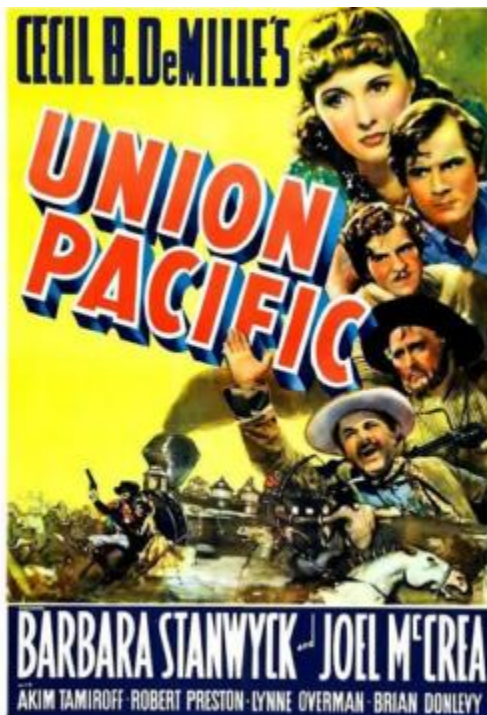


North Texas Chapter – National Railway Historical Society



May Chapter Meeting: Union Pacific, Part II

*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, May 5th @ 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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Back on the Road Again (Iowa & Illinois)

By Dennis Hogan



The National Mississippi River Museum incorporates this CB&Q depot in Dubuque IA.





Mendota IL Union Depot Railroad Museum is a treasure housed in the remnant of the 1888 union depot. It is also a stop for Amtrak's Southwest Chief and California Zephyr. In addition to the artifacts and model railroads housed inside; there is equipment preserved outside: CB&Q steam locomotive and caboose (See Page 6), Golden State café lounge (See Page 5), Milwaukee Road combine (Seen above and below), and Illinois Central mail/express/baggage car (Seen on the next page). Mendota was served by the Q, Milw Road, and IC. There are two freight depots standing in town as well as two grade crossing towers.





Illinois Central mail/express/baggage car displayed at Mendota IL Union Depot Railroad Museum.





Golden State café lounge car at Mendota IL Union Depot Railroad Museum





CB&Q Mikado and caboose on display at Mendota IL Union Depot Railroad Museum.



Inside display of the Mendota Railroad Museum.



Illinois Central swing bridge from Dubuque IA to East Dubuque IL. There is a tunnel on the east side. Swing bridge is open allowing a Mississippi River tug to transit up river.



At **Savannah IL** is a former Milwaukee Road passenger car housing the town tourist office.



At Savannah IL is a former Milwaukee Road passenger car housing the town tourist office.

#####

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

The April 2026 meeting of the North Texas Chapter of the NRHS meeting was held on Tuesday, April 7 in the Cotton Belt Room of the Chill Bar and Grill in Grapevine, TX. There were 14 attendees.

President Wayne Smith called the meeting to order at 7:40 PM. The major trackwork at the junction/interchange in Big Sandy, TX was undertaken on Sunday, March 29, 2026. The UP installed several new track switches/turnouts, a new diamond, new ballast and pavement, etc. They had been staging the event for weeks and even months. The modular/prefab turnouts were placed trackside last year. It was reported that 100 to 120 gandies and contractors were required! I counted at least 11 excavators!

ANNOUNCEMENTS

Jon Shea: Here are the programs for the next three meetings:

May Program: The last half of the movie “Union Pacific”. (See Secretary’s comments at the end of the minutes).

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.

Jon has received an email from Dennis Hogan asking if we would be interested in a tour at the Union Pacific (former Southern Pacific) depot in Ennis. We could schedule a tour with our monthly meeting on a Tuesday evening, or as a special tour on a Saturday. Because of the distance to Ennis, the Chapter chose to do a special tour on Saturday. Details are not available at this time.

Skip Waters: Skip plans to attend the NRHS National Spring Conference in Salt Lake City the weekend after Memorial Day. Skip has also submitted an application for Director of the NRHS, with the election to be held later.

As part of the USA 250 Steam Celebration, the UP Big Boy 4014 will be making an appearance in Northeastern PA on June 14 and lead an excursion train from Nesquehoning to Pittson. Tickets are expected to be expensive. Refer to UP’s websites for further information.

In addition, the Reading and Northern is scheduling excursions, also from Nesquehoning to Pittson, behind the 2102 on June 13-14 and July 1-2. Purchase these tickets through Reading and Northern. Refer to their website for additional details.

The Troop car and Yard Office building for the Wichita Falls Railroad Museum is still being refurbished. No electricity is yet available, and it will cost around \$5,000 to get the electricity restored.

Bill Long: The Red River Railroad Museum in Denison is moving to a new location; therefore, the Trips and Events Committee will not schedule a trip until the move is complete.

Elden Baker: The City of Cleburne hosted their Train Town USA event at the Greenbrier (former Santa Fe) shops on April 11. Greenbrier showcased their America 250th Anniversary Boxcar fleet.

The Evening’s Program: The first half of the movie “Union Pacific”.

Secretary’s Notes: The movie “Union Pacific”, directed by Cecil B. DeMille and starring Barbara Stanwyck, Joel McCrea, and Robert Preston, was released on May 5, 1939. The plot of the story centers around a stakeholder in the Central Pacific RR who creates a band of “hired guns” to delay construction of the Union Pacific while the UP’s construction troubleshooter strives to see that the construction remains on schedule. A more detailed description of the plot and actors is available on Wikipedia.

The meeting adjourned at 9:15 PM

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

#####

Railroad Nicknames - Part II

Here are some more from a 2002 article by A.C. Greene

Submitted By Jon Shea

Railroad

Boston & Maine
Cincinnati, Hamilton & Dayton
Detroit & Mackinac
Dubuque & Dakota
Duluth, South Shore & Atlantic

Georgia & Florida
Georgia Southern & Florida
Minneapolis & St. Louis

Nevada-California-Oregon
Buffalo, Rochester & Pittsburgh
I would be inclined to call the last one BURP

Nickname

Busted & Mined
Cold, Hungry & Dirty
Defeated & Maltreated
D*mned Doubtful
D*mned Small Salaries & Abuse or
D*mned Slow, Shabby Affair
God-Forgotten
Go Slow & Flag
Midnight & Still Later or
Maimed & Still Limping
Narrow, Crooked & Ornery
Bumpy, Rocky & Peculiar

Vintage Railroad Ads

TO JACKSBORO BY RAIL.

THE Rock Island

For the present trains will be run daily except Sunday.

Line is now completed to Jacksboro, and commencing Monday, August 20, regular train service will be inaugurated with following schedule:

L.v. Jacksboro... 4:00 a.m.
Ar. Ft. Worth 10:10 a.m.
L.v. Ft. Worth... 1:30 p.m.
Ar. Jacksboro... 8:15 p.m.

W. T. ORTON,
G. P. & T. A.,
Cor. 8th and Main, Ft. Worth Tex.

RI ad: *Waco-Times Herald*, Oct. 24, 1898

Cotton Belt Route.

TEXAS & ST. LOUIS RY.

NEW THROUGH LINE
SOLID TRAINS, WACO TO CAINO.

PULLMAN PALACE SLEEPING CARS

On all Through Trains to
St. Louis Union Depot

The Direct Route to
ST. LOUIS,
MEMPHIS,
LITTLE ROCK,
CHICAGO,
CHATTANOOGA
CINCINNATI
LOUISVILLE,
NEW YORK,
PHILADELPHIA,
WASHINGTON

The Equipment was built by the Pullman Company, is all new and elegant. Pullman Palace Sleepers, Pullman Parlor Cars and Day Coaches. Specially good accommodations for all classes of travel. Low rates also Round Trip Tickets to all the above points. For Maps, Time Tables, etc., apply to any Agent of the Company, or to
A. C. WHEELDON,
General Passenger Agent,
W. B. WOODWARD,
Receiver and General Manager,
25 South Fourth Street, St. Louis.
TOM SMITH, JR., Ticket Agent, under Hay

Cotton Belt ad: *Austin American-Statesman*, May 15, 1885

Report on Dennis Hogan's Texas Midland Presentation



Chapter member Dennis Hogan recently gave a presentation on the Texas Midland Railroad at the Ennis Public Library. With Dennis' permission, we have inserted a sampling of his first few slides.

Here is one example of TM's most modern steam power for passenger service dating from 1897 (#150).

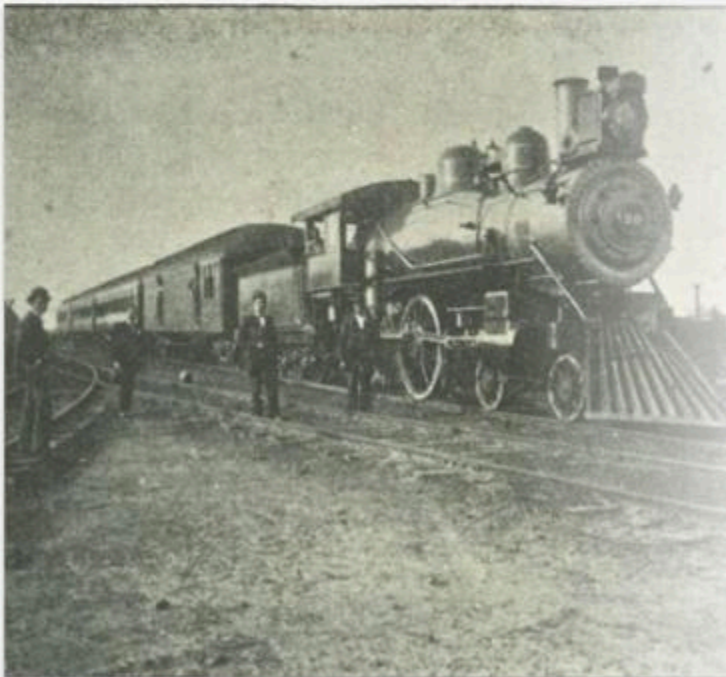


Texas Midland, the progressive railroad of Northeast Texas ©

by Dennis Hogan



1



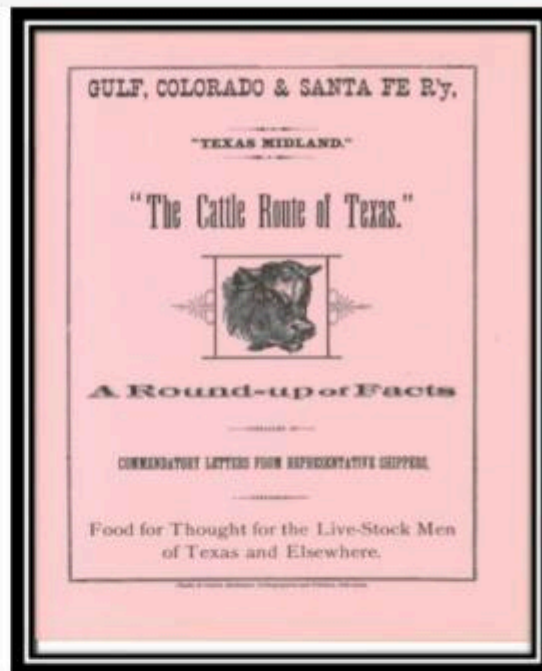
2

What's my interest in the Texas Midland?

- It was a fascinating, innovative railroad in its day.
- Both sides of my family, farmers in Kaufman County since the 1880s, would have been familiar with the Texas Midland.

Origin of the name:

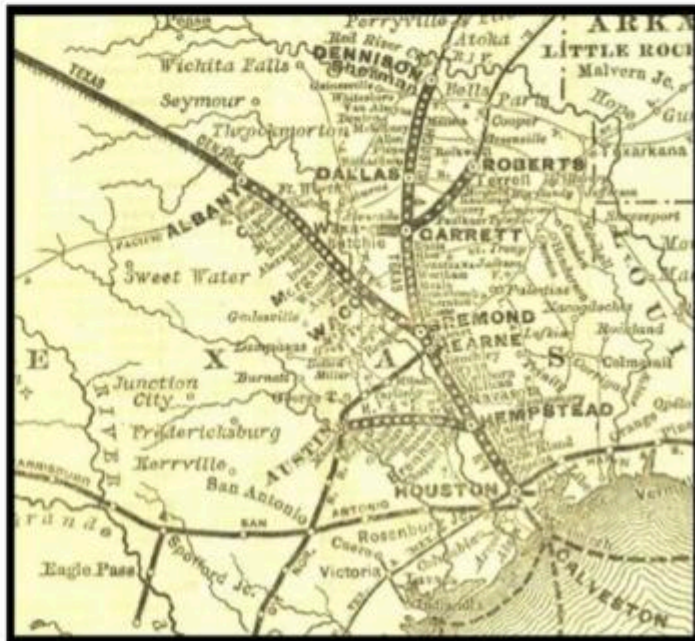
The first railroad actually dubbed "Texas Midland" was the **Gulf, Colorado & Santa Fe** (or simply Santa Fe) in the early 1880s.



3

TM origins:

Circa 1882 the better known "Texas Midland" began as an extension of the **Houston & Texas Central** northeast from Garrett.



4

Q: Where exactly was the temporary terminus town of Roberts?

A: The location of Roberts station was just south of Quinlan.>



5

Henrietta "Hetty" Robinson (1834-1916)



- **Hetty Green** was an American businesswoman and financier known as "the richest woman in America" during the Gilded Age. Those who knew her well referred to her as either the **Queen of Wall Street** or the **Witch of Wall Street**. (Wikipedia)
- born in the richest whaling family in New Bedford, Mass.
- Quaker upbringing
- married **Edward Henry Green** of VT, a millionaire in his own right.

6



Hetty Green vs Collis P. Huntington



Hetty Green and C.P. Huntington, president of the Southern Pacific Railroad, were bitter business rivals. One point of contention was the neglect shown by Huntington to the H&TC which went into receivership. She bought the **Northeast Branch** of the TC and lost a battle to acquire the Northwest Branch.



Col. "Ned" Green, Hetty's son, takes over

After Hetty acquired the **Northeast Branch** of the **Texas Central** in 1892 through stock and bond sales, she sent her son "Ned" to Terrell Texas in 1893 to manage the subpar railroad (now named **Texas Midland**). He proceeded to upgrade the railroad with heavier rail, newer locomotives, better ballast, and improved bridges and depots. He also extended the line to Paris.

"I want the best of everything: the best roadbed, the best equipment, the best power, and the best men I can get. If the business is not here to warrant it, it will come, and when it does I'll be ready to handle it and not have to tear up and build again."—Col. "Ned" Green

9

Col. Edward Howland Robinson "Ned" Green (1868-1936)



10

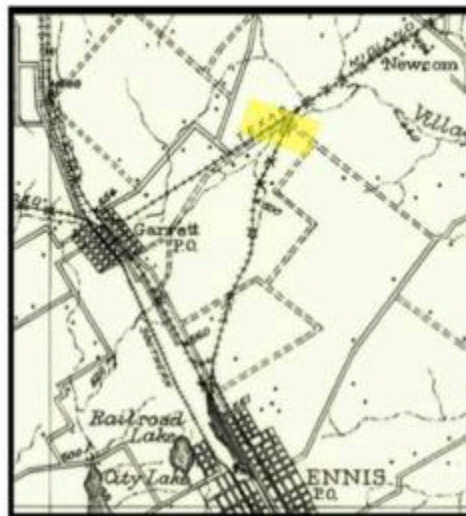
Chronology of Construction

- 1882– Garrett to Terrell (Texas Central)
- 1884– Terrell to Roberts (Texas Central)
- 1894– Midland Jct. to Ennis (see map next slide)
- 1895– Roberts to Greenville (Texas Midland)
- 1896-1897– Greenville to Paris (w/trackage rights between Commerce-Greenville via SLSW)
- 1923– Commerce-Greenville (removed 1933)
- Peak mileage was about 125 miles.

11

Texas Midland had one branch.

The original line to Garrett was > abandoned in 1896.



< Midland Junction

12

#####



Dallas Area Rapid Transit is seeking a new president and CEO while working to increase value for its member cities, some of which say the transit agency is falling short. DART recently agreed to grant members a 10 percent refund of their sales tax contributions. - *Cowcatcher Magazine*

DART Shifts Gears on Leadership

Acting President/CEO Named. One of the nation's longest-running transit agencies is navigating choppy waters while simultaneously establishing new leadership (See Page 19).

The Dallas Area Rapid Transit Board of Directors appointed general counsel Gene Gamez as acting president and CEO on April 4 after terminating the contract of Nadine S. Lee. Gamez has been with the agency for over 26 years and "has the confidence of the Board to navigate our organization through this period," DART said in a statement.

The leadership change comes as DART awaits the May decision of three member cities that are considering leaving the transit agency.

As Lee entered the final eight months of her contract in February, six of the 13 member cities announced they would hold elections in May to leave the system. Farmers Branch, Plano, Irving, Addison, Highland Park and University Park said they weren't receiving enough value from their contributions to DART's \$850 million annual revenue. DART collects a one-cent sales tax from member cities to fund transit in their areas.

Since then, the 42-year-old public transit system and the Regional Transportation Council (RTC) agreed to grant members a 10 percent refund of their sales tax contributions as Lee worked to develop a structure to improve DART's operations and retain full membership.

Farmers Branch, Plano and Irving called off their elections; Addison, Highland Park and University Park will vote May 2 to determine whether they will remain. With a no vote, DART service stops when the election is certified, likely the next day.

As part of the deal, DART will contribute 5 percent of sales tax paid to cities the first year and an additional 0.5 percent each year for five years. In addition, DART and the RTC approved a plan Feb. 12 to provide \$75 million over five years to help fund capital projects.

After the deal was announced in March, Lee, who took the DART job in 2021, announced that she would not pursue a contract extension and planned to step down in September.

DART terminated Lee about two weeks later.

Source – *Cowcatcher Magazine*

#####

Dallas Area Rapid Transit pivots leadership, seeks to restore confidence in dissatisfied member cities

April 15, 2026

 [News](#), [Passenger Rail](#)



Dallas Area Rapid Transit light-rail ridership in 2025 ranked eighth among U.S. transit agencies. – Cowcatcher Magazine

One of the nation's longest-running transit agencies is navigating choppy waters while simultaneously establishing new leadership. The Dallas Area Rapid Transit Board of Directors

terminated president and CEO Nadine S. Lee about two weeks after she announced in March that she would not pursue an extension to her contract.

Lee took the DART job in 2021 and planned to step down this September. Her decision came as nearly half of the 13 member cities challenged the transit agency's value earlier this year.

The Board appointed general counsel Gene Gamez as acting president and CEO on April 4. Gamez has been with the agency for over 26 years, and "has the confidence of the Board to navigate our organization through this period," DART said in a statement.

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With DART contributing 7.5 percent to cities and the RTC providing an additional 2.5 percent in the final year of the agreement, member cities will receive the equivalent of 10 percent of their sales tax contributions for other transportation-related needs.

Texas Rail Advocates president Peter LeCody said in a *Dallas Morning News* op-ed that leaving DART comes at a bad time as North Texas prepares for FIFA World Cup events in June.

"The divide not only threatens DART's perennially strained finances but also risks isolating those communities from a growing regional economy built on connectivity," he wrote. "We don't need a patchwork transit network with blank spots on a map. We need a strong regional web to serve hundreds of thousands of transit-dependent citizens now and in the future."

DART moves more than 170,000 passengers daily across 700 square miles. Other member cities include Dallas, Carrollton, Cockrell Hill, Garland, Glenn Heights, Richardson and Rowlett. The agency also operates Trinity Railway Express, which links Dallas Union Station with Fort Worth Central Station.

Top 10 U.S. 2025 Light Rail Ridership (in 000s)

Agency	City	Riders
LA County MTA	Los Angeles, CA	47,773
Mass Bay Transit	Boston, MA	42,065
San Diego Metro	San Diego, CA	41,970
Sound Transit	Seattle, WA	37,763
San Francisco Muni	San Francisco, CA	34,229
Jersey Transit	Newark, NJ	22,789
Tri-County Metro	Portland, OR	22,061
Dallas Area Rapid Transit	Dallas, TX	21,611
Southeastern Penn	Philadelphia	15,626
Utah Transit Authority	Salt Lake City	13,279

SOURCE: American Public Transportation Association 2025

Lee joined DART the same year that the agency's light rail system celebrated 25 years. She succeeded Gary Thomas, who retired in October 2020 as president and executive director. The U.S. had just begun digging out of the pandemic, and transit ridership across the country was significantly down from pre-covid levels.

System load has not bounced back to the 67.9 million combined riders, including on light rail and buses, posted in 2019. Ridership was 52.8 million in 2025, about 8 percent below the national average, according to the American Public Transit Association.

U.S. public transit ridership stood at 85 percent of pre-pandemic levels at the end of fourth-quarter 2025; rail modes had recovered to 72 percent of 2019 levels.

Ridership on DART light rail, one of the longest U.S. systems at 93 miles, was about 79 percent of pre-pandemic levels at 22.2 million in 2024 before tailing off to 21.6 last year.

"It has been the honor of my career to lead this extraordinary organization and to work alongside more than 3,800 dedicated employees who move North Texas forward every day," Lee said. "Together, we navigated one of the most challenging periods in transit history and emerged stronger, more focused and better positioned to serve our growing region."

Board chair Randall Bryant said Lee stepped into leadership at a very challenging moment for the transit industry and helped guide DART through recovery while setting a clear strategic direction for the future.

“Her leadership strengthened operations, improved safety and reliability, and positioned DART to remain a critical mobility partner for the region.”

The Board has begun a national search for its new president & CEO.

Source – *Cowcatcher Magazine*

#####

Vintage Rail Travel in the 1930's



Relaxing in the popular lounge/club car (Getty Images).



Tucked in for a good night's sleep (Getty Images).



A telegrapher manning his post (Getty Images).



HO Scale prototype detailing ... · [Join](#)

Robert-Cindy Seale · 14h ·



BNSF GP39M 2839 at Fort Worth Texas.



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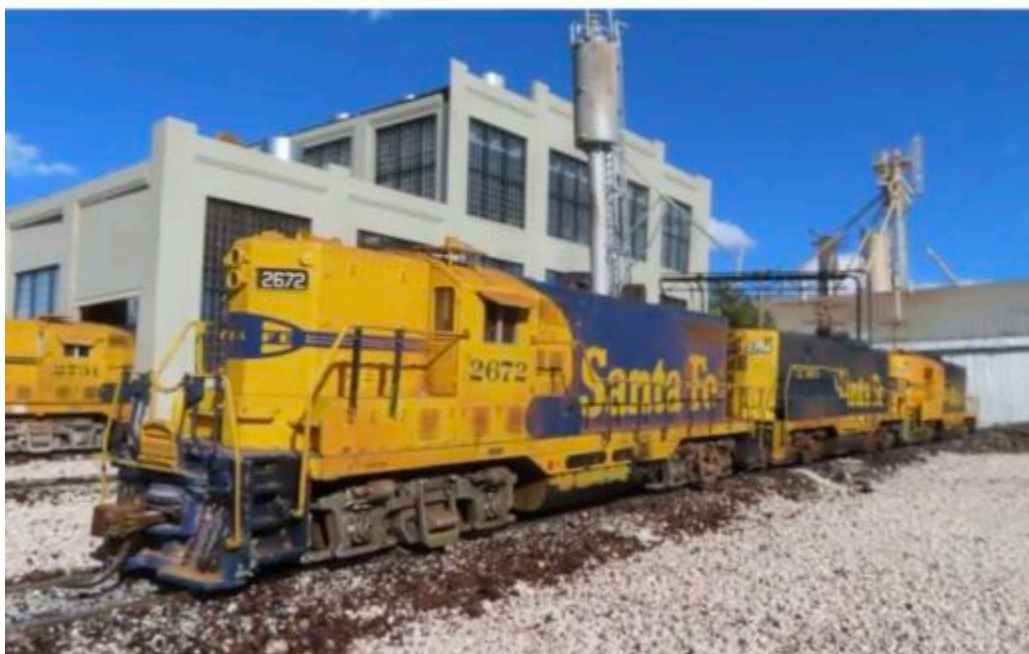


Midwest Santa Fe Modelers · [Join](#)

Robert-Cindy Seale · 9h ·



GP7 2672 at the Cleburne Texas shops.



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, May 5th @ 7:30 PM (Meet "N" Greet at 7:00 PM), May Program: Cecil B. DeMille's Union Pacific – Part II 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.

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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.