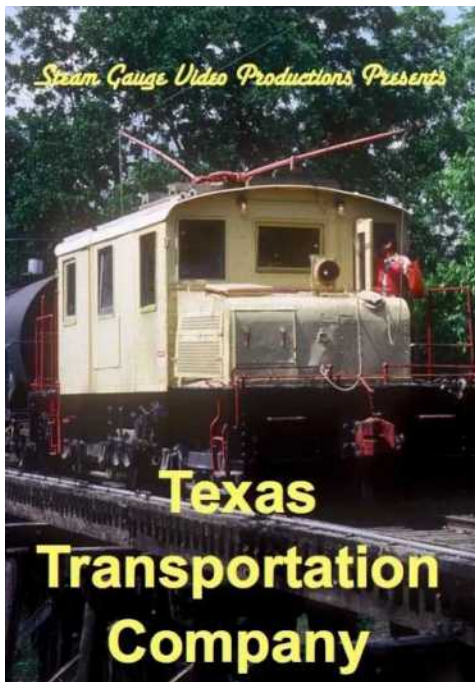


# North Texas Chapter – National Railway Historical Society



## July Chapter Meeting: Texas Transportation Company (Video)



Now only a memory, the **Texas Transportation Company** once operated as an electrified switching company which served the Pearl Brewery in San Antonio. The line operated two vintage freight motors, TTC No. 1 (ex-Kansas City & Kaw Valley No. 504) and TTC No. 2 (ex-Texas Electric No. 952). Steve Goen’s video features both freight motors as they slowly dodge traffic as they operated down Jones Street between the brewery and the Southern Pacific connection several blocks away. (See Sept 2022 issue)

**When:** Tuesday, July 11<sup>th</sup> (**Not July 4<sup>th</sup>**)  
@ 7:30 pm, Meet “N” Greet @ 7:00

**Where:** Grapevine Founders Building,  
701 S Main St, Grapevine, TX 76051 (same parking lot as Grapevine Vintage Railroad Depot)

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## National Train Day, Anna Texas

**National Train Day** is a holiday started by Amtrak in 2008 as a method to spread information to the general public about the advantages of railway travel and the history of trains in the United States. It is held each year by various railroad museums and organizations across the country on the Saturday closest to May 10, the anniversary of the completion of the first transcontinental railroad in the U.S.



**Elden Baker (center) is Director of the Anna Depot and Museum.** Elden's wife (Connie) is pictured on the left and Allison Inesta is on the right. Allison and her husband own Promo Lab, a local business in Anna.



**As Director of the Anna Depot and Museum and host of National Train Day,** Elden Baker dresses the part as locomotive engineer when hosting all functions for the young and the young at heart.



**Left:** In preparation for **National Train Day,** the **Anna Depot and Museum** continued to add some of its original hardware to the cab of **Mogul 201,** including gauges, breaking mechanism and the throttle bar. Some of these items are kept in the depot when the museum is not giving cab tours to prevent "souvenir collectors" from walking off with some of the desirable pieces.



Chapter member Skip Waters's Choo Choo Express was a main feature during the festivities in Anna for National Train Day. Elden Baker (See Page 2), Director of the Anna Depot and Museum (Sponsor of National Train Day in Anna), is also a member of the North Texas Chapter of the NRHS.



Chapter member James Doland presents an animated reading of Thomas the Tank Engine inside the Anna Depot and Museum during National Train Day.

## A Visit to Cleveland and Cleveland Union Terminal, now Tower City Center

By Wayne Smith (Including All Photographs)

The Cleveland Union Station and Terminal Tower, Cleveland's most familiar landmark, was the largest construction project of the 1920s in the city. Originally intended for the north end of the Mall, the railroad terminal was located on Public Square by the Sweringen Brothers following a public referendum in 1919. Excavation of the site began in 1924. The entire depot and office complex was designed by Chicago architects Graham, Anderson, Probst & White. The unprecedented engineering for the project included foundations 250' deep for the tower, the demolition of more than 1,000 buildings, and the construction of many bridges and viaducts for the railroad approaches. Construction on the steelwork began in 1926, and the 708' Terminal Tower was completed in 1927, the tallest building in the world outside New York City until 1953 and in the United States until 1967.



**The former Cleveland Union Station and Terminal Tower is now known as Tower City Center.**

The first train entered the depot on October 23<sup>rd</sup>, 1929, and the formal opening of the terminal group, including the Guildhall, Republic, and Midland buildings across Prospect Ave. (now Landmark Office Towers), took place on June 29<sup>th</sup>, 1930. The complex also included the Hotel Cleveland, which was built in 1918, Higbee's (1931), and the U.S. Post Office, completed in 1934. The area occupied by the depot and the air-rights buildings covers 17 acres. A distinctive feature of the terminal was the amount of commercial space on the concourse level. Source: <https://case.edu/ech/articles/c/cleveland-union-terminal>

The terminal was used by the New York Central, Nickel Plate Road, Big Four, Erie, and Baltimore & Ohio railroads, but the Pennsylvania Railroad continued to use the old lakefront depot.

However, the station was never particularly popular with the railroads. It required deviating from the quicker route along Lake Erie. As the city would not allow trains to operate under steam power near the downtown area, trains were forced to switch from steam to electric power at a suburban rail yard when heading inbound and then reverse on the way out at another yard. As a result, some lines began to bypass the station entirely, heading along the lake route, and some trains stopped serving the city altogether.

The height of train service through the terminal was during World War II. The station was also the main terminal for the Shaker Rapid Transit, and in 1955 for the crosstown RTA rapid line.

In the lead-up to the arrival of Amtrak, in 1970 the Erie Lackawanna ran an unnamed train to Youngstown. The Penn Central (successor to the New York Central) Chicago-bound trains stopping at the terminal included an unnamed remnant of the *Empire State Express* and another unnamed train. East-bound, there was an unnamed successor to the *New England States*, as well as two other unnamed trains. Southwest-bound there was an Indianapolis-destined remnant of the *Southwestern Limited* and an *Ohio State Limited* remnant bound for Columbus.

Amtrak's short-lived *Lake Shore* served Union Terminal for seven months in 1971, but the railroad found the rents prohibitive. When the new *Lake Shore Limited* began in 1975, Amtrak chose to construct a new station near Lake Erie adjacent to the Cleveland Memorial Shoreway. The new Amtrak station is located near the former Cleveland Union Depot, once served by the Pennsylvania Railroad. The former Erie Railroad commuter service, ultimately inherited by Conrail, was discontinued on January 14, 1977, ending the facility's use as a railroad station. Source This Page: [https://en.wikipedia.org/wiki/Tower\\_City\\_Center](https://en.wikipedia.org/wiki/Tower_City_Center)



Amtrak is now served by a modest facility near the shore of Lake Erie as seen above. Behind **Amtrak's Lakefront Station** (center) is the Rock and Roll Hall of Fame to the right, Science Museum in the middle and the Cleveland Browns football stadium that is barely seen in the upper left.



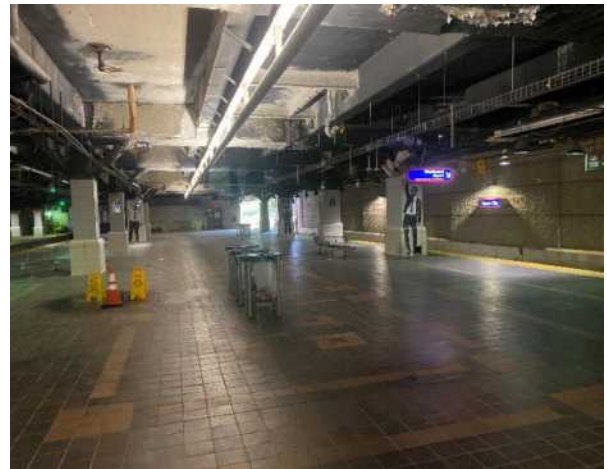
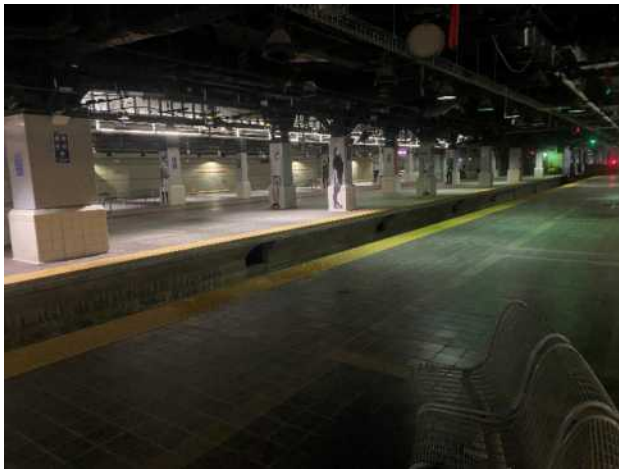
**Amtrak's Lakefront Station in Cleveland** is seen above. The crossbucks and warning lights are strictly for the protection of pedestrian traffic as passengers board or disembark the Amtrak trains. No vehicular traffic crosses the tracks at this point.



**The Terminal Tower** is still visible from most points in the city and is spectacularly lit up at night up in red, white and blue colors beneath the American flag.

The last passenger service left the terminal in 1977. The Lausche State Office Bldg. was erected on the northwest corner of the terminal air-rights area in 1979. Following removal of postal operations in 1982, the post office building was converted into the headquarters of the M. K. Ferguson Co. The Terminal Tower and station were acquired by Forest City Enterprises for redevelopment at the same time. Tower City Center, part of a \$400 million development, consisting of a 3-level shopping mall in the old steam concourse, flanked by a new office tower and Ritz-Carlton Hotel, opened in 1990. Renovation of the complex was directed by the Dallas-based architectural firm of RTKL. Source: <https://case.edu/ech/articles/c/cleveland-union-terminal>

**Tower City Center** is now a large mixed-use facility in Downtown Cleveland, on its Public Square. The facility is composed of a number of interconnected office buildings, including Terminal Tower, the Skylight Park mixed-use shopping center, Jack Cleveland Casino, Renaissance Cleveland Hotel, Chase Financial Plaza, and **Tower City Station (below)**, the main hub of Cleveland's four RTA Rapid Transit lines. The Red Line is a convenient way to get from the airport to downtown Cleveland via the Tower City Station.





**The Red Line Train** is seen above waiting to load passengers for its trip to Downtown Cleveland, part of the Greater Cleveland Regional Transit Authority (RTA). The RTA Rapid Transit rail system consists of one heavy rail line (the Red Line) and three light rail lines (Blue, Green, Waterfront-Suspended Indefinitely).



**Sitting behind the operator on the RTA Red Line allows for ultimate viewing while riding.**



Below are other attractions that can be found in downtown Cleveland



Entrance to the Rock & Roll Hall of Fame



Johnny Cash's touring bus at the Rock and Roll Hall of Fame



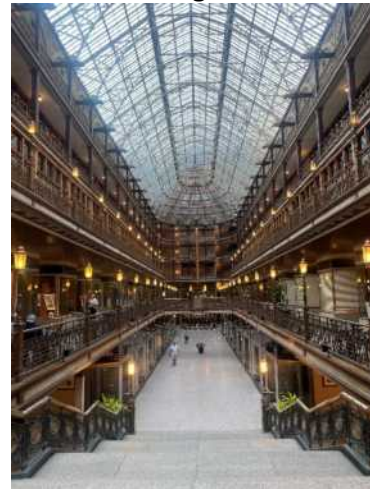
Cleveland Fire Fighters Memorial



Cleveland Fire Fighters Memorial



Old Stone Church, built in 1855



The Arcade, opened in 1890



The 8 **Guardians of Traffic** are displayed in photographs in the **Cleveland Convention Center**. Each guardian holds a different vehicle in his hand, representing the history of ground transportation in Cleveland, including a stagecoach, covered wagon and hay rack to a 1930s-era automobile and four types of trucks. Unfortunately, trains are not represented. Below is an interesting article. Did you know?

### [10 Things You Should Know About the Guardians of Traffic Statues, Since You Now Root for the Cleveland Guardians Baseball Team](https://www.clevescene.com/cleveland/10-things-you-should-know-about-the-guardians-of-traffic-statues-since-you-now-root-for-the-cleveland-guardians-baseball-team/Slideshow/38344403/38209933)

<https://www.clevescene.com/cleveland/10-things-you-should-know-about-the-guardians-of-traffic-statues-since-you-now-root-for-the-cleveland-guardians-baseball-team/Slideshow/38344403/38209933>

By [Scene Staff](#) on Fri, Jul 23, 2021 at 9:00 am

The Cleveland Indians today announced they'll officially become the Cleveland Guardians. In preparation for rooting for your new hometown team, it's time to read up on the history of the Guardians of Traffic so that you can feel all nice and connected. Because admit it, you know very little about the Art Deco statues and might not even know that they're Art Deco.



Photo via CSU Special Collections

**1) They're super locally made.**

The 43-foot-tall sandstone slabs came from Berea.

**2) The bridge on which they stand was re-named in the 1980s to honor Bob Hope's father.**

Harry Hope, the father of Bob Hope, was one of the stonemasons who worked on the statues in the late 1920s and first years of the 1930s. There's been some confusion whether it was named in honor of the entire Hope family, but most resources point toward Harry Hope.

**3) There are eight different Guardian designs, not four.**

The four pylons have one Guardian facing in each direction, and each side is different. Engineer Wilbur Watson coined the Guardians of Traffic moniker and wrote they "typify the spirit of progress in transportation." There's a stagecoach, covered wagon, hay rack, early 20th century car, and four different trucks, with the sculptures' progression representing the evolution of transport. Henry Hering of New York was the sculptor.

**4) There's long been a battle between the city and the county over who's responsible for changing the lights illuminating the statues.**

The statues were so beloved and important that no one cared to stake a claim on making sure you could see them at night. In 2017, Councilman Kerry McCormack said: "We've been communicating with five or six agencies. Figuring out who is responsible for the lighting should be simpler than this, there's no doubt about it. We want them lit. I jokingly said I'd go up there and do it myself."

**5) Each pylon has an 8 by 10-foot recess.**

They were originally used to store brooms and other cleaning supplies when the bridge was hand-cleaned.

**6) They were made at the beginning of the Great Depression**

From Cleveland Historical:

The Lorain-Carnegie Bridge opened in 1932, becoming the second fixed high-level span in Cleveland. It was built in part to relieve traffic on the Detroit-Superior Bridge (the city's other fixed high-level bridge) which opened in 1917. Construction began on the bridge in 1930, though plans for the bridge date as far back as 1902, when citizens of Cleveland presented a petition requesting construction of a high-level viaduct between Lorain and Central Avenues. In 1927, the city approved a bond issue of \$8 million dollars for the bridge's construction, changing the plan slightly to have the east approach connect with Carnegie instead of Central Avenue. Upon completion, the bridge stood 93 feet above the Cuyahoga River and had a span of 5,865 feet. Despite frugal measures during the onset of the Great Depression, construction went on.

**7) The bridge, including and because of the Guardians, was recognized by the American Institute of Steel Construction as one of the most beautiful bridges of 1932.**

And it's still a beaut today.

**8) They were almost torn down in the 1970s.**

Then Cuyahoga County-engineer Albert Porter wanted to add more lanes to the Lorain-Carnegie Bridge and wanted to tear down the Guardians, which were at that point filthy dirty and badly in need of some TLC. "Those columns are monstrosities and should be torn down and forgotten. There is nothing

particularly historic about any one of them. We're not running a May Show here," he was quoted as saying. He lost the battle and they remained.

9) **Original designs called for planes and boats [No Trains!]**.

As Cleveland Magazine has written, "Watson credited Frank Walker of Walker & Weeks, Cleveland's premier architectural firm of the time, with the guardians' design. Watson explained what the guardians symbolized, but not what had inspired them." Original sketches from that firm show a boat and a plane in addition to land vehicles. The decision was made at some point to scrap them.

10) **They are indeed the Guardians of Traffic**

And not the Guardians of Transportation. Though they've also been referred to as The Lords of Transportation in earlier years by some.



**Great For Train Watching!** - The majority of the Cleveland Convention Center is underground and allows for a lot of greenspace in the downtown area. The Convention Center advertises that it "lives under a 14-acre green rooftop that makes up our outdoor space (or as we'll call them – Malls B & C)". At the north end of the Convention Center is a large picture window (with a counter top and seating) with views of the area between the Convention Center and Lake Erie. It's a **great place to view trains** down below while waiting between meetings or breakout sessions. **In the picture above, the illuminated viewing area (as seen at sunset) is where one can watch passing freight trains, view Amtrak's Lakefront Station (Both Amtrak's Lake Shore Limited and Capitol Limited pass through in the middle of the night) and many of Cleveland's main attractions.**

**Minutes of the June 2023 Meeting of the North Texas Chapter of the NRHS**

The June meeting was called to order at 7:38 pm by Chapter President Wayne Smith, with nine members in attendance (Wayne, Elden, James, Sam, Jon, Skip, AJ, Dave, and Bill).

Skip Waters gave an update on the Wichita Falls Railroad Museum saga. A new NRHS chapter has been formed and has taken an active role in defining the future of the remaining artifacts and equipment, pending City Council’s final decision.

Bill Long provided an update on the NRHS Directors meeting held on May 21, 2023. **See Full Report Below.**

Skip provided an update on 24-Hours at Big Sandy. The tentative dates (pending approval) are September 22 – 23. **\*Editor’s Note – The Dates have been approved! See page 16!**

Next chapter meeting will be bumped to the 2<sup>nd</sup> Tuesday (July 11) due to Independence Day.

The evening program included a video on *Pike’s Peak by Rail* and bonus footage on the *Georgetown Loop Railroad*.

**Submitted by Chapter Member Elden Baker**



**Reno, Nevada May 21, 2023 Advisory Council Meeting Report**

NOTES:

Meeting lasted 3 hours (attended via phone).

- 1) President (Richard Shulby) and secretary (Elizabeth Guenzler) ran the meeting.
- 2) RailCamp for 2023 is going well. The locations are in the east Delaware (June 25 – July 1 and in the west Tacoma, WA (June 18-25). RailCamp is available to high school students. 40 applicants from 21 states have been chosen.
- 3) Finances: The society is in good shape financially. The NRHS has separated the NRHS operations and NRHS Fund. The NRHS Fund has over \$1,000,000. The NRHS Fund is separate for liability reasons, and so that donors can be assured their donation will not be used for NRHS operations. A goal is to get the NRHS Fund to \$2,000,000 in 4 years. (We will see.) Trying to raise money on Facebook to get donations.
- 4) Chapter Development: Skip Waters has helped add a new NRHS chapter for Wichita Falls, TX. In conjunction with the railroad museum there.
- 5) Conferences:
  - a. This report is from the Spring Conference which was combined the R&LHS (Railway & Locomotive Historical Society) annual meeting in Reno, Nevada.
  - b. Fall Conference will be in September, Fort Lauderdale, FL. At the national NRHS convention.
  - c. Chapters are not volunteering for the conferences. Our North Texas Chapter has volunteered.

- 6) Grants: The grants process for 2023 has gone well. The 2023 grants have been awarded. 25 awards were approved for a total of \$124,950.00. The NRHS grant awards and amounts can be viewed on the NRHS website at nrhs.com.
- 7) Membership: Membership cards for 2023 have been mailed. The NRHS had 5200-5300 members in the fall of 2022. So far this year (May) we have 4,018 members. A new system, Neon, is being used which allows better tracking of membership. It was discovered that some members under the old system were counted twice, i.e. duplicates, which could account for some of the higher numbers back in the fall. A virtual membership card is being implemented, if you would like it.
- 8) Film Library: No report.
- 9) NRHS Membership Brochures: Brochures are available. John Baake has 10,000 available.
- 10) Directory of Rail Attractions for NRHS Members (2023). This can be found on the NRHS web site (nrhs.com) under news categories, then news.
- 11) Membership Award Pin: There are several 25 and 50 year pin awards. There are 6 60 year pin awards. There are 2 seventy-five year pin awards!
- 12) Legal: There are no law suits against the NRHS and the NRHS is not suing anyone. Insurance is in place for the conventions, and for RailCamp.
- 13) Future Conventions:
  - a. 2023 South Florida Fort Lauderdale in September 1-6
    - i. Sign up should be available before mid-June
    - ii. Actual location Deerfield Beach
    - iii. Hotel Doubletree with rate \$129.00 per night
    - iv. Friday Sept 1, Registration
    - v. Saturday Sept 2, Meetings – Advisory Council, Board, General Meeting
    - vi. Sunday Sept 3, Brightline trip Miami to Orlando and back – newest passenger rail in the US at speed of 110 – 130 miles per hour
    - vii. Monday Sept 4, U.S. Sugar steam locomotive trip
    - viii. Tuesday Sept 5, Henry Flagler home and museum tour. Banquet in the evening
    - ix. Wednesday Sept 6, Tri-Rail to Magnolia and Gold Coast Railroad Museum
  - b. 2024 Harrisburg PA
    - i. There was discussion as to whether to hold it there due to the East Broadtop Railroad steam not being available.
- 14) Chapter Engagement Committee:
  - a. Chapter Survey: A survey of 24 questions went out to 119 chapters. 72 chapters responded, i.e. 62%.
  - b. A chapter discussion group (on-line) was formed. I have joined. So far there is no activity, i.e. no discussion.

Reported by Bill Long (North Texas Chapter National Representative)

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## FORT SMITH TALES

By James Dolande

During a training outing at Fort Smith in February of 2023, it turned a bit hectic as the winter winds picked up in the early morning. We had 2 operators and one conductor on car 224. It had been a light day in terms of passenger ridership, so we would switch off every other run up and down the line. On the south end of the main station is a nasty almost 90 degree curve that even the small Birney trolley 224 had a hard time maneuvering.

The wind wasn't helping and kept on knocking the pole off the wire. When we got to the bend going up to the station from the south end it happened! One moment we were going fine then SNAP, CLUD, THUNK! The car jerked to a stop. We all got out to look and, to our surprise, the trolley rope had snapped, the pole tangled in the overhead line and looked a right mess.

James (pictured below) was one of the operators on the car and volunteered to climb up and untangle the pole (After the power was shut off of course). Once untangled and tied back down, the trolley resumed its regular service and we had no further problems for the rest of the day! (Or at least until the substation blew 3 fuses, but that's for another time)



**James was one of the operators on the car and volunteered to climb up and untangle the pole (After the power was shut off of course).**



On the south end of the main station is a nasty almost 90 degree curve that even the small Birney trolley 224 has a hard time maneuvering.

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**Congratulations to James Dolande!**

Chapter member James Dolande graduated from Universal Technical Institute in Irving, TX, on May 12<sup>th</sup>, 2023 after earning an Associate’s Technical Degree in Heavy Duty Diesel Industrial Technology II. James reported that he graduated with high honors and was nominated for ALPHA BETA KAPPA. He was hired by Railsolve in East Texas as a full time switchman and hopes to progress quickly through the ranks. He has sites on running a Tier 4 LEAF locomotive. James started on June 12<sup>th</sup> and is now living in East Texas.



James has sites on running a Gen-Set Locomotive one of these days, such as the one pictured above.

\*\*\*\*\*

**\*\*\*The Date is set for “24 Hours@ Big Sandy”!\*\*\***

**7:00pm Friday, Sept. 22nd through 7:00pm Saturday, 23rd**

As discussed in the April *North Texas Zephyr* (see stories and photos), we will be using **The Heritage Center in Big Sandy, TX** for our HQ, all activities and train viewing. Much more information to come!





**Chapter Directory**

North Texas Chapter Officers, 2023

- \*President, Wayne Smith, 940-300-4407
- \*Vice President/Programs, Jon Shea, 972-948-2413
- \*Vice President/Trips and Events, Skip Waters, [wgcrush@swbell.net](mailto:wgcrush@swbell.net)
- \*Vice President/Communications, Vacant
- \*Secretary, Jerry Nunn
- \*Treasurer, Bob Kennedy
- \*National Representative, Bill Long
- \*Webmaster, Kim Hays, [kimhays516@gmail.com](mailto:kimhays516@gmail.com)
- \*Zephyr Editor, Wayne Smith

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

Chapter Email: [northtexaschapternrhs@gmail.com](mailto:northtexaschapternrhs@gmail.com)

North Texas Chapter site: <https://ntxnrhs.org/>

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

North Texas Zephyr (current issues): [The Zephyr Newsletter - North Texas Chapter, NRHS \(ntxnrhs.org\)](http://www.northtexaszephyr.com/)

Zephyr Archives: [Rail History Newsletters \(gogeocaching.com\)](http://www.zephyrarchives.com/)

**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 usually held 7:30-9:30 PM, the first Tuesday of each month. Visitors and newcomers are welcome.

Chapter membership includes our monthly chapter newsletter, the North Texas Zephyr. Currently, chapter dues are \$16, plus \$2 per additional family member. Payment may be made by check or paid online. By 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 with the member's name.

Online - Visit the chapter's on-line store at <https://ntxnrhs.org/store>

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.

Learn about the National Railway Historical Society at [www.nrhs.com](http://www.nrhs.com)

*Doodlebug News Briefs*



MKT doodlebug M10

**Second Tuesday, July 11<sup>th</sup> (Not July 4<sup>th</sup>) Chapter Meeting - Grapevine Founders Building @ 7:30, Video: "Texas Transportation Company".**

**Tuesday, August 1<sup>st</sup> Chapter Meeting - Grapevine Founders Building @ 7:30, Video: "2008 NRHS National Convention" (15<sup>th</sup> Anniversary).**

**Tuesday, September 12<sup>th</sup> (Not September 5<sup>th</sup>) Chapter Meeting - Spring Creek BBQ Irving, Program TBA.**

**7:00pm Friday, Sept. 22nd through 7:00pm Saturday, 23rd - 24 Hours @ Big Sandy, TX. Details to come!**

**Tuesday, October 3<sup>rd</sup> Chapter Meeting - Grapevine Founders Building, Program TBA.**

**Tuesday, November 7<sup>th</sup> Chapter Meeting - Texas Western Model RR Club, Forest Hill; Annual Auction.**

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*Wayne Smith, North Texas News Editor.  
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