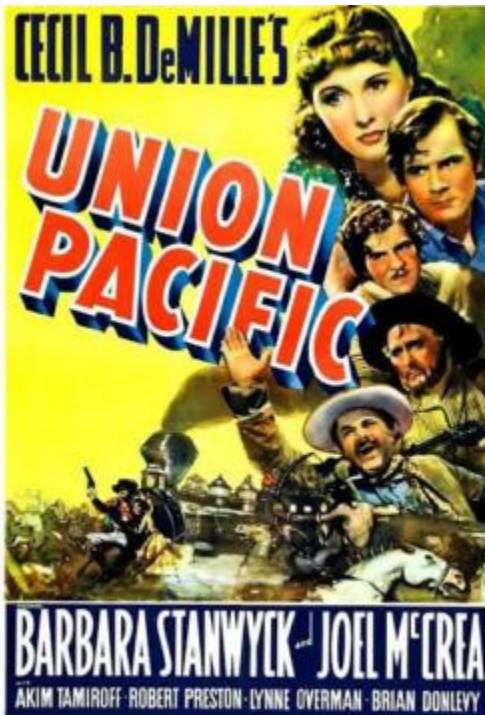


North Texas Chapter –
National Railway Historical Society



**April Chapter Meeting:
Union Pacific, Part 1**

*Note – due to the length of this movie, it will be shown in two parts over the next two Meetings (April and May).



Veteran Dick Allen (Robert Preston) and gambler Sid Campeau (Brian Donlevy) plot to derail the construction of the Union Pacific Railroad at the behest of crooked banker Asa M. Barrows, a major investor in a competing railroad line who will profit from any delay. Meanwhile, Allen and his old friend, railroad boss Jeff Butler (Joel McCrea), compete for the attention of Mollie Monahan (Barbara Stanwyck), beautiful postmistress and daughter of the railroad engineer.

**When: Tuesday, April 7th @ 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/>

Table of Contents:

April Program: Cecil B. DeMille’s Union Pacific... Page 01
A Visit to Sedalia, Missouri..... Page 02
Is It Still Out There, Buried?..... Page 14
Is a New Rail Connection to McKinney a Possibility?.... Page 14
March North Texas Chapter Meeting Minutes.... Page 16
Update on The Ebenezer Allen..... Page 18
Depots Along the Ft Worth and New Orleans..... Page 20
Alma TX H&TC Depot of Yore..... Page 21
Texas Short Line – Vintage Ads..... Page 21
Railroad Nicknames..... Page 22
Giant Garage Sale/Texas Western Model RR Club..... Page 22
Chapter Directory/History/Doodlebug News.....Page 23

A Visit to Sedalia, Missouri

By Wayne Smith



The former Katy Depot in Sedalia, MO has been repurposed into a railroad museum (Katy Depot Railroad Heritage Site), Sedalia Chamber of Commerce and the Convention & Visitor's Center. It is also a major Trailhead on the Katy Trail State Park used for hiking and biking across Missouri.

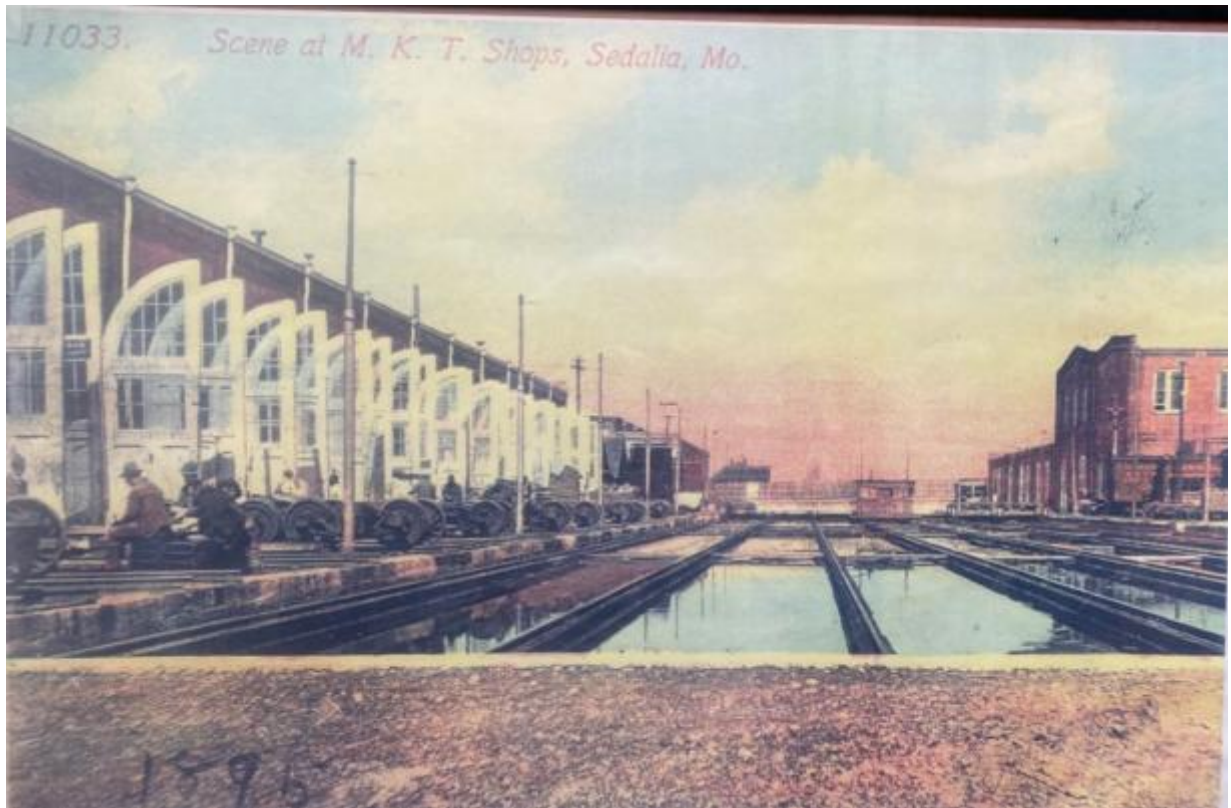


Construction on the new MKT depot on Third Street was completed in 1896 and utilized granite stone from Texas. The depot included lunch and dining rooms, men's and women's waiting rooms, a ticket office, rail offices, and a baggage room. The architecture was similar to other Katy Depots. The two-story red brick

building with a limestone base displays an octagonal appearance on the north end, slate-hipped roofs, a rectangular section with five flat bay windows, arched windows bordered by limestone, and beam openings. The second story included offices for the telegraph superintendent, resident engineer, roadmaster, train master, dispatcher, superintendent, and superintendent’s clerks. The depot served passengers, freight, and mail services and contributed to the economic success of Sedalia and the surrounding area.



“Memories of the Katy”



Katy Shops in 1895



A Missouri Pacific caboose sits trackside at the M-K-T depot museum.

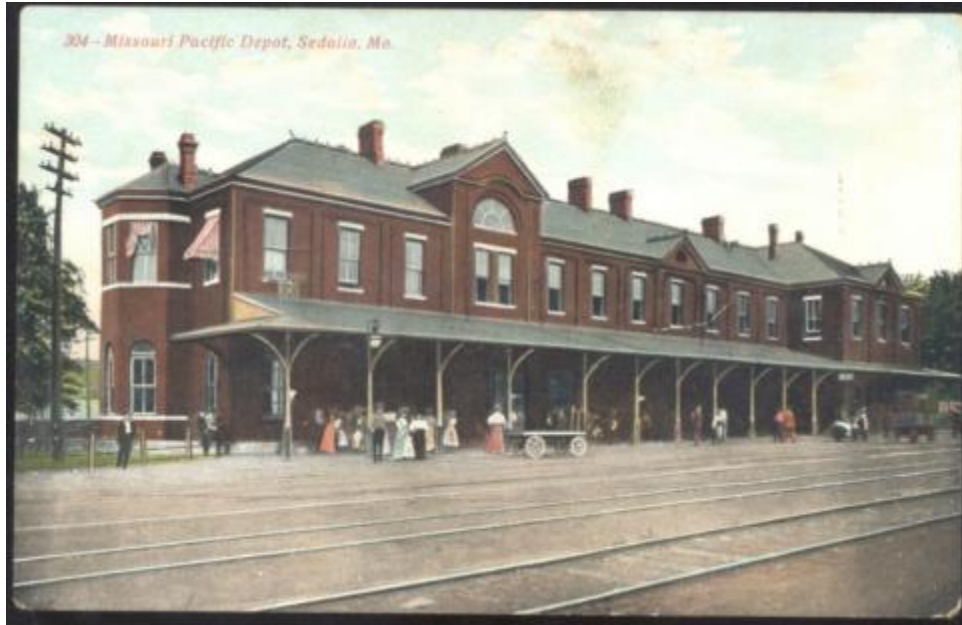


An unmarked MOW platform also sits trackside at the KATY Depot Railroad Heritage Site.



The KATY Depot Railroad Heritage Site also serves as a major Trailhead for the Katy Trail State Park. The Katy Trail State Park in Missouri is a roughly 240-mile, mostly gravel rail-trail that runs between **Clinton** in the west and **Machens** in the east. The trail stretches across the state, primarily following the Missouri River between the Kansas City and St. Louis metropolitan areas.





In 1886, the MP constructed a two-story brick Queen Anne style station in Sedalia at a cost of \$35,000. The second story housed railroad offices. It served as a union station until the Katy built a separate depot to the east in 1896 (see above).

The station was substantially renovated in 1951. The second story was removed and the ground floor was rebuilt in the International Style. It was divided into three sections, with the east section for freight and baggage. The Katy closed its Sedalia shops in 1957, while the MP shops remained in use until the 1980s. By 1971, the MP operated two daily round trips between Kansas City and St. Louis via Sedalia.



The former Missouri Pacific depot now serves as a multimodal transportation center, which includes a waiting room for Amtrak. The Amtrak waiting room, located in the former freight/baggage room, opened for passenger use in May 2011. Amtrak also constructed a new accessible platform in 2010.



Sedalia station is an Amtrak train station in Sedalia, Missouri. It is served by the *Missouri River Runner*. There are currently two east bound trains per day to St. Louis and two west bound trains per day to Kansas City. Built in 1886, the station building was substantially renovated in 1951 (see above).





The Amtrak waiting room, located in the former freight/baggage room, opened for passenger use in May 2011. It is unmanned, but clean and comfortable with restrooms. There is also tourist information provided for visitors interested in local attractions.



We were also greeted by a very friendly engineer from a passing Union Pacific train.



There was this unidentified freight depot a short distance down the tracks from the MP depot.





Dedicated in April of 2015, the Trail's End Plaza is located at the North East corner of the Missouri State Fairgrounds in Sedalia, MO. Trails End is a celebration of Sedalia's historic and colorful past as the railhead destination for the great Texas cattle drives of the 1860s. Sedalia was the goal and destination to which the drovers pushed their herds. Once they reached Sedalia, the longhorns could be loaded on “cattle cars” and shipped by rail to the stockyards of St. Louis, Chicago, and points further east. As the railroad extended west across Kansas, other towns such as Abilene, Dodge City, etc., quickly usurped Sedalia’s position as the preferred choice of railhead.





The Trail's End Monument has a set of bronze statues with a cowboy, his horse and dog, and 4 Texas Longhorns, in a scene from the 1800s. All of this is in dedication to the hard-working drovers/cowboys of the time.



The train has a cattle car and a Drovers Car depicting the trains of the time after they were loaded up with Texas Longhorns.



One can't visit Sedalia, MO without eating at Kehde's BBQ. One of its dining rooms is in an old MKT coach and the walls are full of railroad memorabilia as well. This restaurant was featured previously in the Zephyr, but it's too good to not mention again, especially after spending a day in Sedalia chasing all of the railroad history.



Is it Still Out There, Buried?

Submitted by Dennis Hogan



In 1880, Dallas replaced its 1873 mule-drawn streetcars with two steam-powered trams built by the H.K. Porter Light Locomotive Company of Pittsburgh. Shown is the first self-propelled railway car in Dallas -- "Cyclone" (Car #1). Its sister engine "Ranger" (Car #2) was green and the pair ruled city streets until 1888 when they were replaced by fully-electric trolley cars. In 1890, Cyclone and Ranger were buried in a large hole at the North Dallas trolley yard because burial was cheaper than scrapping them. <https://downtowndallasparks.org/the-history-of-the-dallas-streetcar/>

#####

Rail Connection Between Plano And McKinney Moves Forward With New Study

Submitted by Bob Kennedy

Local Profile Magazine

From: publisher@localprofile.com

Fri, Mar 20 at 3:05 PM

Matilda Preisendorf

As Collin County grows, a new rail connection is aimed at easing congestion.

North Texas transportation leaders are once again looking north, as plans advance for a potential passenger rail connection linking Plano and McKinney aimed at improving mobility across one of the region's fastest-growing corridors. After months of uncertainty tied to regional

transit funding debates, officials have approved a new study that could lay the groundwork for expanded rail service in Collin County.

A Long-Discussed Transit Link Back On Track

On March 12, the Regional Transportation Council unanimously approved a passenger rail study examining how transit could extend beyond Plano's existing rail endpoints into McKinney. The proposed corridor would create a north-to-south connection designed to ease congestion while improving regional accessibility.

The study will evaluate multiple possibilities, including extending existing Dallas Area Rapid Transit service or developing a new regional rail model.

"We are calling it a passenger rail study for a reason because the southern terminus of this study is in Plano," said Senior Program Manager of Transportation Planning with the North Central Texas Council of Governments, Dan Lamers. "This could conceivably be an extension of DART's red line light rail. It could also conceivably be an extension of DART's Silver Line."

Consultants are expected to be selected in May 2026, with findings anticipated in early 2027.

Why The Study Is Moving Forward Now

The effort had previously stalled amid tensions between DART and several member cities over funding structures and tax revenue returns. Those disagreements placed major regional transit initiatives, including this study, on hold.

Momentum returned after Plano reversed course on a potential withdrawal from DART. In February, Plano City Council approved a new interlocal agreement guaranteeing a defined return of local tax dollars for city transportation projects, eliminating the need for a high-profile election that could have reshaped transit service across North Texas.

With that uncertainty resolved, planners at the North Central Texas Council of Governments can now move ahead with hiring consultants and formally launching the study process.

"We think now is the right time to go ahead and move forward with this study," said Lamers.

What Rail Service Could Mean For McKinney

A key challenge remains: McKinney is not currently part of DART's service area. Any future rail expansion would require new agreements between regional partners and potentially a restructuring of how transit service is delivered north of Plano.

As a result, the study will not only examine engineering and routing feasibility but also governance models — including whether DART would operate the line or if a separate regional rail authority would be created.

Regional officials say those conversations will begin alongside the study itself, focusing on how McKinney could be incorporated into a broader transit network.

Planning For Growth In Collin County

Collin County continues to rank among the fastest-growing areas in Texas, with population increases placing pressure on highways that already experience heavy commuter traffic.

Transportation planners see expanded rail options as one potential tool to address long-term mobility needs while supporting continued economic development.

While construction remains years away — and not yet guaranteed — the newly approved study marks a significant first step toward reconnecting long-discussed transit ambitions between Plano and McKinney.

If ultimately pursued, the project could reshape how residents move through Collin County, linking communities that have historically relied almost entirely on car travel.



Photo: DART

#####

Minutes of the March 2026 Meeting of the North Texas Chapter of the NRHS

The March 2026 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, March 3 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 24 attendees.

President Wayne Smith called the meeting to order at 7:25 PM. Guests and visitors were recognized and welcomed. This evening’s attendance was good due to our special presentation by Dennis Hogan. Wayne introduced our guest speaker for the evening, Dennis Hogan.

ANNOUNCEMENTS

Jon Shea: Jon has copies of the latest issue of the Katy Flyer available at \$3 each. Remember, proceeds from the sale go to the Katy RR Historical Society.

Skip Waters: The NRHS National Spring Conference will be held in Salt Lake City the weekend after Memorial Day. One can attend by Zoom if they want to. Refer to the National NRHS website for more details.

Skip has been in contact with the City of Saginaw regarding the status of the depot and use of the property for a revival of the “24 Hours at Saginaw” program. There is new leadership in place. The depot is still being used for city offices, but there is no information on when it might be vacated. The city has given permission for the Chapter to hold the “24 Hours” event on the property, but the Chapter will have to supply shelter and sanitary facilities. Skip still receives periodic inquiries expressing interest in reviving the event.

Because of continuing interest, Skip asked the Chapter for a vote on hosting another event. The proposal was voted down, due to excessive costs to the Chapter, and unsuitable facilities. The Chapter requires access to the building to conduct contests and show videos. Skip will inform the city that the Chapter will pass on the Saginaw event this year.

Secretary’s Note: The Chapter still plans to sponsor “24 Hours at Big Sandy” around the Labor Day weekend.

Dave Podrahsy: The Chapter’s share of the proceeds from the Plano Train Show is \$2980. Dave noted that an enhanced display would help the visual presentation of the Chapter at the next Plano show. Perhaps we should use the trifold display at the next show.

Bill Long: The Trips and Events Committee is looking at a bus trip to the Red River Railroad Museum in Denison. But the website shows it to be temporarily closed. It may be moving to a new location, referenced by museum and visitor websites.

Don Hays: Don brought HO scale models of the T&P 610 American Freedom Train, as well as the Santa Fe SD45 in the Bicentennial color scheme for the attendees to view.

Elden Baker: The Board of the City of Anna has voted to allocate funds to expand the Anna Depot building to its original size. There is no timetable for the project completion.

A. J. Roquefort: A.J. brought a poster of the American Freedom Train for the attendees to view.

The Evening’s Program: Dennis Hogan presented his slideshow “Along the Central: A Journey Through Time and Place along the Houston and Texas Central”.

The meeting adjourned at 9:22 PM

Next Month’s Program: The April program will be the first half of the movie “Union Pacific”.

May Program: The last half of the movie “Union Pacific”.

June Program: “St. Louis Sojourn” – Video of the St. Louis train station in the 40s and 50s.

July Program: Mike Ross video presentation of the color schemes of the American Freedom Train and the various Bicentennial locomotives.

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

Update on The Ebenezer Allen

Submitted by Jerry Nunn



These 4 photos were taken on March 14 of the steam locomotive christened "Ebenezer Allen" and a H&TC caboose at the exhibit in Allen. As you may recall, the Chapter was there at the dedication several years ago. Since then, the city has constructed a shed over the locomotive and caboose.





The Allen Depot on the left is a reproduction. It has a lot of interesting displays and artifacts on local history and history of the railroad in Allen, TX.



Depots along the Ft Worth & New Orleans (SP) Railroad

Submitted by Dennis Hogan



Waxahachie



Midlothian



Mansfield

Alma TX H&TC Depot of Yore

Submitted by Dennis Hogan



Alma is a community just south of Ennis. Photo courtesy of Ellis County Historical Commission.

#####

Texas Short Line - Vintage Ads

Submitted by Dennis Hogan

Texas Short Line
ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

THIS IS THE ONLY LINE
WHICH RUNS PULLMAN PALACE SLEEPING CARS
FROM ST. LOUIS
To Palestine and Fort Worth
WITHOUT CHANGE.

Houston, Galveston and San
Antonio Passengers

Who travel by the "TEXAS SHORT LINE,"
take notice that before leaving the International
Northern E. R., at Houston, they can secure, on the
GRAY AND CLEAN DINING CAR of that line, a

Warm Breakfast
AND
"GOOD, SQUARE MEAL"
For 50 Cents.

This is so convenient and modern improvement which, we
have no doubt, will be fully appreciated by the traveling
public.

Come by the "TEXAS SHORT LINE,"
Over the St. Louis, Iron Mountain & Southern Ry.

**TEXAS
SHORT LINE**
St. Louis, Iron Mountain & Southern Ry.

**FROM ST. LOUIS
TO ARKANSAS
AND
TO TEXAS**

"THE ST. LOUIS AND TEXAS EXPRESS"
LEAVES ST. LOUIS
From the Depot of the St. Louis, Iron Mountain & Southern
and Missouri R., corner of Olive and Olive Streets,
Every Day at 10 o'clock A. M.

SEE TIME TABLES ON FOLLOWING PAGES

THROUGH TICKETS AND BAGGAGE CHECKS
Can be purchased at Principal Offices of Connecting Lines
throughout the East, South and West, and at

THE COMPANY'S OFFICES
N. 1st and NORTH FIFTH STREETS, St. Louis, and at
N. 1st and FIFTH STREETS, St. Louis, where tickets to
Arkansas will be cheerfully given.
W. E. ARTHUR, General Manager, ST. LOUIS, MO.

**TEXAS
SHORT LINE**
St. Louis, Iron Mountain & Southern Ry.

FROM
**80 TO 140
MILES SHORTER**
FROM
ST. LOUIS TO TEXAS POINTS
THAN ANY OTHER LINE.

THIS IS THE ONLY LINE
Which Runs the Entire Train from St.
Louis to Texas Without Change.

SEE TIME TABLES ON FOLLOWING PAGES

THROUGH TICKETS AND BAGGAGE CHECKS
Can be purchased at Principal Offices of Connecting Lines
throughout the East, South and West, and at

THE COMPANY'S OFFICES,
N. 1st and SOUTH FIFTH STREETS, St. Louis, and at
N. 1st and FIFTH STREETS, St. Louis, where tickets to
Arkansas will be cheerfully given.
A. W. SOFER, General Superintendent, ST. LOUIS, MO.

Railroad Nicknames

At the March Chapter meeting we had some fun with railroad nicknames
Here are some more from a 2002 article by A.C. Greene

Submitted By Jon Shea

<u>Railroad</u>	<u>Nickname</u>
Houston East & West Texas	Hell Either Way Taken
Waco, Brazos, Trinity & Sabine	Wobblety, Bobblety, Turnover & Stop <u>or</u> Won't be back 'till Saturday
Marshall & East Texas	Misery & Eternal Torment
Missouri Pacific	Mule Power Road
Quanah, Acme & Pacific	Quit Achin' & Push
Dallas & Wichita	Descend & Walk
San Antonio, Uvalde & Gulf	The SAUSAGE Line
Gulf, Texas & Western	Got Tired & Walked
Weatherford, Mineral Wells & Northwestern	Whiskey, More Whiskey & No Water
Paris & Mount Pleasant	Pa & Ma
Texas-Mexican	Till Manana
Corpus Christi, San Diego, & Rio Grande	Confounded Contraption, Somewhat
Narrow Gauge Railroad	Dilapidated, Runs Generally & Needs Grease
Fort Worth and Denver City	Flat Wheels and Dirty Coaches
Houston & Texas Central	Hell on Texas Contractors <u>or</u> Hoboes & Tin Cans

#####

GIANT GARAGE SALE

TEXAS WESTERN MODEL RAILROAD CLUB

6808 FOREST HILL DRIVE

April 18, 2026

Saturday

10 am to 3 pm

Lots of great railroad items:

Locos, cars, structures, scenery supplies and everything railroad

HO Scale, N Scale, Lionel

Donated detail parts and structure kits by Lorrie Palitti

12'x48" layout in 3 sections!

Antique baggage dolly

Ferris Wheel & Roller Coaster from our old layout

This is one you don't want to miss!!

Chapter Directory

North Texas Chapter Officers, 2026

- *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
- *Webmaster, Kim Hays, 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

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

Doodlebug News Briefs



MKT Doodlebug M10

Tuesday, April 7th @ 7:30 PM (Meet "N" Greet at 7:00 PM), April Program: Cecil B. DeMille's Union Pacific at the Cotton Belt Room of the Chill Bar & Grill at 814 S. Main St (NW corner of S. Main St. & Dallas Rd), Grapevine, TX.

#####

Index:

April Program: Cecil B. DeMille's Union Pacific... Page 01
A Visit to Sedalia, Missouri..... Page 02
Is It Still Out There, Buried?..... Page 14
Is a New Rail Connection to McKinney a Possibility?.... Page 14
March North Texas Chapter Meeting Minutes.... Page 16
Update on The Ebenezer Allen..... Page 18
Depots Along the Ft Worth and New Orleans..... Page 20
Alma TX H&TC Depot of Yore..... Page 21
Texas Short Line – Vintage Ads..... Page 21
Railroad Nicknames..... Page 22
Giant Garage Sale/Texas Western Model RR Club..... Page 22
Chapter Directory/History/Doodlebug News..... Page 23

#####

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.