



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 29 NUMBER 3 MARCH 1998



The new fourth *Texas Eagle* breaks the banner at Little Rock on Saturday, February 7, 1998. Holding the banner to the right is Dr. Bill Pollard, who has been instrumental in saving and expanding Amtrak service in this region. This 17-car special train had been delayed 5½ hours by having to detour around a Union Pacific coal train derailment in north Arkansas the night before. It had to go through Pine Bluff, then north to Little Rock, then turned on the North Little Rock Wye and finally reaching Union Station about 1:30 p.m. (Ken Ziegenbein photo)



TOP - The first Amtrak southbound fourth *Texas Eagle* - California Service heading north through Little Rock on February 7, 1998. It had detoured through Pine Bluff around a coal train derailment and was 5½ hours late. It was turned on the wye in North Little Rock and headed back south about 1:30 p.m. **BOTTOM** - This was one of the longest Amtrak trains ever in Arkansas with 17 Superliner and other cars and 3 AMD-109 engines. Consist: 1215 (baggage), 39010, 32093 ("Missouri"), 32071 ("Arizona"), 32073 ("California"), coaches 34128, 34129, 33020 (lounge), 38065 (diner), 32072 ("Arkansas"), 33026 (lounge), 32111 ("Texas"), inaugural coaches 34061, 34010, 34032, 34131, express 71036. (Ken Ziegenbein photos, John Jones consist)



TOP - While heading north past the Little Rock station, the train stopped to unload several Amtrak dignitaries. **BOTTOM** - A special ceremony was held for the new fourth *Texas Eagle* all along the route, including Little Rock. This is the first time EVER that a through passenger train originated and terminated in Chicago and Los Angeles via San Antonio and Dallas-Fort Worth. (Ken Ziegenbein photos)

1998 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
BOARD '98 - Robin Thomas, 10908 Rivercrest Dr #26, Little Rock AR 72212-1412
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be Sunday, March 8 at the usual place, the Mercantile Bank on Main Street in North Little Rock (just across the river from Little Rock). The meeting will begin at 2 p.m. This month's program will be given by JOHN HODKIN, who'll show various railroad slides he's taken.

Looking ahead to April, the program will be given then by Jim Bennett.



OUR SYMPATHIES to member Doug Harley, who lost his wife, Earlene Mae Harley - "Trish," of 23 years on January 8. Doug has been living in California, but will be back in Arkansas for good soon. Trish's picture is at left (taken off the church bulletin). His current address is: 3728 Cresta Bonita, Bonita CA 91902-1104.

DUES TIME! - Look on your mailing label. If it says "98DEC" then you are current. If it says "97DEC" then your dues are due. Local dues are \$20 and NRHS national dues are \$17. Send in \$37 for both or \$20 for local. They (and most other NRHS chapter dues across the country) are due January 1 of each year. Send to PO Box 9151, North Little Rock AR 72119.

MARCH BIRTHDAYS - Here are the birthdays you sent in with your dues. If you didn't use the official application/renewal form, I have no way of knowing your birthday, so you won't be listed unless you tell me personally.

PETER EHRlich (3/06), TONY REED (3/06), MARK E WILLIAMSON (3/12), DOUGLAS M HARLEY (3/13), DAVE F SCHWARTZ (3/13), CHARLES F NEWLIN (3/14), R. DWIGHT HARDIN (3/16), JOHN HODKIN, JR (3/16), MAJ. DAVID M HARRY (3/17), MIKE SYPULT (3/18), FRANCIS X McCABE (3/20), DON WEIS (3/21), TRAVIS BELL (3/25), LARRY R. STILES (3/25), SYLVIA SMYKLA (3/27), ROBERT WORLOW (3/29), STEWART W LONG (3/30), JOE A. McCULLOUGH (3/31).

MEMBERSHIP ROSTER - The membership roster will be mailed out with the April *Railroader*. Should you NOT want your name, address or phone number listed, please advise me on or before the March 8 meeting. You can call me at 501-758-1340.

RAYMOND W. McGUIRE, SR

Charter member of the Arkansas Railroad Club, R. W. McGuire, died January 19 at the age of 87. He was born December 23, 1910 in the same Little Rock house and room in which he died. He worked for the Little Rock Air Force Base for 18 years and was a member of the Arkansas Railroad Club and past president of the Morse Telegraph Club. He was, until a couple of years ago, our club's historian. He is survived by his wife Verna and many children, grandchildren and great-grandchildren. His family's address is: 114 Rice Street, Little Rock AR 72205-6137.

1999 CALENDAR SURVEY - For the 1999 calendar, I'd like to know if you want the cover picture to be included inside the calendar as well as on the cover or just put it on the cover. In 1997, I put the cover photo inside as well, but in previous years and in 1998 I only put it on the cover and did not repeat it. Let me know as soon as you can.

Speaking of the 1999 calendar, it will be published in time for the June Show and Sale, so must be sent to the printer by the last week in March. So, if you have any photos (B&W or color, prints 3 x 5 or larger), they must be in my hands by then. All photos must be of railroads in Arkansas, any time. Send to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Again, **the deadline for sending in pictures for the 1999 calendar is the last week of March.**

OUR SHOW & SALE - The Board of Directors has set the date of **JUNE 27** for our annual Show & Sale. If you want a table, contact Walter Walker, 8423 Linda Lane, Little Rock AR 72227. More details as the date comes closer.

CHANGE EDITOR'S ADDRESS TO: Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728.

WANTED : FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

FOR SALE - Annual Passes 1915-1952 AT&SF, CB&Q, C&NW, C&S, FW&DC, MKT, Pullman, RI and UP. Also various membership cards Order of RR Telegraphers and American Train Dispatchers Association 1909-1933. SASE for list to: Russell Tedder, 1401 Cedar Street, Crossett, AR 71635.

FOR SALE - The shell (body) of one of the last 12 Budd passenger sleepercoaches built in 1959. It was used on the New York Central then sold to the Northern Pacific as No. 334, later being used by Amtrak and called the *Loch Rannoch*. It was obtained for mechanical parts, but the body would make a good museum with the interior of convertible

beds, plumbing, 110v lights and hardware pretty much complete. Car can be shipped in freight service, with truck returned, or at higher costs can come with trucks and "last turn" wheelsets. For information, contact Chuck Crisler, PO Box 114, Ponchatoula LA70454-0114 or call 504-589-0092.

FOR SALE - M&NA, M&A HO decal sets, black, white, yellow (for gold): \$3.00 and SASE. Rewiring instructions for Spectrum GE 70 tonner (used by A&O) for slower run speed: Free for SASE. Considering A&O decal set IF enough interest. Contact Charles Roth, PO Box 1923, St. Louis MO 63118.

WANTED - Standard gauge hand car. Advise price, condition and location. Peter Smykla, PO Box 1892, Pine Bluff AR 71613 or call 870-535-4724.

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and*

the Southwest is ready for mailing. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of \$34.45 if you're having it mailed). MasterCard or Visa accepted. You can call White River Productions at 816-695-4433.

FOR SALE - James R. Fair's new book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. Cost is \$47.95 plus \$4.50 postage/handling. Order from Northern Illinois University Press, DeKalb IL 60115, 815-753-1075. James Fair is and has been an Arkansas Railroad Club member for years.

WANTED - Help on finding contractors that

can restore trains and tracks and addresses of various railroad retirement organizations who might help in a major project to restore a steam train and repair 11 miles of track in Oklahoma (out of 200 miles available). Also, am looking for a second engine that can be restored and any additional rolling stock. Any help would be appreciated. Contact: Steve

Guy, Greater Oklahoma-Kansas Steam Train Association, 3180 Holmes Rd, Ponca City OK 74604.

WANTED - Information on Clear Lake Junction or Homan Junction in Arkansas. My family lived in Clear Lake for 16 years and there was a depot there and boxcar homes.

We went to school at Homan and there was a railroad office there. My dad was a telegrapher at Clear Lake. Any information will be appreciated. Contact: Louis (?) Scott, 420 Laurel St, Newport AR 72112.

RAILROAD ABANDONMENT PROPOSALS

These abandonment proposals have been printed in the Federal Register OR have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met.

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

TENNESSEE - CSX - To abandon 1.41 miles of line between m.p. OJC-0.30 and m.p. OJC-1.71 at the end of track in Decherd, Tennessee. Effective February 21, 1998. (STB Docket No. AB-55, Sub-No. 558X, decided January 12, 1998, served January 22, 1998)

MICHIGAN - GRAND TRUNK WESTERN - To abandon 0.72 miles of line between m.p. 0.0 (south end) and m.p. 0.72 (north of Tregent Street) on the Cass City Subdivision in Pontiac, Michigan. Effective February 28, 1998. (STB Docket No. AB-31, Sub No. 31X, decided January 22, 1998, served January 29, 1998)

INDIANA - CENTRAL RAILROAD CO. OF INDIANA - To abandon the Shelbyville Line between m.p. 23.0 near Thatcher Station and the town of Greendale, Indiana and m.p. 81.0 near Shelbyville, Indiana, a distance of 58 miles. Included are the towns of Sunman, Morris, Batesville, New Point, Greensburg, Adams, Saint Paul, and Waldron, Indiana. A final decision will be issued May 4, 1998. (STB Docket No. AB-459, Sub No. 2X, decided January 27, 1998, served February 2, 1998)

OHIO - CINCINNATI TERMINAL RAILWAY CO - To discontinue service over the leased line owned by the Norfolk and Western Railway extending from Survey Station 84+80+/- and Survey Station 4+20+/-, about 1.5 miles (the Riverfront Running Track) in Cincinnati, Ohio. Effective March 14, 1998. (STB Docket No. AB-532X, decided February 6, 1998, served February 12, 1998)

MISSOURI - BOOTHEEL RAIL PROPERTIES, INC - To abandon the Hayti-Kennett Branch, from m.p. 212.73 near Hayti, Missouri to m.p. 230.0 near Kennett, Missouri, a distance of 17.27 miles. Final decision by May 13, 1998. (STB Docket No. AB-503, Sub No. 1X, decided February 5, 1998, served February 12, 1998)

OHIO - NORFOLK & WESTERN RAILWAY CO. - To abandon the Riverfront Running Track between Oasis and Plum Street, 1.5 miles, in Cincinnati, Ohio. Final decision by May 13, 1998. (STB Docket No. AB-290, Sub No. 184X, decided February 6, 1998, served February 12, 1998)

ARKANSAS RAIL NEWS

EXCELLENT FRONT PAGE ARTICLE

(Little Rock) - The Sunday, February 8 edition of the *Arkansas Democrat-Gazette* had a very good article about the inaugural run of the *Texas Eagle - California Service*. Mostly because of the 5½ hour detour caused by the derailed coal train north of Searcy, the story and pictures hit the front page. Writers Mark Waller and Alyson Hoge did a superb job in writing the story, which was very accurate. The Amtrak agent that Sunday, Richard Finch, said that he received lots of calls about Amtrak that day, many not knowing about Amtrak's presence in Arkansas (do people really have their heads in the sand?)

OLD MOPAC DEPOTS

(Batesville) - Kathleen Barnes, a former school teacher, sent old newspaper clippings and a letter detailing the fates of the old

MoPac Moorefield and Sulphur Rock depots. Back in the early 1960's, both of these depots were restructured into houses and moved to Batesville. They have been used as residences ever since. Mrs. Barnes and her sisters did most of the remodeling themselves.

She goes on to write that their father was a railroad man for years. The Sulphur Rock depot was located some distance from the "town" so a mule drawn trolley transported the passengers to the village. (Sulphur Rock now has a summer festival called "Trolley Days.") The elegant Batesville depot is a brick building, one end has been made into a "trendy" diner or coffee shop which has live music and occasionally a cover charge - Ritzy???

Anyone wanting to write and discuss these depots and other stuff about railroading in this area can write her at: Kathleen Barnes, 506

Broad, Batesville AR 72501-7105.

HANNOLD TO RETIRE

J. A. "Tony" Hannold, president of the Arkansas & Missouri Railroad and champion of its Alco diesels, is retiring May 1. He has sold the A&M business car to someone in New York and the rest of the passenger fleet MAY follow, as apparently he believes the new CEO isn't hot on staying in the passenger business. That would make the RS-1s surplus. The March 28 railfan trip (see "Excursions" below) may be the last one ever on this line. Better ride it now. *(This information is from Dave Busse, an A&M specialist who produced a video on the road a few years ago and was relayed on the Internet by Dave Ingles of Trains Magazine)*

GENERAL RAIL NEWS

RARE RAILROAD FIND

(Baltimore) - An archaeological dig in Baltimore in early February uncovered remnants of early 1830's railroad ties and track. It was found just outside the entrance of the Inner Harbor train station. About three feet down, they found wooden "stringers," long shafts of wood, laid first, then ties laid perpendicular to and on top of the stringers. Iron rails would have been nailed to the top of the ties. *(Baltimore Sun, February 9, 1998)*

*You may have cares and duties
There are dozens of things to be done
But don't let the day come to an end
Without some laughter and fun*

- Anon

UP/SP NEWS

(Houston, Texas) - In Mid-January, the Texas Railroad Commission, the Port of

Houston Authority and the KCS and BNSF Railroads have formed a coalition to help alleviate rail traffic problems caused, they say, by Union Pacific's congestion and their merger with SP in 1996. They want the Surface Transportation Board to order UP to divest itself of a lot of lines. UP spokesman John Bromley said that the Texas Railroad Commission has no jurisdiction in the case and that two of its members are running for political offices. Also, he said that it is an attempt by BNSF and KCS to feather their own nests. This story is far from over, as congestion continues over parts of UP's system, especially in the Gulf Coast area of Texas.

Meanwhile, the February 9 edition of the *Wall Street Journal* is said to have had an article in it about the possible breakup of the UP Railroad. The article reported that there was a serious movement to force at least a partial unwinding of the UP/SP merger. BNSF was reported as leaning toward advocating a breakup of the merger and told

UP that UP's proposal for a joint dispatching center in Spring, Texas was inadequate. *(Houston Chronicle, January 15, 1998 via Dan Barr and other sources)*

TODAY'S ENGINEERS

A good story in the January issue of *El Paso & Southwestern Flyer*, publication of the Southwest Chapter, Railway & Locomotive Historical Society, stated that one problem of today's railroads is the "college engineers" being hired to run trains. Around 1970, apprentice positions began to disappear (those positions earned by working up through the lower levels) and important roles began to be filled by people of no experience. These new engineers cannot confront a huge train and make the correct instant decisions needed. The article also stated that after mergers, there are too many experienced people bought out or fired. *(Thanks to Dan Barr)*

CN/IC MERGER?

Canadian National has agreed to buy the Illinois Central for \$2.4 billion, which would create a system of 19,000 miles, the fifth largest in the U.S. It will take years to get approval. (*Memphis Commercial Appeal, February 11, 1998 via Don Weis*)

KANSAS CITY STATION

The Kansas City Union Station is finally starting to undergo a \$234 million renovation. Ten million pounds of debris and 35 miles of pipes were recently removed from the building. The renovation is expected to be completed by November 1999. It will be used partially by a science museum. Space has

been allocated for a new Amtrak station, just off the new Grand Hall, and there will be many shops and businesses located there. There will be a skywalk to Crown Center's shopping district. (*New York Times, February 8*)

GALVESTON MUSEUM

(*Galveston, Texas*) - There was a nice article in the February 8 *Houston Chronicle* about the Galveston Railroad Museum. It is a recreation of an 1875 depot with 30 full-size white plaster travelers from 1932 sitting and standing in the station. There are voices being played through a special phone line where

you can listen in on conversations from the past in the depot. Some of the "passengers" are reading 1930s newspapers, the women wear hats and gloves, the men hats and suits. There are also many restored freight and passenger cars and locomotives at the depot, most open. I've been there and it is one of the finest railroad museums for the general public anywhere. Admission is \$5. Call 409-765-5700 for details. (*Thanks to Wilma Ziegenbein, your editor's stepmother, for the article*)

AMTRAK NEWS



INAUGURAL REROUTE

The inaugural run of Amtrak's *Texas Eagle - California Service* on February 7 was delayed by a 23-car derailment of a UP coal train 11 miles south of Bald Knob, Arkansas. The train was delayed 5½ hours as it turned east to Fair Oaks and then south on the SSW to Pine Bluff and back north to Little Rock. It made it to Little Rock from Pine Bluff in only 50 minutes (it's a 43-mile trip). It had to run by the Little Rock station (after letting off dignitaries) and be turned around on the North Little Rock Wye. It was scheduled to arrive at Little Rock at 8:32 a.m., finally

arriving around 1:30 p.m. UP did a great job of dispatching this train after it left Little Rock - it didn't lose any more time to Dallas, staying about 5½ hours late the whole time. There were lots of freights stuck on sidings through Arkansas as the *Eagle* zipped past. (*Thanks in part to Barton Jennings for this report*)

CAPITAL INVESTMENT PROGRAM

Amtrak's plan for investing its money over the next few years was announced on February 12, with its first investment of \$360 million. This will be spent in FY 1998:

1) Advancing high speed rail improvements in the Northeast Corridor; 2) making infrastructure improvements in the Las Vegas-Los Angeles corridor to make the service daily; 3) establish mail handling and transfer facilities across the country; 4) continuing construction of a new Auto Train terminal in Lorton, Virginia. Other projects were also included.

The \$360 million will be spent throughout the system: 28 percent for long-distance and short-haul services; 27 percent for the Northeast Corridor services; 17 percent for

Amtrak West services; 27 percent for system-wide projects.

ON-TIME INCREASES

Amtrak's on-time performance system-wide was 84 percent in January, 1998, the best January since 1981. Long distance trains were on time 73.4 percent, up from 64.3 percent last year.

NEW SHREVEPORT SERVICE?

A newspaper story said Amtrak may open a Fort Worth to Bossier City/Shreveport gambling train. Organizers said the new line could be operational by the end of 1998. The service would be to the numerous casinos in northwest Louisiana. A sample schedule would have the train leaving Fort Worth at 6:00 a.m., arriving in Shreveport around 6:00 p.m. (*Via the Internet*)

EAGLE CONNECTION RESTORED

Beginning May 19, the *Texas Eagle* will restore its through cars to Los Angeles at San Antonio.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

PINE BLUFF, ARKANSAS - April 4, 1998 - Cotton Belt Rail Historical Society's Annual Show & Sale at the Railroad Museum of

Arkansas off Second Street in Pine Bluff. Admission is \$2, \$1 for children under 12. Tables are \$15 each. Contact Robert Worlow,

21515 N. Mill Rd, Little Rock AR 72206, 501-888-5655 or Mike Selligman, #5 Rockwood Dr West, Conway AR 72032,

501-450-9423.

SPRINGDALE, ARKANSAS - March 28, 1998 - Arkansas & Missouri Railroad Railfan Special, a one-time event. This special will depart the railroad's Springdale, Arkansas depot and run all the way to Fort Smith, stopping at the old Frisco Depot right in the Fort Smith Historic District, next to the Trolley Museum. This will be the first and

probably last time a passenger train will go over the Arkansas River Bridge into historic Fort Smith.

The train leaves Springdale at 8:00 a.m. and returns about 5:00 p.m. Several photo runbys are planned in spots not easily reached. A lunch stop will be made at the Frisco Depot in Van Buren, where there are a number of restaurants close at hand.

Price for this trip is \$45.00 per person, round trip only. Reservations must be made by March 20th by calling 1-800-687-8600 or by mail to Arkansas & Missouri Railroad, 306 East Emma, Springdale AR 72764. Credit cards are accepted. E-mail address: arkmo@ipa.net

DID YOU KNOW THIS?

Arkansas Gazette, 9 May 1873 - The first railroad sleeping cars in the state arrived at Baring Cross yesterday morning from St. Louis over the Cairo & Fulton Railroad. They are of the celebrated Pullman line, and were in charge of conductor H. Q. Chamberlain and Mr. Van Buskirk, the latter an old railroader. Mr. Chamberlain brought down one of the old Iron Mountain cars called "No. 2" as a special for the soldiers, leaving his first-class at Moark. Mr. Van Buskirk's was of the latest and most approved design, and every comfort and convenience to be desired by the most fastidious were to be found in it. It was just out of the car shops, and was a marvel of beauty and workmanship. (*Thanks to Gene Hull for this old clipping*)

ATSF 2nd #4 CALIFORNIA LIMITED, March 4, 1923, out of Dodge City, Kansas, 12 noon:

ATSF 1208, 4-6-2 Dodge City-Newton, Kansas
 ATSF 3502, 4-6-2 Newton-Kansas City
 "El Moscoso" 10-Section Observation Lounge
 "Cape Romano" 10-Section 1DR, 2Comp Sleeper
 "Cochita" 7Comp 2DR Sleeper
 "St Quentin" 7Comp 1DR Sleeper
 "Belleau Wood" 7Comp 1DR Sleeper
 "Sublette" 10-Section 1DR 2Comp Sleeper
 ATSF 1454, Dining Car
 ATSF 1334, Composite (Wood and Steel)

Thought this consist (from Lloyd Stagner) might bring back the memories of some of our members - the "good old days" of steam train travel through the Midwest. This consist was from *The Mixed Train*, 1998-1, Official Publication of the Camerail Club out of Omaha, Nebraska. Address: Joel S. Boucher, 3031 Fourth Ave, Council Bluffs IA 51501.

LAST MINUTE MARCH BIRTHDAY: Daryl J.D. Stout (3/22)

AMTRAK

Texas Eagle

Winter 1998 Effective February 7

Chicago • St. Louis • Little Rock Dallas • Fort Worth San Antonio • Los Angeles

21		Train Number c		22	
Dp Chicago TuThFrSa		Days of Operation c		Ar Chicago WeThFrMo	
Read Down	Mile	f			Read Up
6 30P	0	Dp	Chicago, IL—Union Sta. (CT)	Ar	1 35P
7 25P	37		Joliet, IL		12 01P
7 59P	73		Dwight, IL		11 19A
8 17P	91		Pontiac, IL		11 00A
8 50P	124		Bloomington—Normal, IL		10 27A
9 25P	156		Lincoln, IL		9 40A
10 02P	185		Springfield, IL		9 10A
10 42P	223		Carlinville, IL		8 18A
11 13P	257	f	Alton, IL		7 48A
12 25A	282	Ar	St. Louis, MO	Dp	6 59A
1 00A		Dp		Ar	6 07A
5 10A	450		Poplar Bluff, MO		1 54A
6 06A	510		Walnut Ridge, AR (Jonesboro)		12 49A
8 32A	631		Little Rock, AR (Hot Springs b)		10 49P
9 18A	674		Malvern, AR		9 34P
9 40A	696		Arkadelphia, AR		9 10P
11 07A	775		Texarkana, AR/TX		7 56P
12 24P	842	f	Marshall, TX (Shreveport, LA)		6 33P
b Amtrak Thruway Motorcoach Connection—Bossier City/Houston (see below)					
1 01P	865		Longview, TX (Tyler)		6 00P
1 48P	911		Mineola, TX		4 27P
3 41P	992	Ar	Dallas, TX	Dp	3 15P
4 01P		Dp		Ar	2 55P
5 36P	1023	Ar	Fort Worth, TX	Dp	1 50P
6 01P		Dp		Ar	1 25P
6 48P	1051		Cleburne, TX		12 21P
7 56P	1125		McGregor, TX (Waco)		11 09A
8 42P	1151		Temple, TX (Ft. Hood and Killeen)		10 40A
9 42P	1189		Taylor, TX		9 32A
10 38P	1224		Austin, TX		8 41A
11 18P	1254	f	San Marcos, TX		7 50A
1 22A	1308	Ar	San Antonio, TX	Dp	6 00A
5 35A	1308	Dp		Ar	4 00A
8 30A	1477		Del Rio, TX		12 25A
11 05A	1603		Sanderson, TX		9 46P
1 12P	1694		Alpine, TX (Big Bend Nat'l Park) (CT)		7 55P
4 10P	1912	Ar	El Paso, TX (Ciudad Juarez, Mex.) (MT)	Dp	3 10P
4 37P		Dp		Ar	2 50P
6 07P	2000		Deming, NM		12 35P
7 02P	2060		Lordsburg, NM		11 40A
9 07P	2175		Benson, AZ	^^	9 40A
10 32P	2222		Tucson, AZ	^^	8 40A
2 32A	2473		Yuma, AZ (MT)	^^	3 55A
3 22A	2596		Indio, CA (PT)		1 00A
3 52A	2617		Palm Springs, CA		12 32A
5 22A	2687		Ontario, CA		11 05P
5 32A	2692		Pomona, CA		10 55P
7 10A	2726	Ar	Los Angeles, CA (PT)	Dp	9 55P

Amtrak Thruway Motorcoach Connection

Bossier City • Longview • Houston

10 45A	3 45P	Dp	Bossier City, LA	Ar	3 00P	8 00P
11 05A	4 05P	Ar	Shreveport, LA	Ar	2 40P	7 40P
12 15P	5 15P	Ar	Longview, TX	Dp	1 30P	6 30P
1 30P		Dp		Ar		5 15P
3 05P		Ar	Nacogdoches, TX	Dp		3 50P
6 00P		Ar	Houston, TX	Dp		12 45P

There will also be a motorcoach available on Saturday, February 7th to transport passengers from Austin to Temple and/or Ft. Worth. The schedule is as follows:

12:30 PM depart Austin
2:00 PM arrive Temple
4:30 PM arrive Ft. Worth

(Stops will be at the Amtrak stations)

St. Louis Southwestern Railway Lines Debtor

TRAIN ORDER NO.

144 Jan 29 1943

C. & E.

Woodward

Train

X

BW 10330

Opr.:

M

At

Forge

No 65 Eng 570 meet
 First and Second 18 Eng 808
 and 806 and prop extra
 658 North and third 18
 Eng 809 and fifth 16
 Eng 564 at Faith and
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 Second 19 Eng 817 meet
 first and second 18 and
 prop extra 658 North and
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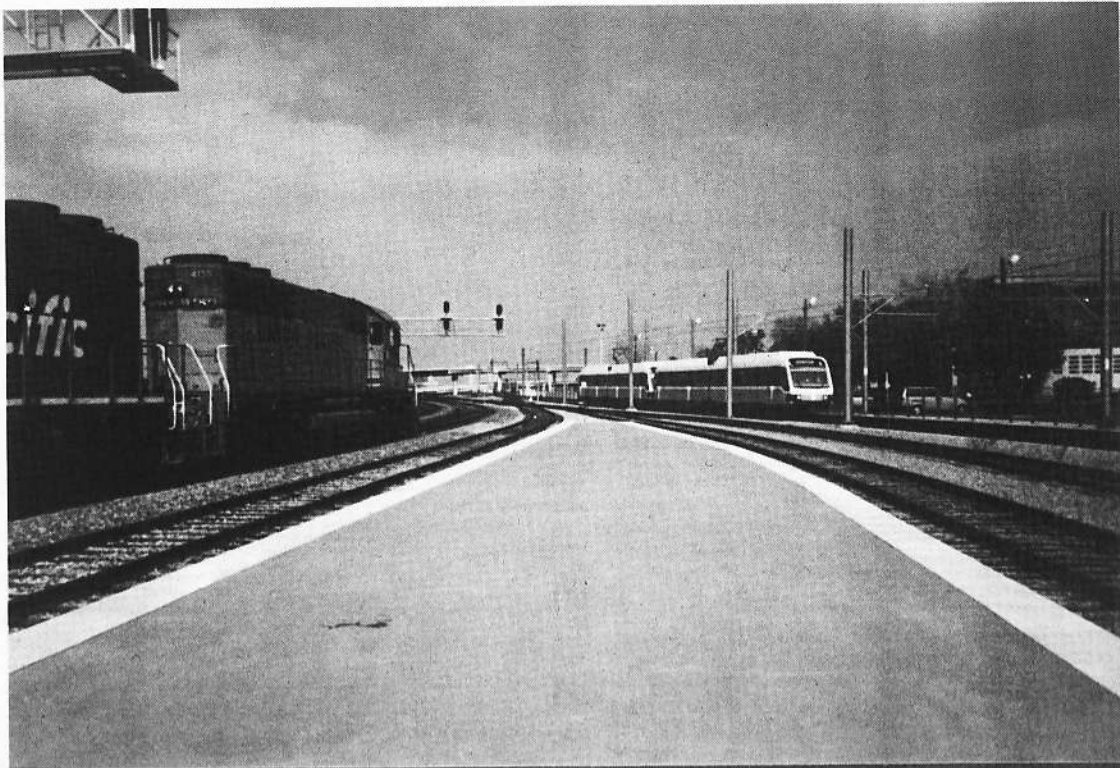
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TOP - A Dallas Area Rapid Transit train is seen arriving at Dallas Union Station from the west and north while a Union Pacific freight heads to the west toward Fort Worth. (*Ken Ziegenbein photo February 8, 1998*). **BOTTOM** - BNSF engines at a ribbon-cutting ceremony January 16, 1998 at the Port of Little Rock, beginning BNSF service to the area (in competition with Union Pacific), along with the Little Rock Port Railroad. Arkansas Governor Mike Huckabee (R) attended. BNSF now offers 6-day a week service out of Little Rock and can also connect to the Little Rock & Western. (*John Jones photo*)