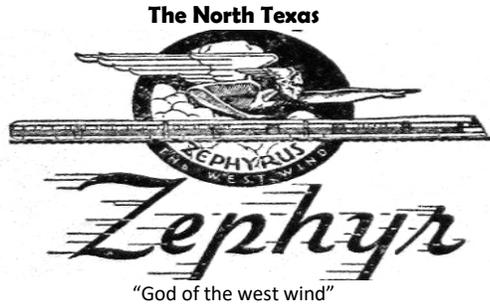


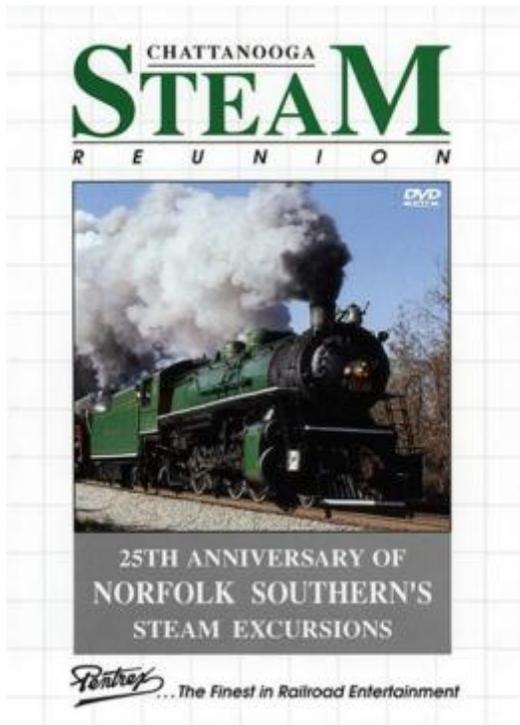
North Texas Chapter –  
National Railway Historical Society



October Chapter Meeting:  
*Chattanooga Steam Reunion*

When: Tuesday, October 7<sup>th</sup> @ 7:30 PM  
(Meet “N” Greet at 7:00 PM)

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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Railfans gathered in Chattanooga, Tennessee, on the first weekend in November, 1991, to celebrate the 25th Anniversary of Norfolk Southern's steam excursion service. Twenty-five years earlier, the Southern Railway sponsored a steam-powered excursion from Louisville, Kentucky, to Richmond, Virginia, and the success of that excursion led to the growth of steam programs across the country.

## Ride Amtrak's Heartland Flyer and GVRN Trinity River Excursion on the "North Texas Rail Ramble II"

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

**When: Saturday, November 8, 2025**

**Time: Start at Grapevine Convention Center at  
8:30am, Arrive back by 5:30pm**

### **Our Trip:**

8:30am: Meet group leader at Grapevine Convention Center and board Bus. Depart Convention Center at 9:00am to Gainesville. Depart on Amtrak's 821 Heartland Flyer to Fort Worth at 11:03am. Arrive at Fort Worth Central Station and board Bus again at 12:30pm, ride to Fort Worth Stockyards for fun and Lunch between 1:30-3:00pm. Depart GVRN Stockyard Station at 3:00pm on Trinity River Excursion. Board Bus at 4:00pm and return to Grapevine by 5:30pm to end the day.

So come ride the North Texas Rail Ramble II with fellow Rail-friends on a Saturday. Start your day at the Grapevine Convention Center. Begin a fun filled trip of North Texas sights via Heartland Flyer. Have lunch at the Fort Worth's Stockyards, then ride the GVRN Trinity River Excursion Train. You'll be back home via Motor Coach to Grapevine Convention Center in time for Dinner.



**Limited to only 50 people!**



Group trip pricing, photo ops along the way. Riding with old and new friends!

**Cost: \$69.00 per person for Amtrak trip, bus ride and GVRN Excursion trip.**

**Must pay for ticket by October 6, 2025. Trip may cancel if not enough tickets are sold.**

North Texas Chapter members **discount price is \$64.00**. Lunch is On-Your-Own.

Purchase your ticket by going to: [www.NTXNRHS.ORG/RailRamble](http://www.NTXNRHS.ORG/RailRamble)

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

# Tampa Union Station

By Wayne Smith



Tampa Union Station was designed in the Italian Renaissance style by Joseph F. Leitner and opened on May 15, 1912, as a joint-use station for the Seaboard Air Line, Atlantic Coast Line and the Tampa Northern Railroad. It was added to the U.S. National Register of Historic Places in 1974 and received local landmark status from the City of Tampa in 1988. (Photos – March 2025)





At its opening, Union Station's waiting room was segregated (during the Jim Crow era, a wall across the center of the waiting room divided "white" and "colored" passengers, with separate entrances for each). Segregation remained a common practice in railroad stations in the South until it was stricken down by the Interstate Commerce Commission as a result of *NAACP v. St. Louis-San Francisco Railway Company* in 1955. (Photos – March 2025)





The station was originally built with eight tracks, although only one is in regular use today (designated as "Track 3"), with adjacent Track 2 also available for use by trains as needed. Amtrak added a new, 1,000-foot high-level platform and canopy to Track 3 (photo below) to improve accessibility, which opened in November 2020. The construction of the new platform resulted in changes to track configurations at the station. Tracks 4, 5, and 6 were removed to facilitate the construction of the high-level platform, although there are plans to restore them in the future if demand warrants. Although some of the other tracks remain in place, they are out of service. Original track bumpers, constructed of poured concrete, are still located at the ends of several of the remaining tracks and at the ends of former tracks. Adjacent to each of these bumpers are concrete planters which have "TUS" (Tampa Union Station) cast into them (see below).



A train wash and car repair facility are also on the property. Both of these elements were added by Amtrak in the 1980s when Amtrak formerly maintained a Tampa maintenance base. However, both are largely unused today.

After its condition deteriorated substantially, Tampa Union Station was closed in 1984; Amtrak passengers used a temporary prefabricated station building (nicknamed an "Amshack") located adjacent to the station platforms after the building was closed. In 1988, it received local landmark status from the City of Tampa.

During the course of the restoration, numerous abandoned documents from the Pullman Company, Tampa Union Station Company, and the Seaboard Air Line Railroad were discovered in the station. These documents are preserved at the University of South Florida Library Special Collections Department and (in the case of the Pullman Company materials), the Newberry Library in Chicago.



On November 10, 2024, the *Silver Star* was merged with the *Capitol Limited* as the *Floridian*. The *Floridian* is seen above, as this photo was taken in March of 2025. The train is typically backed into Tampa Union Station. The *Floridian* uses single-level Viewliner and Amfleet equipment. A typical *Floridian* has two GE P42DC or Siemens ALC-42 diesel locomotives, four Amfleet II coaches, an Amfleet cafe/lounge, a Viewliner diner, two Viewliner sleepers, and a Viewliner baggage car. Amtrak was to add a third sleeper in April 2025.

## Tampa's Historic Streetcar System

### Photos by Wayne Smith

In its heyday, Tampa's streetcars whisked passengers to and from Ybor City, Ballast Point, Hyde Park, Sulphur Springs and points beyond. Operated by uniformed conductors, the Birney cars were a welcome sight, and the familiar clang of the streetcar bell was music to the ears. To ride the streetcar was to feel the pulse of the community.

Tampa's first electric streetcar lines built in 1892 quickly became an essential part of everyday life as workers took the streetcar downtown and to the cigar factories of west Tampa. And families climbed aboard for a picnic or ball game in DeSoto and Macfarlane parks. Reaching the peak of its popularity in the 1920s with almost 24 million passengers in 1926, Tampa's streetcar system rolled to a stop in August 1946 following World War II.

Today, electric streetcars are back in Tampa, supporting continued growth in Downtown, the Channel District and Ybor City (see below). The [TECO Line Streetcar System](#) is a 2.7 mile section that connects these three areas, improving transportation capacity, supporting Tampa's thriving cruise industry and transporting workers to and from their jobs.



**Above: Centro Ybor Station (#2).** Tampa's historic electric streetcars connect downtown Tampa with the Channel District and Ybor City.



**Ybor City (Centennial Park Station) (#1)**

As referenced on the previous page, Ybor City is a historic neighborhood just northeast of downtown Tampa, Florida. It was founded in the 1880s by Vicente Martinez Ybor and other cigar manufacturers and populated by thousands of immigrants, mainly from Cuba, Spain, and Italy. For the next 50 years, workers in Ybor City's cigar factories rolled hundreds of millions of cigars annually.

The neighborhood had features unusual among contemporary communities in the south, most notably its multiethnic and multiracial population and their many mutual aid societies. The cigar industry employed thousands of well-paid workers, helping Tampa grow from an economically depressed village to a bustling city in about 20 years and giving it the nickname "Cigar City".

Ybor City grew and flourished from the 1890s until the Great Depression of the 1930s, when a drop in demand for fine cigars reduced the number of cigar factories and mechanization in the cigar industry greatly reduced employment opportunities in the neighborhood. This process accelerated after World War II, and a steady exodus of residents and businesses continued until large areas of the formerly vibrant neighborhood were virtually abandoned by the late 1970s. Attempts at redevelopment failed until the 1980s, when an influx of artists began a slow process of gentrification. In the 1990s and early 2000s, a portion of the original neighborhood around 7th Avenue developed into a nightclub and entertainment district, and many old buildings were renovated for new uses. Since then, the area's economy has diversified with more offices and residences, and the population has shown notable growth for the first time in over half a century.

Source: [https://en.wikipedia.org/wiki/Ybor\\_City](https://en.wikipedia.org/wiki/Ybor_City)



Above Left: The Streetcar stops at Sparkman Wharf (Channel District), which is an entertainment and restaurant complex, and includes the Port of Tampa. Above Right: The Tampa Streetcar System has several stops in downtown Tampa.



The system originally had eleven operating streetcars: nine modern replica double-truck Birney cars, one replica open-bench “Breezer” (similar to J.G. Brill cars built for Metropolitan Street Railway of New York), and one restored original Birney car. The replicas were built by the Gomaco Trolley Company in Ida Grove, Iowa. In 2020, the number of operating streetcars was reduced to ten as car #429 was in an accident that damaged it beyond repair. The replica vehicles resemble the originals that were operating in the city from the 1920s to 1946.

Source:  
[https://en.wikipedia.org/wiki/TECO\\_Line\\_Streetcar](https://en.wikipedia.org/wiki/TECO_Line_Streetcar)

## Minutes of the September 2025 Meeting of the North Texas Chapter of the NRHS

The September 2025 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, September 2 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 12 attendees.

President Wayne Smith called the meeting to order at 7:32 PM.

### VP SKIP WATERS

#### 24 HOURS AT BIG SANDY

Skip opened up the discussion to remind the attendees of the upcoming “24 Hours at Big Sandy” September 5-6, 7 PM Friday – 7 PM Saturday, at the Big Sandy Heritage Center in downtown Big Sandy. The location has an indoor auditorium to show videos, play trivia games, and sit down and cool off.

Rail traffic is moderate, with an average of a train an hour. The Texas Eagles pass through the site, westbound 21/421 midmorning, and eastbound 22/422 late afternoon. It is also a crew change point. Union Pacific crews on the Pine Bluff sub change at “the Shanty” before they proceed on the Corsicana or Mineola subs.

We expect fewer attendees this year (no Big Boy); however, a few camp sites are available at the site. Some equipment is at the site, but should not hinder photograph opportunities (it didn’t). We will take up a pizza collection on Friday night, as is the usual case. Additionally, we have two new members who will be on site overnight, so the Heritage Center will be open all night.

### OTHER ITEMS

The Rail Ramble Amtrak trip and the stockyards visit is scheduled for Saturday, November 8. Pay for the tickets on PayPal through the Chapter website ([ntxnrhs.org](http://ntxnrhs.org) to [ntxnrhs.org/RailRamble](http://ntxnrhs.org/RailRamble)). **If there is more than one ticket to purchase, please be sure to include the names of the other recipients, as Amtrak requires full names of each passenger.** Treasurer Bob Kennedy will provide trip details below.

Members Gerald and Terry Kelly received their 25-year membership pins. They were unable to attend, so Skip called them on the speakerphone so they could hear the attendees’ applause. Congratulations Gerald and Terry!

The National Conference takes place the first week in October. Details are on the National website.

A regional fund drive called “Texoma Cares” is scheduled for a later date. Wichita Falls RR Museum will use the drive to try to obtain some donations to funds its operations and improvements.

### LOUISIANA STEAM TRAIN ASSOCIATION

The Association, of which Skip is a member, has lost its lease on its property. It has 6 months to vacate the buildings, and two years to move the equipment. Needless to say, they are scrambling to find a new location.

### PRESIDENT WAYNE SMITH

Wayne and Secretary Jerry Nunn will travel to Big Sandy on Thursday, August 4 to set up the fences for the camping area, and make final preparations for the event.

There will be a silent auction, and any auction items would be appreciated.

The Denton County Transit Authority has acquired an old streetcar and is looking for an NRHS grant to help in the restoration. The Chapter will send an application to the DCTA.

TREASURER BOB KENNEDY

RAIL RAMBLE EXCURSION

Itinerary for the November 8 “Rail Ramble” is: (1) Meet the bus at the Grapevine Convention Center at 8:30 AM; (2) Board the bus and travel to Gainesville Amtrak station; (3) Board the Heartland Flyer to Fort Worth; (4) meet the bus and go to the stockyards; (5) take the GVRR Trinity River Excursion; (6) board the bus back to the Convention Center. Refer to the Chapter website for times and more details.

Cutoff date for purchases is October 6. There is a maximum of 50 tickets that can be sold. Up to the meeting time September 2, we have sold 9 tickets. If not enough tickets are sold by that time (amount TBD), the trip will be canceled and all purchasers will receive a refund

VP JON SHEA

The November meeting will be at the Texas Western Model RR Club, and will feature an auction.

The December Christmas dinner will be at the Babe’s in North Richland Hills.

The evening program was the video “Cincinnati Steam Classics”.

The meeting adjourned at 9:25 PM.

Jerry M. Nunn, Secretary, North Texas Chapter, NRHS

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## Fun, Food and Trains

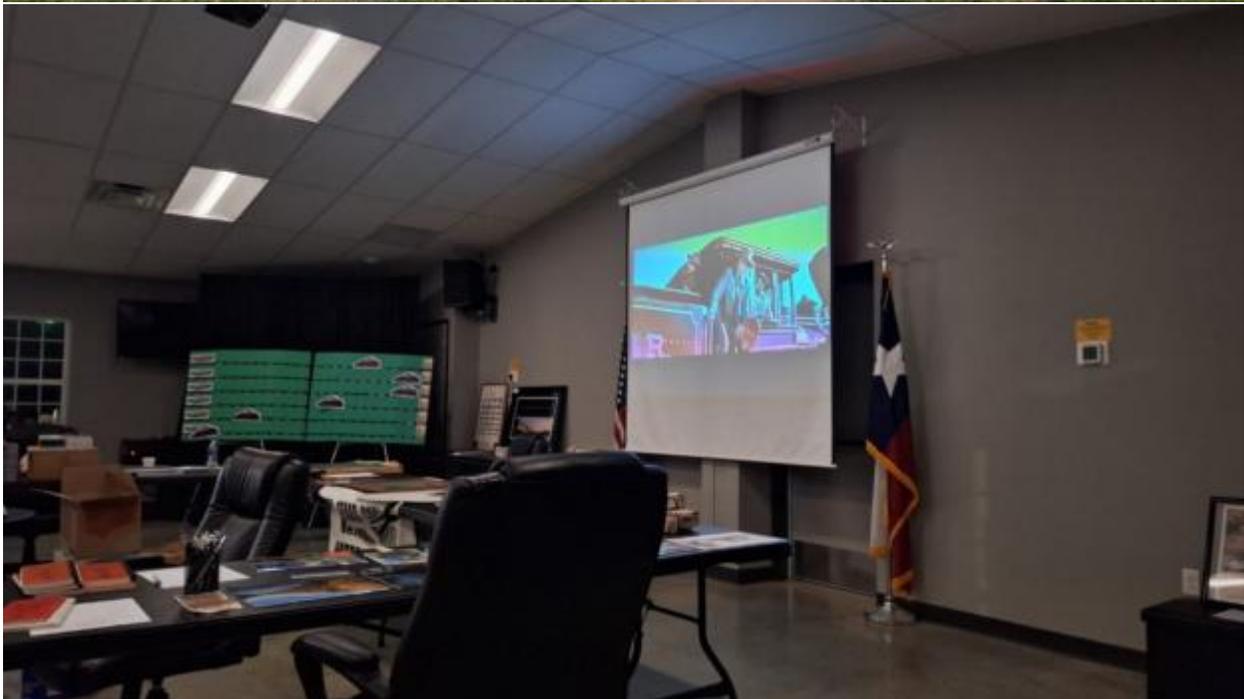
**Our 3<sup>rd</sup> Annual “24 Hours at Big Sandy”** has come and gone. It was held September 5-6, 7 PM Friday – 7 PM Saturday, at the Big Sandy Heritage Center in downtown Big Sandy. We had over 40 people in attendance to watch trains, participate in our silent auction, play (2x) the “Great Locomotive Race” Trivia Game, watch train videos and eat lots of great food. Speaking of great food, as usual, we had all you can eat pizza on Friday night by “passing the hat”. The chapter always covers the remaining balance on the pizza when there is a shortfall. There was Free BBQ provided by Jason Turcyn on Saturday for lunch. Jason has provided free BBQ, and all the fixings, for three years in a row. The Chapter and individuals did tip him this year. And Mayor Baggett’s famous homemade pudding was served for dessert after the BBQ. As is tradition, we had “24 Hours @ Big Sandy” souvenir buttons available for a small donation.



A DPU locomotive on a UP manifest train. This was one of 27 trains that were observed at Big Sandy.



Big Sandy photographs by Jerry Nunn, Jon Shea, Skip Waters and Wayne Smith.



Bottom photo shows the game board for the “Great Locomotive Race” Trivia Game in the background, on-going showing of railroad movies and videos, comfortable padded chairs in the Heritage Center and some of the silent auction items on the tables. There were activities held indoors and outdoors at “24 Hours @ Big Sandy.”



North Texas Chapter Board Members visit  
**The Cotton Belt Depot Museum in Tyler, TX**



NTC Board Members visited the Cotton Belt Depot Museum in September, 2025.



The former Cotton Belt Passenger Depot in Tyler, Texas, has been repurposed into the Tyler Transit Depot (left) and the former Freight Depot has been repurposed into a Museum (right). Photos by Jerry Nunn/Wayne Smith.





The Depot Museum is loaded with Cotton Belt related memorabilia and models.





Above: NTC Board Members Jerry Nunn and Wayne Smith pose with Museum Volunteers.



Above: The diamond at the Cotton Belt Depot Museum.



Above: Jerry Nunn watching some local switching maneuvers.

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### Captain Transit to the Rescue

Member Steve Siegerist reported that this photo was incorrectly identified in the September newsletter. The photo of the streetcar is on Ocean Avenue in San Francisco, not San Jose. The car is a product of St. Louis Car Company, delivered in 1946, and ran in St. Louis until the late 1950s when it was sold to San Francisco's Municipal Railway. The car ran in SF into the 1980s.



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### Blast from the Past



In the very early 90's, your editor and his future wife had the privilege of touring the rolling stock of the Wichita Falls Railroad Museum even before being moved to its current location. The MKT EMD NW2 switcher looks brand new with a fresh coat of paint.

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## **DART Silver Line to Launch Saturday, Oct. 25, with Major Events, Free Rides**

New light rail line connects seven cities, creating new opportunities, and marking a new era of transit in North Texas

**DALLAS, September 12, 2025** – Dallas Area Rapid Transit (DART) President & CEO Nadine Lee announced today the official Grand Opening of the Silver Line, the region’s most anticipated rail expansion in decades, will be Saturday, October 25, 2025. To commemorate the opening, riders, families, and community partners are invited to join in a day of festivities that showcase the future of mobility in North Texas.

The 26-mile Silver Line links Plano, Richardson, Dallas, Addison, Carrollton, Coppell, and Grapevine with DFW International Airport, transforming the way residents travel for work, school, and entertainment. With state-of-the-art Stadler trains, new stations, and seamless transfers, the Silver Line delivers convenience and opportunity to one of the fastest growing regions in the nation.

To mark the milestone, DART is offering free rides across the entire system all day on Saturday, October 25. In addition, the Silver Line will be free to ride from October 25 through November 8, giving everyone the chance to experience the service firsthand.

*“The Silver Line opening is a realization of a promise kept to our riders and our region,” said Lee. “This state-of-the-art train will improve connections, create new access to jobs, and drive economic growth across North Texas, with a fitting theme to ‘Discover New Horizons.’ Most importantly, this line shows our riders that we heard them, and we delivered.”*

Slagel added, *“The Silver Line is a major step forward in building a stronger, more connected region. It is an investment in both today’s riders and future generations. We are proud to open its doors and welcome the community aboard.”*

The Silver Line opening date announcement was made at the conclusion of the third annual State of the Agency briefing from Lee today. The briefing included an update on agency priorities and progress from Lee and DART Board of Directors Chair Gary Slagel.

The event also included a panel conversation on how transit ties to “Live, Work, and Play” in the North Texas region. Lee was joined by Dallas Stars President and CEO Brad Alberts and Inspire Dallas CEO Carlos F. Aguilar, in conversation with D Magazine Partners President Gillea Allison.

The Silver Line Grand Opening Celebration on October 25 will feature festivities at select stations, including live music, cultural performances, family programming, and recognition of the sponsors and partners who made the project possible. DART extends its deepest appreciation to its sponsors: Platinum Sponsor Stadler; Gold Sponsors WSP and Ardurra; Bronze Sponsors Cypress Waters – Billingsley and NTX Partners; and General Sponsors AECOM and Archer Western. Their support reflects a shared commitment to connecting communities and advancing North Texas into the future.

### **Event Details**

- Saturday, October 25: Free rides on the entire DART System
- Saturday, October 25: Grand Opening festivities at 10 Silver Line stations with live music, family activities, and community programming. More details to come.

- October 25 through November 8: Complimentary Silver Line service

Opportunities throughout the celebration to experience the new Stadler trains and state-of-the-art stations firsthand. DART will release more information about all Silver Line celebratory events in the coming weeks.

Visit the [Silver Line Project section of the DART website](#) for more information.

**ABOUT DART** - Dallas Area Rapid Transit (DART) provides modern public transit services and customer facilities tailored to make your trips fast, comfortable, and economical. Our extensive network of DART Light Rail, Trinity Railway Express commuter rail, bus routes, GoLink on-demand services, and paratransit services moves more than 220,000 passengers per day across our 700-square-mile 13-city service area including Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Richardson, Rowlett, Plano, and University Park.



Mural of the Cotton Belt in Winona, TX near Big Sandy. Photo by Jon Shea.

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### **Baton Rouge has a new link to the New Orleans-Mobile Amtrak train service: 'Why wait?'**

Baton Rouge residents won't be left out of the Amtrak [“Mardi Gras Service”](#) between New Orleans and Mobile, Alabama. Starting Aug. 18, they can hop on a bus in the Capital City to connect seamlessly with the train departing from Union Passenger Terminal in New Orleans. “You can get on the bus here in the morning and be in Mobile in time for lunch that afternoon,” Amtrak spokesperson Marc Magliari said. Buses will depart daily at 5:35 a.m. and 2 p.m. from Baton Rouge's Greyhound station, according to a release from Amtrak and Flix, parent company of Greyhound and FlixBus, with arrivals scheduled for 7:05 a.m. and 4:45 p.m. Passengers can then jump on the Amtrak service to Mobile without worrying about coordinating a separate ticket.

## [DART's new Silver Line to DFW Airport opens for business October 25th](#)

September 13th, 2025



September 13, 2025 - TRA Newswire - It's about to happen. Dallas Area Rapid Transit (DART) President & CEO Nadine Lee announced the official Grand Opening of the Silver Line, will be Saturday, October 25, 2025. To commemorate the opening, riders, families, and community partners are invited to join in a day of festivities that showcase the future of mobility in North Texas.

The 26-mile Silver Line links Plano, Richardson, Dallas, Addison, Carrollton, Coppell, and Grapevine with DFW International Airport, transforming the way residents travel for work, school, and entertainment. With state-of-the-art Stadler trains, new stations, and seamless transfers, the Silver Line delivers convenience and opportunity to one of the fastest growing regions in the nation.

According to the website, the baseline operating schedule is set to run between 4 a.m. to 1 a.m. with one train running per hour in each direction (one from DFW Airport and one from Shiloh Road) during off-peak times. Two trains would run per hour in each direction during peak operating times (approximately 6 to 9 a.m. and 4 to 7 p.m.) on weekdays. Weekend service (Saturday and Sunday) would only have one train running per hour in each direction.

To mark the milestone, DART is offering free rides across the entire system all day on Saturday, October 25. In addition, the Silver Line will be free to ride from October 25 through November 8, giving everyone the chance to experience the service firsthand.

“The Silver Line opening is a realization of a promise kept to our riders and our region,” said Lee. “This state-of-the-art train will improve connections, create new access to jobs, and drive economic growth across North Texas, with a fitting theme to ‘Discover New Horizons.’ Most importantly, this line shows our riders that we heard them, and we delivered.”



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DART will release more information about all Silver Line celebratory events in the coming weeks.

Visit [www.dart.org/SilverLine](http://www.dart.org/SilverLine) for more information.

**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,  
[wgcrush@swbell.net](mailto:wgcrush@swbell.net)
- \*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 \(ntxnrhs.org\)](#)

Zephyr Archives: [Rail History Newsletters \(gogeocaching.com\)](#)

**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](http://www.nrhs.com)

*Doodlebug News Briefs*



MKT Doodlebug M10

**Tuesday, October 7<sup>th</sup>, Chapter Meeting @ 7:30 PM (Meet "N" Greet at 7:00 PM) – Program Presentation (DVD): Chattanooga Steam Reunion 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 all 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.