present the final proposal at the fall Board meeting and to the full membership for a vote sometime this winter.

Planning for future NRHS Conventions was reported and it was noted that there were approximately 600 registrants at the Scranton convention. The 2011 convention will be held in Tacoma, Washington June 20-26. Mainline steam, logging railroads, trolleys and museums are a part of the program with pre-registration underway. For the 2012 convention in Cedar Rapids, Iowa, the NRHS has appointed Dr. Barton Jennings to chair this nationally sponsored event. Dr. Jennings has extensive rail experience. The convention will occur in the third week of June and interested railroads include Iowa Interstate, Iowa Northern, Crandex, and Union Pacific(150th anniversary). Both of these conventions will have some changes in operation with events opened to the public and more publicity to make the public aware. To this end, the Board approved the temporary suspension or modification of existing convention policy so that some new features aimed at broader appeal and community involvement may be tested. President Malloy also reported that a Special Master has been appointed to review certain matters related to the operation of the previous National Convention Committee.

Other business considered by the Board included Railcamp where it was reported that all 24 slots are filled for the program at Steamtown this year and efforts are continuing to locate a second venue for both an adult and a teen program for 2011 with sites in North Carolina and Washington under consideration. The award of 10 Heritage Grants, of which 2 went to NRHS chapters, was announced and will be posted on the NRHS website. The NRHS investment program approved by the Board at the spring meeting is now underway. The insurance program for D & O insurance used by NRHS national is also available to chapters and information is on the NRHS website. The Spring 2010 Bulletin will be issued at the end of June. The 2009 Yearbook will be published as an electronic PDF on the NRHS website. The 2010 Yearbook information will be collected and stored but not published until a new web-based reporting system is established in 2012 or later. Work on the rebranding of NRHS with a new logo and new website continues and it is expected that the new nrhs.com will be launched before the end of the year with the rest of the branding elements introduced in 2011. To comply with IRS 501 (c)(3) requirements, the Board approved a volunteer reporting policy otherwise known as a "Whistleblower Policy" applicable to Directors and National Officers.

Following this Board meeting, the annual meeting of the NRHS membership was held at which President Malloy reported on accomplishments during the past year as well as lingering problems of decreasing membership and finances. He identified 2011 goals as including eligibility with CFC, a second Railcamp venue, the new NRHS website operational, change in the organizational governance and fundraising.

At this meeting Claude Doane, Regional VP was elected to serve as our National Director for the coming year. I have appreciated the opportunity to serve as your National Director for the past several years and participate in the business of the NRHS as well as experiencing some interesting historic rail events.

Press time: 7/21/2010, 1pm File: NTx Newsletter 2010-08 vE.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

Tues. Aug. 3, 2010	North Texas Chapter meeting – 7:30 p.m. Location Garland Santa Fe Depot., by Garland Landmark Museum, 200 North 4th Street, Garland <i>Program::</i> Members' presentations, each 5-10 minutes. Please bring your pictures or videos of the recent Union Pacific 844 trip to Texas or any other rail related pictures.
Tues. Sept. 7, 2010	North Texas Chapter meeting – 7:30 p.m. Location: Keller, TX <i>Program:</i> A visit to the Keller, TX Roundhouse and other railroad related sites there. Details to follow later.