

North Texas Chapter – National Railway Historical Society



March Chapter Meeting: “The Hurricane Express” starring John Wayne

When: Tuesday, March 11th @ 7:30 PM
(Meet “N” Greet at 7:00 PM)

**Note – Due to other events, our meeting is the second Tuesday*

Where: Cotton Belt Room of the Chill Bar & Grill at 814 S. Main St (NW corner of S. Main St. & Dallas Rd), Grapevine, TX.
{Food will be available for purchase}



Link to Website:

<https://www.chillbardfw.com/>

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20 Features of Train Travel That Have Disappeared Over Time

Train travel once offered an experience unlike any other, with a unique atmosphere that many still long for. Over the years, much of that magic has faded, replaced by faster, more efficient methods of transportation. But for those who remember the golden age of rail, there's a deep sense of loss.

Steam Locomotives in Action

Massive clouds of smoke and the rhythmic chugging defined the golden age of rail. Steam engines, popularized in the 19th century, were feats of engineering with distinct personalities. Watching them thunder along tracks was thrilling, a sensory feast that modern, quieter engines can't replicate.

Handcrafted Passenger Cars

Elegant interiors with polished wood, plush upholstery, and ornate lighting created journeys that felt like a celebration. Railroads of the early 1900s prioritized craftsmanship over efficiency. As a result, train cars became mobile works of art, offering passengers an experience as luxurious as any high-end hotel.

Conductors with Signature Style

Uniformed conductors once symbolized authority and hospitality. Their gold-buttoned jackets and booming announcements made every passenger feel important. Train fans fondly recall how these professionals embodied the spirit of rail travel and added a human touch that feels absent today.

Dining Cars Serving Gourmet Meals

A full meal prepared onboard was a highlight of train journeys. Dining cars offered authentic tableware and dishes like roast beef or lobster that actually tasted good. Originating in the late 1800s, this tradition disappeared as faster travel methods replaced leisurely trips.

The Charm of Sleeper Cars

First introduced in the 1830s, sleeper cars became iconic in overnight travel. Folding down a bed in your private compartment felt like entering a new world. Few modern options can compare to the coziness and adventure of being lulled to sleep by the sound of the rails.

Open Observation Cars

Breathing fresh air while soaking in scenic views felt magical. Open observation cars, often placed at the train's rear, allowed passengers to connect with nature in ways modern sealed cabins never could. Fans miss the romance of watching landscapes roll by unhindered.

Whistle Signals That Told Stories

The shrill, mournful sound of a train whistle became an unmistakable symbol of arrival and departure. Each distinct tone conveyed specific messages to workers and passengers alike. These have been replaced by more standardized horns, reducing the character once brought by steam and diesel whistles.

Elaborate Train Stations

Architectural masterpieces like New York's Penn Station or Paris' Gare du Nord converted train stations into destinations themselves. Intricate designs, sweeping arches, and stained glass made routine travel memorable. The demolition of many grand terminals during modernization has sparked mixed reactions from fans.

Pullman Porters' Service Excellence

Pullman porters offered unparalleled service, handling every detail with care. From carrying luggage to providing overnight comfort, they became icons of early train travel. Their dedication, often under challenging conditions, is fondly remembered as a hallmark of hospitality on the rails.

Mail by Rail

Trains once served as lifelines for communication and delivered letters and parcels swiftly. The U.S. Railway Mail Service operated from 1864 to 1977, sorting mail en route to its destination. Waiting for your letter, knowing there were clerks “carefully” handling it inside the cabins just to get it to you, was a mesmerizing experience—a practice lost to air and road transit.

The Scent of Steam Era

Coal, oil, and metal combined to create a distinct scent that greeted anyone near a steam locomotive. This sensory memory, tied closely to early rail travel, lingers fondly in fans' minds. Today's electric and diesel trains lack the character of that unforgettable aroma.

The Nostalgia of Paper Tickets

Cardstock tickets, often stamped by conductors, symbolized the excitement of adventure. These keepsakes came in countless designs, depending on the railroad and era. The shift to digital systems has erased the tactile joy of handing over a ticket and receiving it back, marked with a date.

Cabooses at the End of Trains

Brightly painted cabooses, once a vital part of freight trains, served as mobile offices for crew members. They disappeared in the 1980s, replaced by modern devices. Their absence makes fans nostalgic for the cheerful punctuation they provided for long freight trains.

Local Railway News Stands

Tiny kiosks selling newspapers, maps, and snacks were part of nearly every station. They connected travelers to the world and fueled journeys with their offerings. Automated vending machines have replaced them, making stations feel less lively and personal.

The Sound of Coupling Cars

The clang and metallic groan of train cars joining was dramatic and satisfying. Not to mention standing near coaches and watching masters at work. This mechanical dance, essential to rail operations, created a unique spectacle. Today, fewer opportunities exist for fans to watch such processes up close.

Posters Promoting Exotic Destinations

Vivid travel posters once adorned stations and carriages, sparking wanderlust with bold colors and dreamy depictions. Rail companies of the 20th century used art to invite passengers to explore the world. Modern marketing lacks the same charm as it favors virility over artistic inspiration.

Hand-Operated Switches

Switch operators manually guided trains onto new tracks, a skillful and visible part of rail life. Watching workers operate levers and signals became a favorite sight for enthusiasts. Automation has eliminated much of this hands-on work, and it lives only in our memories.

Trainspotting with Timetables

Rail fans once delighted in tracking locomotives armed only with schedules and a good vantage point. Station masters often shared insider tips and added to the fun. Digital tracking has replaced this analog pastime and the thrill of anticipating the arrival of a specific train.

Handwritten Chalkboards

Schedules and announcements scribbled on station chalkboards carried a personal touch. Unique handwriting styles gave each board character, connecting passengers to their journey. Digital displays now dominate it. Efficient? Yes. Impersonal? No. Real ones know chalkboards have their own charm.

The Atmosphere of Waiting Rooms

Train station waiting areas were once full of life and offered comfortable seating, delicious cafeterias, and spaces for cheerful chatter. Designed for comfort, they invited travelers to linger. Sparse, functional spaces have replaced them, losing the warmth that made waiting for a train an experience worth savoring.

Source: <https://www.msn.com/en-us/travel/tripideas/20-features-of-train-travel-that-have-disappeared-over-time/ss-BB1rrstO?ocid=hpmnsn&cvid=a9e34bd04615427fa5142f43b17255d0&ei=119#image=1>

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ALCO #201 Replica Number Plates Available - - - LIMITED TIME ONLY

As you may know, the City of Anna has Mogul 201 (an Alco 2-6-0) on display at the Anna Depot.

Its original bronze number plate is on display in the Anna Depot and Museum to protect it from becoming a souvenir. The Anna Area Historical Preservation Society (AAHPS) has commissioned a 3-D printed replica number plate to be installed on the locomotive (see attached photos [next page]). We are also going to commission a limited number of plates, which will be available for purchase (**pre-order only! No additional plates will be commissioned after this one-time order is placed**). AAHPS members can purchase a 3-D printed and painted plate at the production cost of \$125. Non-member price will be \$140, which includes one year of membership in AAHPS, if you desire to join (annual membership is \$25, so you actually save \$10). The number plate is 22-inch diameter. AAHPS is a 501(c)(3) not-for-profit, educational organization.

We don't need payment now, but I do ask, if you indicate you want a plate, that you **promise to pay when it is delivered**. The plates will be delivered FOB to the Anna Depot, then we can arrange to get the plate to

you once they arrive. A shipping charge may be incurred if you are unable to pick up your plate at the Anna Depot. I don't have an expected delivery date yet.

So, what I need from you now, if you want a number plate, is your **Name, Address and Phone Number**.

Please send an email to AnnaAreaHistory@yahoo.com and copy me: eldenbaker@yahoo.com.

Please let me know as soon as possible so that I can complete the order. **There will be ONE ORDER, then NO ADDITIONAL PLATES will be commissioned.**

Here is a little more information about Mogul 201. It was built by ALCO in Patterson, New Jersey in 1906 and sent to the Panama Canal (it is one of only 3 surviving "Panama Moguls"). A short time after the canal opened in 1914, it went to the W.T. Lumber Company and operated on the Moscow, Camden, and San Augustine (MCSA) from 1929 until 1961, when MCSA took possession of a second-hand diesel switcher. It remained in storage (along with other MCSA steam locomotives) at Camden until 1971, when it went to Scot and Bearskin Lake. However, as small as 201 is (65-ton 2-6-0 Mogul), it proved to be too big for the logging operation and was transferred to Eureka Spring and North Arkansas (ESNA) in 1974. It operated on the ESNA dinner train and other excursion trains until it developed major boiler leaks in the late 1990s. It was last operated in October 2001 and remained in deteriorating condition in Eureka Springs.

The City of Anna contracted with Reader Industries to have it cosmetically restored for display "arriving" at the Anna Depot. In the spring of 2020, Mogul 201 was disassembled and moved to Reader, Arkansas and began a lengthy restoration project, and finally moved to Anna, Texas in December 2023.

Best regards,

Elden [Baker - Director, Anna Depot and Museum]



The Anna Area Historical Preservation Society (AAHPS) has commissioned a 3-D printed replica number plate to be installed on the locomotive. Its original bronze number plate is on display in the Anna Depot and Museum to protect it from becoming a souvenir.

Following the “Depot Trail” in East Texas on US Highway 80 between Dallas and Big Sandy by Wayne Smith

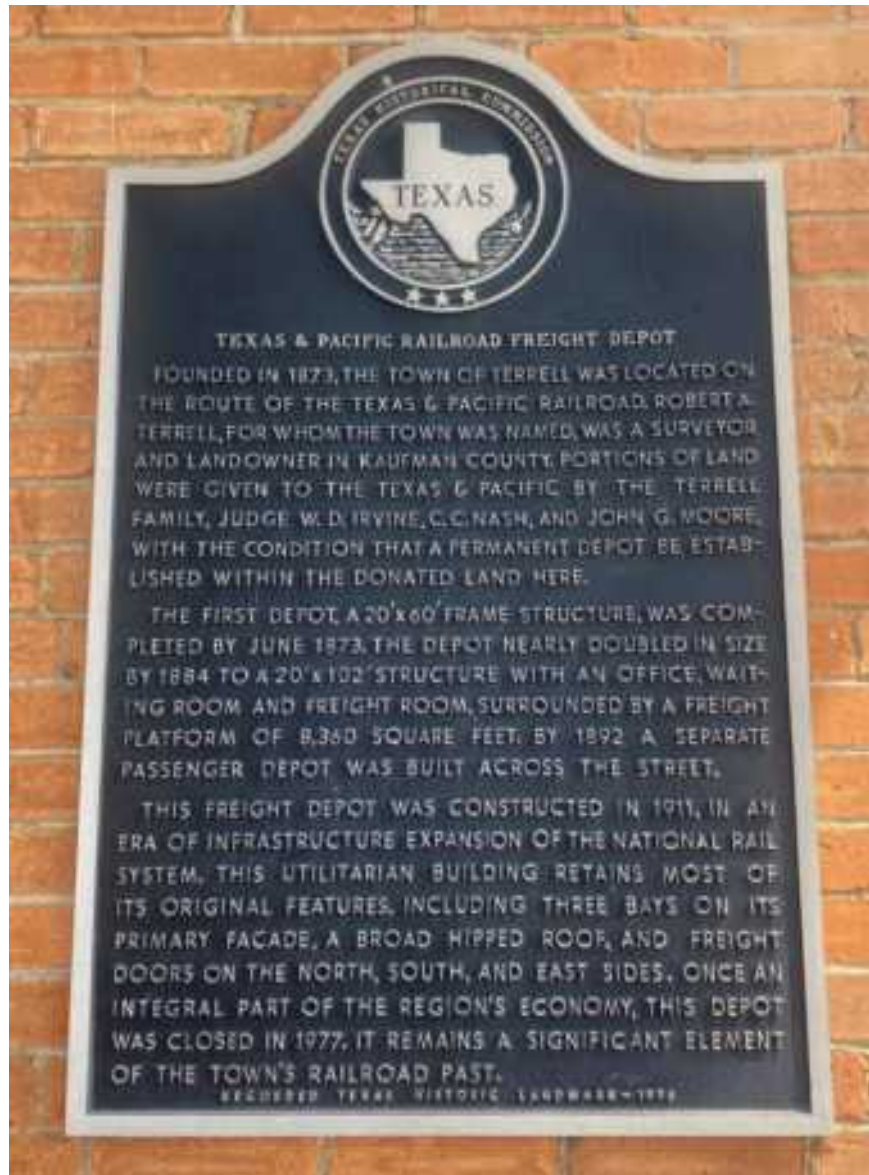
If one is to follow US Highway 80 toward East Texas from Dallas, most of the depots that one encounters belonged to **Texas & Pacific Railway** or those that connected with the T&P along said route. **Let’s start our journey in Terrell, TX after leaving Dallas.**



Above: This photo of Terrell Union Station comes from a 1908 vintage postcard. In those days, the station was adorned with a "witches hat" roof above the corner of the station. For whatever reason, later photographs of the depot show that the “witches’ hat” had been removed. The interlocker installed as **Tower 131** was controlled from inside the depot, presumably in the near corner facing the crossing. This is where the **Texas Midland Railroad** and the **Texas & Pacific Railway** crossed and used the same depot in Terrell.



This brick T&P freight depot was erected in 1911. The T&P main line tracks were north of the depot seen in the right photo, and one track owned by Union Pacific remains operational. According to the 1928 Sanborn Fire Insurance map of Terrell, the Texas Midland had spur tracks on the south side of the T&P depot that led to businesses and a "coal and wood yard" farther west. The depot closed in 1977 and has been repurposed. It currently serves as a career and testing center. Photos by Wayne Smith, September 2024.



Above: Historical marker for the Texas & Pacific Railroad in Terrell, TX.



Above left is the west end of the T&P freight depot in Terrell. Above right is an eastbound Union Pacific freight train passing the former T&P freight depot. Photos by Wayne Smith, September 2024.



These two views of the abandoned **Texas Midland** (TM) freight depot in Terrell show that it now sits in the shadows of the Hwy 34 overpass which is immediately east of the building, occupying the former TM right-of-way. This depot was also used as a passenger facility for the **Texas Interurban Railway** which began serving Terrell on January 14, 1923. Entering Terrell from the west, the interurban line was south of the T&P tracks and remained so all the way to the TM depot. **There's another TM freight office in Terrell** on the north side of US 80. You can tell by the freight door. It shows up in a later Sanborn map. Recently, it's been a BBQ joint or some other restaurant. Photos by Wayne Smith, June 2018.





In 1975, this railcar (also found in Terrell) was acquired by the Terrell Heritage Society from a private owner and relocated to a city park. It was built by Pullman in 1890 for the **Morgan's Louisiana and Texas R.R.** as car 993 and was a private car for the road's officials and was later transferred to **Texas Midland** ownership. It has been reported that it had at one time been Col. Green's private railcar as owner of the Texas Midland. **When the T&NO** acquired it as part of the 1928 TM acquisition, it was converted to quarters for maintenance-of-way employees working between Ennis and Paris. The car contains a galley, dining room, private stateroom and adjoining bathroom, sleeping quarters with an upper and lower berths and an observation or drawing room. The photos below indicate with markings of the various owners of this Pullman car and its various uses as well. Photographs by Wayne Smith, June 2018.





The next stop on our journey east is Wills Point seen above and below. The Texas & Pacific Railway built this brick depot in Wills Point in 1927. It was the last brick depot built from Dallas to Marshall for the T&P. Mr. Ollie Webb, an officer of the T&P railroad was impressed with Wills Point and saw to it that a brick depot was built. This was the cities 3rd depot. The former depot has been used as an antique mall, community center and a history museum. It was named the “Bob Mitchell Hall” in 1999, according to the bronze placard mounted on the outside of the building. Photographs by Wayne Smith, September 2024.





The west end of the depot in Wills Point is seen above. Across the highway and down the street a block or so is a preserved Texas & Pacific caboose for viewing. Photographs by Wayne Smith, September 2024.



The next stop on our journey east is Edgewood. This east Texas town was founded in the late 1800's as a shipping depot on the T&P Railroad. The depot was a vital transportation link for cotton farmers in the region until the 1930s. The T&P depot in Edgewood no longer exists. However, the **Heritage Park Museum** in Edgewood has a restored **Murchison train depot**, a caboose, and a boxcar. Murchison is south of Edgewood and west of Tyler. The museum also has other restored historic structures, including a schoolhouse, log barn, gas station, and barber shop. Founded in 1976, this outdoor museum encompasses more than 20 authentically restored and furnished structures representing rural life in East Texas from the 1800's to the 1920's. Photographs by Wayne Smith, September 2024.



The **Murchison, TX train depot** was built by the Cotton Belt RR in 1890 and was used as a passenger depot in Murchison until the 1950's. It was closed in the 1960's and used for storage. It was purchased by the Edgewood Historical Society in 1992. It was moved to Edgewood and underwent restoration.



Rolling further along US 80 and making a turn or two, we come to the **T&P Depot in Grand Saline**. This was at least the second or third T&P depot in Grand Saline. In the 1920's this historic train depot was moved by logs pulled by mules driven by men one block west to its current location. Photos by Wayne Smith



The old railroad depot has been repurposed and is currently the Grand Saline Public Library, including a coffee shop. The Grand Saline Civic Center is located in the freight room of the Depot. This was the location of **Tower 130** as this was a crossing of the **Texas Short Line Railroad and the Texas & Pacific Railway**. **The Texas Short Line Railroad (TSL)** was a shortline railroad that ran in east Texas. In early 1929, the T&P purchased the TSL but continued to operate it as a separate subsidiary. Photos and a complete story about this little know railroad will be one of the articles coming up in the April newsletter.



The next stop on our journey is the **T&P Depot in Mineola**. It is still used as a passenger depot by **Amtrak** and is the first stop for the east (north) bound **Texas Eagle** out of Dallas. It also serves as a railroad museum. A restored T&P caboose sits just north of the depot and is available for tours by appointment only.





A restored T&P caboose sits just north of the depot and is available for tours by appointment only.



The Texas Eagle is seen arriving late in Mineola, but it is good timing for the editor. The gentleman on the left with a ladder and bucket pauses from his window washing to wave at the arriving train.

Even though the Texas & Pacific went on to Longview, Marshall and east to Shreveport, or north to Texarkana, our destination on this trip ends in **Big Sandy**. Longview, Marshall and Texarkana still have active depots used by Amtrak and **Amtrak’s Texas Eagle**. Unfortunately, the depot in Big Sandy no longer exists. However, the Texas Eagle can be seen passing through Big Sandy twice each day.

There is a lot of railroad history in Big Sandy. This is where the Cotton Belt crossed the T&P. The predecessor to the **Cotton Belt** was a narrow gauge line that was built to “tap” into the T&P. Thus, its original name was the **Tyler Tap Railroad**, which allowed the town of Tyler to make connections with the T&P. Through its evolution of different owners, it eventually became part of the **St Louis Southwestern Railroad**, better known as the **Cotton Belt**, as a through route on the now standard gauge railroad.

Through this evolution, and the creation of this interlocker, **Tower 137, was commissioned at Big Sandy on August 14, 1928.** Since a union depot had long existed at the crossing, it is likely that the interlocker controls were located there in lieu of a manned tower. Today, both lines are operated by Union Pacific (UP) and continue to see significant traffic. Interlocker equipment cabinets now exist and the flow of trains through the interlocker are controlled remotely. UP’s Pine Bluff Subdivision also has a crew change facility.

Fast forward to the present, and **Big Sandy is still a very active junction.** The depot no longer exists, but the town of Big Sandy built **The Heritage Center** through a grant and is now a designated train watching site. **The Heritage Center** is now the home of the annual “24 Hours @ Big Sandy” train watching event held in September by our very own North Texas Chapter of the National Railway Historical Society.

The North Texas Chapter also played a very influential role in bringing **Big Boy 4014** to Big Sandy for a stop on their tour during the summer of 2024. During all of the pomp and circumstance of Big Boy’s stop in Big Sandy, **Union Pacific** declared Big Sandy a, “**Train Town USA.**”



The Heritage Center in Big Sandy is now the home of the annual “24 Hours @ Big Sandy” event.



Big Boy’s stop in Big Sandy included a declaration of Big Sandy becoming an official “Train Town USA.”



Big Sandy Depot - Ca 1910



John Winfield's painting of the junction at Big Sandy shows the Union Station. The passenger diesel is southbound on the Cotton Belt. John Winfield is a good friend of the North Texas Chapter of the National Railway Historical Society and a former member of the chapter.

Flash From the Past – Remember When?

Submitted by Jon Shea

Ride Amtrak’s Texas Eagle on the “NRHS East Texas Joy Ride”

Join the members of the North Texas Chapter,
National Railway Historical Society and take a Joy Ride on the Rails!



When:
Sunday, October 7, 2012



Time:
Meet at Dallas Union Station at 12 noon.
Arrive back at Dallas Union Station by 8:00pm

Our Trip:

- 12:00pm: Meet group leader at Dallas Union Station via TRE or DART.
- 12:20pm: Ride the special Sunday TRE schedule from Dallas to Fort Worth.
- 2:00pm: Join group at FW’s ITC and at 2:20pm board Amtrak’s Texas Eagle east to Mineola, TX. Eat Lunch in the Diner and possible visit to railroad museum upon arrival.
- 6:30pm: Bus ride back to Dallas Union Station and catch TRE or DART home.

So come take an East Texas Joy Ride with fellow Railfriends on a Sunday afternoon. Start your trip via DART or TRE and meet your group at Dallas Union Station at noon. Begin a circle trip of DFW via TRE to Fort Worth’s Intermodal Center, then board Amtrak’s Texas Eagle east to Dallas and arrive at Mineola, TX. Eat Lunch in the Diner along the way and upon arrival, visit a local rail attraction or museum. After, we head home via MotorCoach to Dallas Union Station, finish your trip home on DART or TRE using the Sunday State Fair schedule.

Limited to only 30 people!



- Activities Include:
- Group trip pricing
 - Have lunch on train in the Diner
 - Ride with friends and make new friends



Cost:

\$47.00 per person for Amtrak trip and bus ride.

Must give commitment by September 26th and Pay by October 2, 2012.

Purchase lunch on train and DART and TRE day pass fare on your own.

Questions and to confirm your seat?

Contact Skip Waters
email: wgcruish@swbell.net
Ph. 214-987-2888 leave message



Then send your full name and payment to:
North Texas Chapter, NRHS
P.O. Box 600304
Dallas, TX 75360-0304



Y’all Come Ride and Have Fun Now, Ya Hear?



VIA Rail announces the launch of the “Request for Qualifications” process for new long-distance, regional and remote fleets. *Rendering Courtesy of VIA Rail.*

VIA Seeks Builder For ‘Pan-Canadian’ Passenger Fleet

By Railfan & Railroad Staff

VIA Rail Canada announced this week that it was officially launching the “Request for Qualifications” process to search for builders to construct a new fleet of passenger equipment for the railroad’s long-distance, regional and remote services. The announcement comes weeks after VIA kicked off the search for its *new fleet of long-distance diesel locomotives*. (See Next Page)

The new “Pan-Canadian Fleet” will include traditional sleeping cars, diners, domes and a new “panorama” car, similar to an Amtrak Superliner sightseer lounge.

“We are thrilled to launch the Requests for Qualification for our pan-Canadian fleet, a key step in VIA Rail’s ongoing transformation,” said VIA Rail President and Chief Executive Officer Mario Pélouquin. “This milestone, made possible by the Government of Canada’s commitment, ensures we can maintain coast-to-coast services, continue to connect communities, and inspire more Canadians to choose passenger rail. These new trains are central to our vision of offering a modern, accessible, and sustainable travel experience for all regions of Canada.”

The new fleet is expected to consist of at least 40 locomotives and 300 new passenger cars.



A view inside one of the proposed dining cars. Rendering Courtesy of VIA Rail.

This article was posted on: December 10, 2024

VIA Begins Search For New Long-Distance Locomotives

By Railfan & Railroad Staff

VIA Rail Canada has formally begun the search for new long-distance passenger locomotives that will eventually replace its fleet of F40PH-3 locomotives.

On November 4, [the railroad issued a “Request for Qualifications”](#) seeking information about builders able to provide 42 new diesel locomotives with the option for more following a base order. Perspective builders have until January 10 to respond. The builder will also have to be able to provide technical support for the life of the locomotives, as well as spare parts.

While the RFQ doesn’t explicitly state it, the new locomotives will replace VIA’s current fleet of F40PH-2s built between 1986 and 1989 (the locomotives were later rebuilt as F40PH-3s).

According to the Bytown Railway Society “Canadian Trackside Guide,” VIA presently rosters 52 F40PH-3s in service from coast to coast. VIA is also looking to replace its long-distance passenger car fleet, [some of which dates back to the 1950s](#).

This article was posted on: November 19, 2024 Via Articles Submitted by Dennis Hogan

More pictures from the recent Plano Train Show & the evening Media Show.
Photos by Jerry Nunn



Texas Flash Inaugural Run, May 12, 1946



THE *TEXAS FLASH*

NEW TULSA- TEXAS SERVICE

STARTING MAY 12TH

New daylight service to Dallas... Brought to you by popular demand! It's the Texas Flash! Streamlined...Fast! Roomy...Space to relax! Parlor car. Dining car. Reclining chair cars. Everything to make your trip pleasant!

Convenient Dallas connections provide overnight service to Houston and San Antonio, and save approximately 12 hours to New Orleans.

To Kansas City. The Texas Flash, leaving at 2:30 P.M., is the last afternoon train from Tulsa for evening arrival in Kansas City! Convenient connections for the Twin Cities and many other points!

SCHEDULE - THE TEXAS FLASH

TO TEXAS			
Read Down			Read Up
4:00 P.M.	Lv.	TULSA	2:15 P.M.
			Ar.
10:35 P.M.	Ar.	DALLAS	7:40 A.M.
			Lv.

TO KANSAS CITY			
2:30 P.M.	Lv.	TULSA	3:45 P.M.
			Ar.
8:00 P.M.	Ar.	KANSAS CITY	10:00 A.M.
			Lv.

NOTE: The Texas Flash replaces the present Flashy.

For Information

PHONE FRISCO

3-3151

Kennedy Building
4th and Boston



Texas Depots For Sale Submitted By Dennis Hogan

Rosser TX:



Listed in the National Historic Landmark Registry, The Rosser Depot of the Texas Midland Railroad, stands out. Property includes Rosser Train Depot, an iconic railroad water tower as well as a park with a water fountain. Less than one hour from Dallas. 211 Main St, Rosser, TX 75157 - \$499,000

Brady TX:

<https://loganbanx.com/realestate/2022/6/16/a-former-train-depot-in-brady-tx-685000>



A Former Train Depot in
Brady, TX - \$685,000

505 N Bridge St Brady, TX
76825

4,692 sqft

Brenham TX:

<https://loganbanx.com/realestate/2024/7/24/a-former-train-depot-in-brenham-tx-895000>

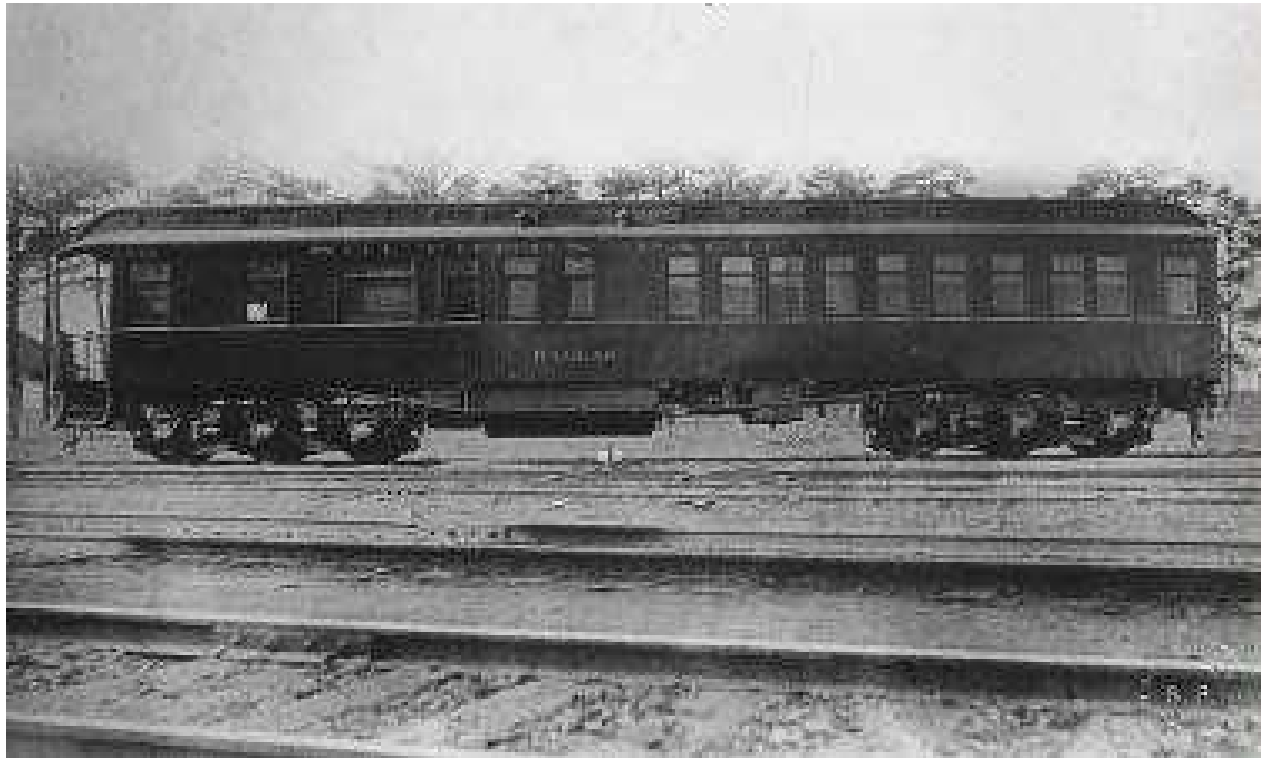


A Former Train
Depot in Brenham,
TX - \$895,000

214 S Austin St,
Brenham, TX 77833

5,472 sqft

Houston & Texas Central, Business Car, 'Dallas'
From SMU Libraries, Submitted by Dennis Hogan



"Dallas" car
S.P. TOWN HATE
Houston
Texas
Central
232 34106
G
4x5 - R. Broadside - C. F. W. L. copy of official
photo
"Dallas" wooden business car
No location or date.

Minutes of the February 2025 Meeting of the North Texas Chapter of the NRHS

The February 2025 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, February 4 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX.

President Wayne Smith was still recuperating from surgery, so VP Jon Shea conducted the meeting. Wayne is expected to be back next month.

ATTENDANCE

Attendance was one of the largest crowds we have seen in a while. There were 22 (Twenty-two!) at the meeting. The tables were about full, and there were so many ordering food that the waitress had to enlist the help of two others to get all served.

There were 6 guests in attendance:

- Jamie Terrell, from Trinity Metro;
- Lidia Ontiveros, from Trinity Metro;
- Juanita Martinez, from Trinity Metro;
- Dave Steckler;
- Rich Rome;
- William Houston, BN/BNSF retiree.

Thanks to members Mike Walter and Mike Ross, who brought guests to the meeting.

New member Gerald (Jerry) DeHovey also attended.

MARCH MEETING

The March meeting has been delayed one week – it will take place on Tuesday, March 11 instead of Tuesday, March 4. March 4 is Mardi Gras – Fat Tuesday – and the Chill Bar is sponsoring a crawfish boil and celebration that night, and they expect a large crowd.

Next month’s meeting will still take place at the Chill Bar. The program will be the 1930s era movie “Hurricane Express”, starring the legendary John Wayne.

IMAX MOVIES: “TRAIN TIME” AND ”ROCKY MOUNTAIN EXPRESS”

After consulting with President Wayne Smith, the Chapter passed a resolution to rent and show two IMAX movies: “Train Time”, and “Rocky Mountain Express”. The two movies will be shown beginning at 9 AM on Saturday, April 26 at the Cinemark Dallas, 11819 Webb Chapel Road, at the corner of Webb Chapel and I-635, the LBJ Freeway.

“Train Time” is a documentary of a “Railroad Journey Across America”, featuring videos of train operations, including views from a locomotive cab.

“Rocky Mountain Express” is a documentary of an excursion of the CP2816 steam locomotive across Canada.

Ticket prices are currently projected to be somewhere in the \$15-\$20 range, to cover costs. Expenses are expected to include theater and movie rental. There may be concessions available, although no food or drink is permitted to be brought into the theater.

The early start time is because we must vacate the theater by 11 AM, to allow the theater to prepare for the featured films.

Most importantly, the Chapter is responsible for ticket sales and other related activities. The remainder of the project is on our own.

More details will follow. But right now the Chapter will need everyone's help to organize, and, most importantly, publicize this special showing.

HISTORICAL TIMETABLES

VP Jon Shea passed around two timetables of interest to view, one was a T&P, and the other was a Texas Electric, issued 7 months before the company ceased operations.

ARTICLE ON SAGINAW

The Fort Worth Star Telegram on August 28, 2010 published an article about the Saginaw depot and train watching event, in which VP Skip Waters was extensively quoted. Skip passed around copies of the article.

PLANO TRAIN SHOW

Proceeds from sales at the Plano Train Show last month was \$166.00, according to Secretary Jerry Nunn. Business was relatively brisk Saturday, but crowds did not seem as large as other Train Show Saturdays. Sunday's crowd was definitely smaller than Saturday's. There were a few sales Sunday morning and early afternoon, but by mid-afternoon Sunday, crowds wound down to just a trickle. Saturday accounted for about 75% of total sales. Jerry does not have figures on total attendees. The Chapter did not sell any SP books.

CHAPTER MEMBERSHIP STATUS

Treasurer Bob Kennedy reports that the Chapter currently has 30 paid memberships for 2025. An additional 5 or 6 are not yet paid, but are expected to renew. Two did not renew, and are not expected to do so.

TRAINS MAGAZINE

Kalmbach publishing has sold Trains magazine to Firecrown publishing. The new publisher is moving the office from Wisconsin to Chattanooga, TN.

TRIPS AND EVENTS

VP Bill Long is organizing a committee to plan this year's trips. Contact Bill if interested. Members must be committed to planning, organizing, and executing the trips/events decided upon.

DEGOYLER LIBRARY

VP Jon Shea has been informed of a possible railroad themed talk at the DeGoyler Library at SMU this fall. This may be a good opportunity to schedule a Chapter meeting or trip to the library. The library also has duplicate books and photos that they sell for a nominal price. Jon will stay in touch and keep us posted...

ANNA DEPOT

Elden Baker reports that the City of Anna has plans to expand the Anna Depot and Museum to its original size. There is no timetable for the project; funding is being discussed. When completed, the new Museum will be able to move non-rail artifacts to another part of the museum.

WICHITA VALLEY NRHS CHAPTER

The new Chapter in Wichita Falls, which Skip helped to launch, is now the Wichita Valley Chapter, NRHS. They will have a meeting in Stamford on Saturday, February 8.

24 HOURS AT SAGINAW

Skip reports that he still receives messages expressing interest in resurrecting a train watching event in Saginaw, much like our previous 24 hour events. Maybe it could be trimmed to 12 hours to cut costs. Some Chapter members are skeptical, for reasons given in previous minute’s write-ups – primarily costs and lack of city and attendee support. Overall, the Chapter prefers that we continue with Big Sandy, which has enthusiastic support from both the city and Chapter. Big Sandy will continue, and Saginaw is on hold.

POSSIBLE TRAIN WATCHING PLATFORM IN GAINESVILLE

At a recent meeting of the City of Gainesville Economic Development Committee, city official Chris Eldon invited several railfans, including Skip Waters, to pitch the idea of constructing a train watching platform at the Gainesville Amtrak station. There was some interest by the city for such a facility. Stay tuned...

CRASH AT CRUSH “COMEDY” IN AUSTIN

A theatrical group in Austin is staging a comedy play about the Crash at Crush. Naturally, our VP and Crush Historian Skip Waters will attend.

PROGRAM

The evening’s program was a Steve Goen video of operations on the Katy Railroad in Texas.

ADJOURNMENT

The meeting adjourned about 9:40 PM.

Jerry M. Nunn

Secretary, North Texas Chapter, NRHS

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[Coming Saturday, April 26, 9:00 AM at the Cinemark Dallas, 11819 Webb Chapel Road, at the corner of Webb Chapel and I-635, the LBJ Freeway. “Train Time” is a documentary of a “Railroad Journey Across America”, featuring videos of train operations, including views from a locomotive cab. “Rocky Mountain Express” is a documentary of an excursion of the CP2816 steam locomotive across Canada. Stay tuned...](#)



Chapter Directory

North Texas Chapter Officers, 2025

- *President, Wayne Smith, 940-300-4407
- *Vice President/Programs, Jon Shea, 972-948-2413
- *Vice President/Trips and Events, Bill Long
- *Vice President/Communications, Vacant
- *Secretary, Jerry Nunn
- *Treasurer, Bob Kennedy
- *National Representative, Skip Waters,
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- *Zephyr Editor, Wayne Smith

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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.org/)

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 p.m., 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

Doodlebug News Briefs



MKT Doodlebug M10

Tuesday, March 11th, Chapter Meeting @ 7:30 PM (Meet "N" Greet at 7:00 PM) – Program Presentation: Video, *The Hurricane Express* with John Wayne at the Chill Grill, Grapevine. *Note – Due to other events, our meeting is the second Tuesday in March.

Tuesday, April 1st, Chapter Meeting @ 7:30 PM (Meet "N" Greet at 7:00 PM) – Program Presentation: Video, *The Lincoln Funeral Train*, at the Chill Grill, Grapevine.

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Wayne Smith, North Texas News Editor.
The North Texas Zephyr is the official newsletter of the North Texas Chapter of the National Railway Historical Society. It is published monthly for the benefit of its members. Opinions expressed herein may not reflect the official position of the North Texas Chapter or the National Railway Historical Society. All content rights retained by original author. Every attempt has been made to comply with fair use and copyright laws.

Contributing to *The North Texas Zephyr*
We welcome submissions! The deadline for submitting material to the editor is the 12th day of the month in the month prior to the respective cover date. Please contact President Wayne Smith for more information. Time-sensitive news items will be given priority over general interest subjects. The editor reserves the right to edit, hold or omit material at his discretion