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The Scrambler

Volume 11, Number 7

March 1998

Arkansas-Boston Mountains Chapter- National Railway Historical Society

FEBRUARY 19, 1998

MINUTES OF MEETING

The Chapter met at the Shiloh Museum's newly refurbished "Old General Store." The meeting was called to order and President George Alison welcomed the members at 7:00PM. There were no guests present.

The minutes of last month's meeting, published in the "Scrambler", were approved as published.

In the report from officers, National Director / Membership Chairman Bob Oswald introduced an application for membership from Gary E. Wilkerson of Bella Vista. A motion was made to accept Mr. Wilkerson into the Chapter; the motion was seconded and passed by acclamation.

Treasurer Bill Ussery gave the treasurer's report and a copy is on file with the secretary's records.

Vice President Bill Merrifield reported on programs for March and April. He still needs programs for the remainder of the year.

Scrambler Editor Tom Duggan reported on the need for articles for the scrambler. He is looking for articles of local interest, as well as AMTRAK updates.

Several members voiced their plans to ride AMTRAK trains this summer.

Report from committees, audit committee, has not completed its audit of the Treasure's records.

Under new Business, the Frisco Railroad Museum in Springfield needs donations for state flags from the states that the Frisco ran through. A motion was made, seconded and passed to donate \$50 to the museum for the purchase of an Arkansas State flag. If an Arkansas flag has been purchased, the money may be used to purchase a flag from another state.

There was a report on an A&M Railroad rail fan trip, and other trips. It was also reported that Mr. Tony Hannold, President of the A & M Railroad is retiring May 1st, and moving to the Eastern Shore of Virginia. Mr. Hannold was a founding and long time member of this chapter.

Ray Toler reported on the spring meeting of the Tired Iron of the Ozarks club. The meeting will be Sat Apr 18 and Sun Apr 19. Ray also reported that the club has acquired a large stationary engine. It will be interesting to see this engine on operation.

This was the end of business meeting. Ray & Juanita furnished coffee & cookies for this month's meeting. Bill Merrifield presented an interesting and informative program on Union Pacific steam engines.

Ron Allen,
Secretary

University of Arkansas
Libraries, Fayetteville
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The Scrambler

n.e.c. (not elsewhere classified)

The Bank of Fayetteville has decided to remain an independent bank following the withdrawal of an offer of purchase by Deposit Guaranty Corp. of Meridian, MS. The offer was withdrawn as Deposit Guaranty itself is in the process of being acquired by First American Corp., a Tennessee-based bankholding corporation. For railfans this means the Bank of Fayetteville's Pullman car and caboose will remain fixtures on Dickson Street in Fayetteville. (*Morning News of NWA*)

The great number of railroad mergers has resulted in many firms losing access to more than one carrier. Many large shippers such as utilities have found themselves with significant increases in freight charges. At the same time reliable delivery has worsened. To overcome this problem a number of firms are building their own railroads of up to ten miles so as to link up with a second rail carrier. The original carriers in many instances are making life difficult for firms with new alternative carriers. Lawsuits and refusals to cooperate are commonplace when firms construct their own links to a second carrier. BNSF and UP aggressively have used all sorts of devices to protect their monopoly situations.

(*Wall Street Journal* via Tom Scott)

The UPRR was fined a lighter than anticipated \$131,000 for a fundamental breakdown in safety relating to improper train maintenance and excessive work hours. The Federal Railroad Administration (FRA) had considered a fine of up to \$5 million but concluded it was better to cooperate in solving the UP's woes rather taking an adversarial stance. The FRA also found that UP's safety problems were linked to the 30,000 mile line's massive service problems. The FRA also expressed pessimism about a prompt resolution of the chaotic conditions prevailing in the Houston area. The FRA also extended to August 2 the emergency service order scheduled to end on March 15. The extension order permits competing lines, principally Texas-Mexican, to continue to share in Houston area freight business (*Wall Street Journal*)

Observations of the President

It was wonderful to hold our February meeting back at the old General Store. The museum has done a wonderful job of renovating the store to its original appearance. A bonus was the new chairs that make sitting through our meetings a little easier. Our Chapter certainly appreciates the museum's efforts to accommodate our monthly meetings both past and present.

I would like to welcome our newest member Gary Wilkinson, whose application was accepted by the Chapter at our meeting.

It was good to see Bob Oswald back and see him doing better. He bumped his program to April.

Tom has our March program on the History of Railway Post Offices in Northwest Arkansas, 1881-1968. It should be a good one as I know he has done a lot of research on it.

Bill (it's not my fault) Merrifield showed up in time to present a video on UP steam that was most interesting. It covered most of the different types of steam engines they used through the years.

Tom D. is always looking for articles, so send them his way.

Be sure to make your reservations for the special A & M excursion if you haven't.

Hope to see you at the March 19 meeting.

Your President

George Alison

(Editor's note: As of Friday March 5, 1998 the special had sold more than 140 seats. To ensure comfort only 60 seats are being sold per 68-seat car. The deadline for ticket purchase is March 20. I was told that it is probable the A & M combine will be used on the trip)

AMTRAK

AMTRAK has approved the expenditure of \$9 million to upgrade the track between Los Angeles and Las Vegas. The objective is to work with casinos to bring gamblers from the clogged expressways of the Los Angeles area. (*Friends of AMTRAK*)

(Editor's note: AMTRAK once operated trains from Richmond, Pittsburgh and Springfield to Atlantic City, New Jersey. Only a short time after upgrading the line to Atlantic City, including a new station, the AMTRAK service was discontinued due to inadequate ridership. Only one of the casinos in Atlantic City had a special (subsidized) ticket deal with AMTRAK. Many buses charged \$25 roundtrip from Connecticut and threw in \$10-\$15 of gambling chits. Let's hope that AMTRAK has learned from the lesson of Atlantic City. It's still possible to take the train to Atlantic City by using New Jersey Transit.)

Joseph Vranich, author of "Derailed: What Went Wrong and What to Do about America's Passenger Trains", has been appointed by Senate Majority Leader Trent Lott to the AMTRAK Reform Council to evaluate the carrier's financial position and future existence. Vranich's book recommends the liquidation of AMTRAK so one can assume that Vranich's view of AMTRAK is not positive (*Friends of AMTRAK*)

Many thanks to Chapter member Bob Stark for having the Editor placed on the Friends of AMTRAK E-mail distribution list.

Job Specifications for Bidders

Chapter Member Ray Toler and retired Arkansas Power & Light Company electrical engineer submitted the following for our amusement. I assume that Ray used this document at work. (Just kidding, Ray)

- 1.1 The work we want did is clearly showed on the attached plans and specification. Our engineer, whose had plenty of college, spent one hell of a lot of time when he drew up these here plans and wrote this here specification. But nobody can think of everything.

Once your bid is in -- that's it brother. From then on anything wanted by our engineer, or any of his friends, or anybody else (except the bidder) shall be considered as showed, specified, or implied and shall be provided by the bidder without no expense to nobody, but himself (meaning the bidder).
- 1.2 If the work is did without no extra expense to the bidder then the work will be redone until the extra expense is satisfactory to the engineer.
- 1.3 Our engineer's plans is right as drawn. If sumthin is drawn wrong, it shall be discovered by the bidder, corrected, and did right with no extra expense to us. It won't cut no ice with us or our engineer if you point out any mistakes our engineer had drawn or written. If you do, it will be one hell of a long time before you do any more work for us or him (meaning the engineer).
- 1.4 The bidder is not supposed to make fun of our engineer, his plans, or the kind of work we're having did. If he do, it's just too bad for him (meaning the bidder).
- 1.5 Any bidder walking around with a smile on his face after submitting a bid is gona have his bid review real thorough and probably won't get the job no how.
- 1.6 If the bidder don't find all our engineer's mistakes before he bids the job, or if the bidder ain't got enough sense to know that our engineers gona think up a bunch of new stuff that's gona to have to be did before the job is completed, then it's just too bad for him (meaning the bidder).
- 1.7 The bidder gotta use all good stuff on his job -- don't use none of that crap from Japan (unless it's got an American label on it).
- 1.8 If anything ain't been covered herein specifically, then the bidder better know that the way we wanted it was implied specifically.

The Arkansas & Missouri Railroad Company

Safety Compliance Agreement

Effective September 4, 1997 the A & M entered into a nine page Safety Compliance Agreement ('Agreement') with the Federal Railroad Administration ("FRA"). The Agreement was based on a safety audit conducted by the FRA from July 14-17, 1997 that the FRA felt revealed widespread non-compliance with Federal safety statutes and regulations. The non-compliance created a significant risk to the safety of the public and railroad employees according to the FRA. The Agreement was implemented "to foster a corporate culture in which safety is paramount and Railroad employees are encouraged to take action to advance the safety of operations without fear of retaliation, harassment, or intimidation". The railroad did not concur with the FRA conclusions but did enter into the Agreement.

Track

Within 60 days of September 4, 1997 the railroad was to submit a detailed plan for 1997 and 1998 track maintenance

Mainline track is to be inspected twice a week while the excursion train runs and once a week when the excursion train is out of service. All yard tracks will be inspected monthly.

Walking or mechanical inspections will be made of all curves of four degrees or more to ensure gage compliance specified by Federal regulations. Out of gage conditions are to be corrected promptly.

Walking inspections of all turnouts will be made monthly.

The railroad is to enter into programs to remove vegetation that blocks signs and signals within 30 days, treat vegetation at crossings within 45 days, and within 90 days initiate a program that will within nine months that will clear vegetation on or adjacent to the main and auxiliary tracks.

A joint tightening program on all 90- pound rail will be effected.

Motive Power and Equipment

Employees performing inspections of locomotives and equipment must be trained to perform inspections that comply with applicable Federal safety standards for locomotives, safety appliances, power brakes and drawbars, freight cars and hazardous materials. The program to train employees was to be completed within 60 days of the Agreement. Written records relating to employee safety training certification are to be maintained.

Locomotives not in compliance with Federal safety regulations are not to be placed in service. A directive implementing this requirement will be issued by September 9, 1997. Cars received in interchange must be inspected by qualified A & M employees before they depart the interchanging railroad.

Railroad Workplace Protection

All roadway employees and contractors were to receive a copy of the A & M's workplace protection program within 48 hours of the Agreement signing. The program is intended to ensure that each employee, supervisor or contractor understands his rights and obligations in respect of safety. Roadway workers have the right to refuse to foul any track until the roadway worker's concerns are addressed. Roadway workers must be certified within 60 days as to the applicable categories of roadway workers. The railroad is to provide and maintain fall protection for bridge workers.

Signal and Train Control

The railroad is to implement a program of identifying and replacing defective insulated joints at highway-rail grade crossings.

Hours of Service

The railroad agrees to maintain complete hours of duty records and dispatcher's records of train movements.

Operational Tests and Inspections

By September 14, 1997 the railroad was required to provide FRA with a revised program of operational tests and programs (during late evening and early morning as well as daytime). The testing is to include dispatchers, train personnel (including passenger train crews) and speed monitoring through event recorders.

Other

The eight page Agreement also includes provisions relating to drug and alcohol testing, operating rules changes, incident and accident reporting. Each current and future employee hired during the scheduled nine months of this Agreement is to receive a copy of the first 28 sections of the Agreement.

(Editor's comment: The Agreement is written in moderately dense regulatory prose and reminded me of working on complex commercial loan agreements. I wonder if the average employee would be able to understand the FRA Agreement as it definitely is not written for a high school graduate. The regulatory emphasis is clearly on improving unsafe working and operating practices as seen by the FRA. The event that probably triggered the FRA audit was the passenger train derailment in June 1997. This event took place at about the same time as well-publicized safety problems on the BNSF and UP. The FRA stepped up safety enforcement throughout the entire railroad industry. The reader can decide whether the A & M was the victim of an unfortunately timed accident or was a workplace place of ongoing non-compliance with FRA regulations.)

New A & M Yard in Rogers ?

The Stone Container manufacturing plant has become a popular place for A & M equipment. It has two sidings. On February 27 the editor noticed carbon dioxide tank cars, a BNFE reefer and several boxcars spotted on both sidings in addition to the normal boxcars for Stone. The sidings are intersected by a road and the cars were located on both sides with the result that visibility was severely limited for vehicles.

Train 1, Car 0

Pine Street in Rogers was the site of a early February accident involving the 17 year- old driver of a 1966 pickup and an A & M train. The driver said his vision was blocked by a stationary railroad car. When he youth pulled out he was struck by a northbound train. The impact was minor and no injuries were recorded. (*Morning News of Northwest Arkansas*)

Manitou

The Springdale Fire Department decided not to accept the A & M's offer of \$100 to complete the burning of the *Manitou*. The new Fire Chief felt that the proposed burning lacked adequate training value. (*From Chapter Secretary Ron Allen, a Captain in the Fire Department*)

Corrections & Miscellany

Tony Hannold, President of the A & M, plans to retire in "early May". He will live in Mathews, VA on the Middle Peninsula about an hour east of Williamsburgh. The *Traveler* business car will be going to the Livonia, Avon & Lakeville RR near Rochester, NY. Mr. Hannold also noted that the UP problems have little affected the A & M. When the problems first began the UP managed to lose two loaded incoming A & M carbon dioxide tank cars at North Little Rock. It took the UP more than 30 days to find the cars by which time the contents had leaked out in entirety. The UP paid the A & M claim promptly. (*Editor*)

A Message from Bob Oswald

February 20, 1998

To: Members of ABMT

We almost always have good programs at our meetings. Last night's video of Union Pacific Steam is a case in point. It was professionally produced with a good narration.

But I must be getting old. At least my auditory perception is suffering. I had a great deal of difficulty understanding the narrator because of all the chitter-chatter in the audience.

Please! Please! Relax and enjoy the program quietly. If you want to question or comment, please save it until the program is over.

Many thanks.

(Editor's comment: Bob's plea for civility among friends is on the mark. Let's abide by his request)

Jim Crow Laws on Arkansas Railroads and Street Railways-Part 1

By Tom Duggan

An article in the *National Railway Bulletin*, Volume 62, No. 4, dealt with railroad passenger cars used to comply with racial segregation or so-called Jim Crow laws in states that enforced racial segregation. This article discusses the background of the Jim Crow laws as they applied to Arkansas railroads and street railways.

Mississippi passed legislation in March 1888 that required separate cars and waiting rooms for the races. The legislation was vigorously opposed by the Louisville, New Orleans and Texas Railway, a narrow gauge line that later became part of the Illinois Central Railroad. The dispute finally ended up in the United States Supreme Court. In March 1890 the court held that the individual states could compel railroads operating within their state to provide separate accommodations. The court also found that the individual state's right to require separate accommodation did not infringe on the federal government's exclusive right to regulate interstate commerce.

The Supreme Court's decision in the Mississippi case did not go without notice in Arkansas. The Democratic State convention of 1890 proposed that Arkansas establish a separate coach law. Four legislators introduced separate coach legislation. The bill selected for final debate was introduced by State Senator John N. Tillman of Fayetteville. Tillman, who would later become President of the University of Arkansas and a United States Representative, was lukewarm about introducing the new legislation. Northwest Arkansas had a tradition of egalitarianism. The selection of Tillman as the bill's sponsor was intended to counter possible opposition from citizens and politicians residing in Northwest Arkansas. A small black population lived in the area served by the Frisco's main line as it passed through Northwest Arkansas from Monett, Missouri to Paris, Texas.

Tillman's bill, "An Act to Promote the Comfort of Passengers on Passenger Trains and for Other Purposes" passed the House of Representatives (72 to 12) and Senate (26 to 2) in February 1891. The 1891 legislature had at least 12 black legislators, including one Senator. In the final vote at least one black legislator voted for the separate coach bill. (There is some uncertainty as to the racial background of several members of the 1891 legislature). The law became effective six months from passage to permit the railroads to make the necessary changes. The initial cost to the railroads was estimated to be about \$63,500 or the equivalent of nearly \$1,000,000 in 1997.

The separate coach law contained the following provisions:

Each railroad operating passenger trains in Arkansas was required to provide not less than one passenger car per train for each race;

Every railroad depot in Arkansas had to provide separate waiting rooms for each race;

Freight trains carrying passengers were exempt from the separate coach law as were railroad employees in the performance of their duties;

Railroad officers and employees were given the power to assign riders to their respective car or waiting room.

Individuals refusing to comply with the orders of railroad officers or employees were subject to expulsion from a passenger car or waiting room without any legal recourse against the railroad.

Fines for non-compliance with the new law were severe. Passengers entering an area or car reserved for the other race were subject to a fine of not less than \$10 nor more than \$20. Railroad employees were subject to a \$25 fine for each passenger assigned to a car or waiting room reserved for the other race. Railroads that failed to comply with the new law were subject to a fine of \$500 for each passenger train run. Employees on such runs were also subject to fines of \$25 to \$50 per offense. The fines for non-compliance were heavy by 1891 standards and placed a draconian burden on both individual employees and railroads. In terms of 1997 dollars a fine of \$25 in 1891 is equivalent to more than \$375.

The act also let railroads under 25 miles in length operate single passenger cars available to both races provided the car was divided by a wooden partition. "Persons in whom there is a visible and distinct admixture of African blood" were deemed to be African for purposes of the act. This definition allowed Chinese, Native Americans and other non-African ethnic groups to be whites for purposes of the act. Riders of both races could ride in a non-partitioned car together only when the train suffered an accident. However the railroad had to add additional separate cars at the first point they were available. One actively debated proposal that failed to pass would have allowed black nurses to travel in white coaches with their employers. The black nurse proposal was seen as special concession to plantation owners in eastern Arkansas. Not surprisingly the black nurse proposal came up again in 1901 and was soundly defeated. Other approved provisions included in the separate coach legislation required railroads to provide drinking water on passenger trains and in depots, and a ban on the use of profanity on trains and at depots by passengers.

The black community vigorously fought passage of the separate coach act. Some blacks proposed the use of first and second class coaches where riders could make a decision based on price. Other reasons advanced against passage of the act included the difficulty in determining race and a fear of discourtesy by conductors towards black females. One black legislator gave a speech in which he sarcastically suggested that roads and sidewalks also be divided with stripes to ensure a racial distinction. One black legislator, H.N. Williams of Lincoln County, proposed that the separate coach law would not apply in the case of any Negroes who visibly possessed any white blood.

White support for the separate coach law was broad. One alleged reason for separate coaches was the lack of black personal hygiene. The Fort Smith Times fulminated as follows:

The people of Arkansas have borne with this negro nuisance on railroads a long time, hoping that the negroes would learn to be decent; and while great many of them do behave themselves, others are intolerable. In this portion of the state [western Arkansas] the people have no conception of the degree of offensiveness borne by respectable people at the hands of drunken, insolent blacks in the black district of this state. A Saturday night train from Pine Bluff to Little Rock is hardly safe, to say nothing of the fact that not one in eighty uses Pear's soap or any other kind.

One black legislator responded to the *Times* tirade by saying that blacks would happily buy Pear's soap but only after they had money to buy bread.

As a practical matter the separate coach legislation was a particular handicap for the modest but growing black middle class in Little Rock. It should also not be forgotten that the majority of Arkansans in 1891, white or black, lived on the edge of poverty. For most Arkansans a train ride was something far beyond their financial resources. The separate coach legislation represented another step on the road to a total loss of civil rights. Their fears were well founded. Succeeding legislatures enacted laws that over time led to a loss of virtually all civil rights for blacks.

Senator Tillman had an early opportunity to see the separate coach law in operation. On August 21, 1891, the day the separate coach law came into force, Senator Tillman and a large crowd boarded the morning southbound Frisco train at Fayetteville bound for a church meeting at Greenland, some five miles to the south. Some 117 whites were jammed into a coach and a smoker. Two blacks lounged in their virtually empty coach. Several of the Tillman party voiced negative comments relating to the inconvenience caused by the separate coach law.

One is struck by the fact that little visible comment was voiced by the railroads over the substantial expense and inconvenience caused by the separate coach law of 1891. Perhaps railroad management saw the separate coach legislation as something inevitable within Arkansas. Clearly the railroads had tremendous political power in Arkansas and in theory could have stopped the legislation by the application of additional bribes to legislators

End of Part 1

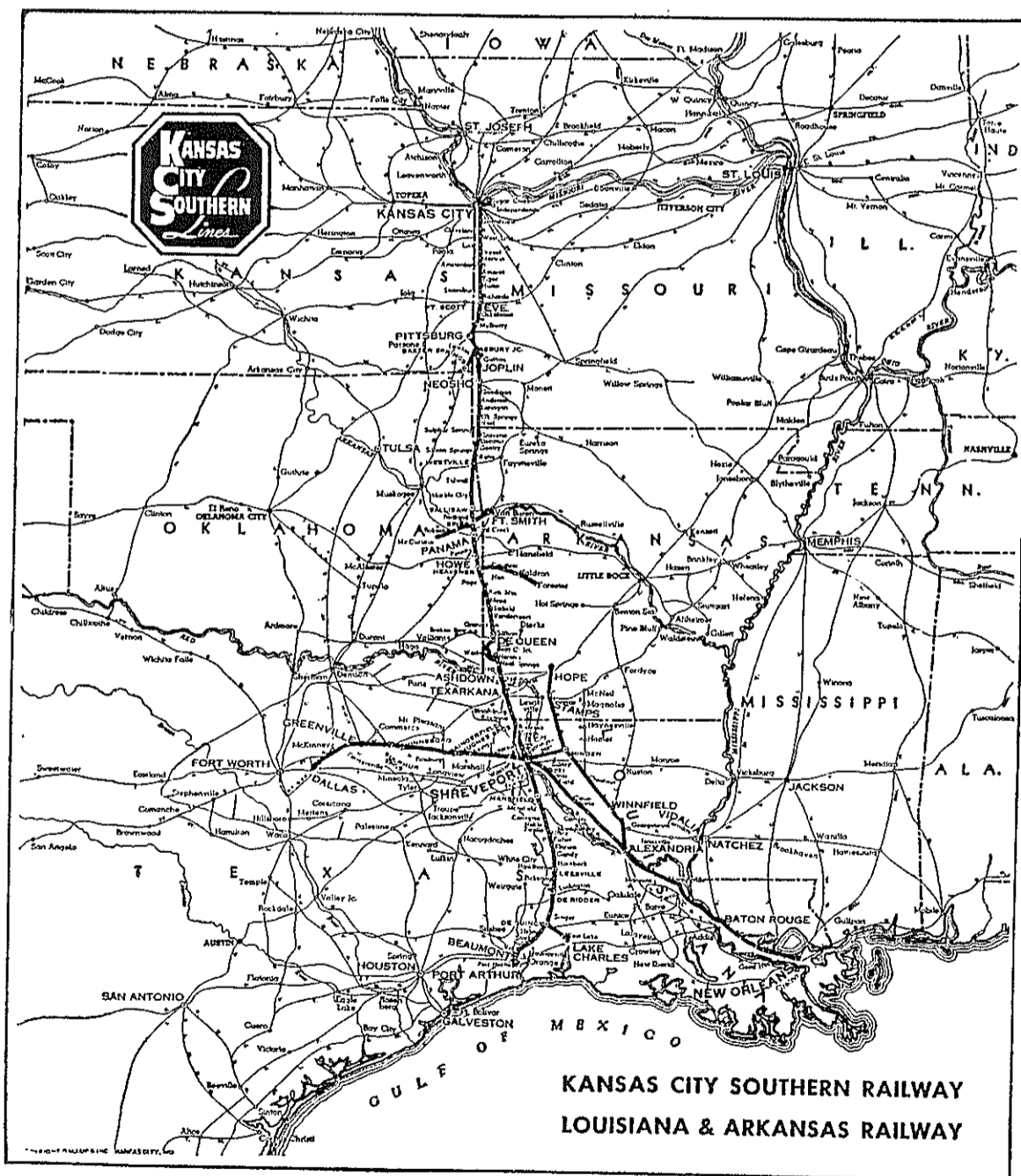
Narrow Margin Video Review

Narrow Margin is a 99 minute 1990 production starring Gene Hackman and Anne Archer. The plot revolves around the efforts of Gene Hackman, a Los Angeles Deputy District Attorney, to protect a woman who accidentally saw the murder of a mob-connected attorney by the leader of an organized crime group. The witness, played by Anne Archer, escapes to a remote part of British Columbia. Hackman tracks her down and, after a dramatic helicopter murder attempt by hired killers, the pair flees to the Lac des Arcs depot. They board the daily train to Vancouver for a twenty-hour journey of suspense as they pass areas of wild beauty. Unfortunately several killers are on the train (there is an informant within the District Attorney's office) and it takes quite some time for the killers to find the witness.

The film also features steam-heated VIA RAIL Budd-built passenger equipment from the 1950s. The Budd built consist, pulled by a BC Rail locomotive, includes a diner, dome, coaches and sleepers. *Narrow Margin's* suspense builds as the cat and mouse game is played out. The climax is a series of three fights to the death on the roofs of the cars as the train twists and turns through high canyons. The fights are engrossing and one wonders how the stunt players were able to climb from vestibule to roof. There are also some beautiful night images as the train stops at remote depots. The film evokes the golden era of postwar passenger rail service. The only thing missing is an ABBA lashup of F units on the front end.

This video is recommended as it contains a well acted suspense story set in the interesting environment of a vintage passenger train traversing the beautiful scenery of British Columbia.

Note: Your submission of a railroad video review is most welcome. Please let us share your railroad video review with other *Scrambler* readers. (Editor)



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Collection of Bob Oswald

KANSAS CITY SOUTHERN LINES

THROUGH SERVICE AND EQUIPMENT KANSAS CITY—SHREVEPORT—NEW ORLEANS

Tables 1 and 2 *Southern Belle* Trains 1 and 2

Streamlined—Air Conditioned—Diesel Powered.
Chair Cars between Kansas City-New Orleans.
Diner between Kansas City-New Orleans.
Tavern-Lounge—Observation between Kansas City-New Orleans. (Bar service in Missouri and Louisiana.)
Sleepers between Kansas City-New Orleans—14 Roomette, 4 double bedrooms.
Kansas City-Port Arthur—14 Roomette, 4 double bedrooms.

Tables 1 and 2 Trains 9 and 10

Streamlined—Air Conditioned—Diesel Powered.
Chair Cars between Kansas City-New Orleans.
Diner-Lounge between Kansas City-New Orleans. (Bar service in Mo. & La.)
Sleepers between Kansas City-New Orleans—10 Section, 3 double bedrooms.
Shreveport-New Orleans—14 Roomette, 4 double bedrooms.
(May be occupied at 9:30 p. m. and until 8:00 a. m.)

SHREVEPORT—PORT ARTHUR
Tables 1 and 3 *Southern Belle* Trains 101-102

Streamlined—Air Conditioned—Diesel Powered.
Chair Cars between Shreveport-Port Arthur.
CAFE-COACH-LOUNGE between Shreveport-Port Arthur.
Sleeper between Kansas City-Port Arthur—14 Roomette, 4 double bedrooms.

KANSAS CITY—SHREVEPORT
Table 1 *St. Louis Express* Trains 15 and 16

Air Conditioned—Diesel Powered.
Chair Cars between Kansas City-Shreveport.
Sleepers between Shreveport to St. Louis—14 Roomette, 4 double bedrooms. (Train 15 to Texarkana, Mo. Pac. Train 32 to St. Louis, Southbound via Hope, see Table 4.)

HOPE—MINDEN—SHREVEPORT—PORT ARTHUR
Tables 3 and 4 *The Shreveporter* Trains 3 and 4

Air Conditioned—Diesel Powered.
Chair Cars between Hope-Port Arthur.
CAFE-COACH-LOUNGE between Hope-Port Arthur.
Sleeper from St. Louis to Shreveport—14 Roomette, 4 double bedrooms. (Mo. Pac. Train 31 to Hope, L. & A. Train 3 to Shreveport, Northbound via Texarkana, see Tables 1 and 4.)

SHREVEPORT—LITTLE ROCK—ST. LOUIS
Read Down Through Sleeper Service Read Up

Read Down		Read Up	
Tr. No.	Time	Tr. No.	Time
*9 30	Lv Kansas City, Mo.	No. 16	
12 20	Ar Shreveport, La.		7 45
			5 10

Table No. 1
KANSAS CITY—SHREVEPORT

Train No.	Read Down	Miles From K. C.	Station	Miles From Sport	Train No.	Read Up
4 00	Lv Kansas City, Mo.	0	Lv Kansas City, Mo.	560.0	7 45	Ar Shreveport, La.
9 30	Lv Kansas City, Mo.	22.5	Grandview, Mo.	537.5	7 45	Ar Shreveport, La.
		47.2	Cleveland, Mo.	522.3		
		52.3	Lilla, Mo.	517.0		
		57.6	Drexel, Mo.	507.8		
		61.5	Merwin, Mo.	498.6	6 30	Ar Shreveport, La.
		65.1	Amsterdam, Mo.	490.3		
		68.8	Amoret, Mo.	482.0		
		72.8	Huma, Mo.	473.8		
		76.8	Richardson, Mo.	465.6		
		80.8	Mulberry, Kan.-Mo.	457.4		
		84.8	Pittsburg, Kan.	449.2		
		88.8	Joplin, Mo.	441.0	4 55	Ar Shreveport, La.
		92.8	Neosho, Mo.	432.8	4 30	Ar Shreveport, La.
		96.8	McIntosh (Camp Crocker), Mo.	424.6	3 55	Ar Shreveport, La.
		100.8	Goodman, Mo.	416.4	3 30	Ar Shreveport, La.
		104.8	Anderson, Mo.	408.2	3 05	Ar Shreveport, La.
		108.8	Lanagan, Mo.	400.0		
		112.8	Harlem, Mo.	391.8	2 30	Ar Shreveport, La.
		116.8	Sulphur Springs, Ark.	383.6	2 05	Ar Shreveport, La.
		120.8	Groveland, Ark.	375.4		
		124.8	Decatur, Ark.	367.2		
		128.8	Gentry, Ark.	359.0		
		132.8	Siloam Springs, Ark.	350.8	2 32	Ar Shreveport, La.
		136.8	Walts, Okla.	342.6	2 07	Ar Shreveport, La.
		140.8	Verde, Okla.	334.4	1 50	Ar Shreveport, La.
		144.8	Stilwell, Okla.	326.2	1 25	Ar Shreveport, La.
		148.8	Bunch, Okla.	318.0	1 01	Ar Shreveport, La.
		152.8	Marble City, Okla.	309.8		
		156.8	Ar Sallisaw, Okla.	301.6	1 15	Ar Shreveport, La.
		160.8			4 32	Ar Shreveport, La.

Note: Trains 1-2 and 9-10 operate through to and from New Orleans direct connection from Train 1 and 2 at Shreveport to and from Port Arthur (Trains 101 & 102). Trains 15-16 operate between Kansas City and Shreveport, Trains 3-4 operate between Hope and Port Arthur via Shreveport. See Tables 3 and 4.

Table No. 2
SHREVEPORT—NEW ORLEANS

Train No.	Read Down	Miles From Sport	Station	Miles From N. O.	Train No.	Read Up
3 15	Lv Shreveport, La., U. S.	0	Lv Shreveport, La., U. S.	312.7	6 25	Ar New Orleans, La.
4 14		44.9	Coushatta, La.	267.8	9 30	Ar New Orleans, La.
4 34		62.1	Comptche, La.	250.5	19 10	Ar New Orleans, La.
4 42		69.1	Clarence, La.	243.0	19 11	Ar New Orleans, La.
4 57		81.8	Montgomery, La.	230.0	18 56	Ar New Orleans, La.
5 13		97.8	Colfax, La.	214.9	8 40	Ar New Orleans, La.
		120.8	Minden, La.	206.0	5 27	Ar New Orleans, La.
		11 02	Castor, La.	201.0	14 46	Ar New Orleans, La.
		1 56	Winnfield, La.	206.4	3 47	Ar New Orleans, La.

Table No. 3
SHREVEPORT—PORT ARTHUR

Train No.	Read Down	Miles From Sport	Station	Miles From Port A.	Train No.	Read Up
3 30	Lv Shreveport, La., U. S.	0	Lv Shreveport, La., U. S.	228.3	4 40	Ar Port Arthur, La.
		8.6	Forbing, La.	219.9	14 25	Ar Port Arthur, La.
		19.0	Frison, La.	209.5	14 03	Ar Port Arthur, La.
		29.9	Kingston, La.	200.5	13 58	Ar Port Arthur, La.
		34.0	Mansfield, La.	194.5	3 45	Ar Port Arthur, La.
		46.9	Benson, La.	181.6	13 27	Ar Port Arthur, La.
		52.8	Converse, La.	175.7	13 20	Ar Port Arthur, La.
		59.3	Noble, La.	169.3	13 13	Ar Port Arthur, La.
		64.2	Zwolle, La.	164.3	3 08	Ar Port Arthur, La.
		70.0	Maevy, La.	158.5	2 51	Ar Port Arthur, La.
		81.7	Fisher, La.	148.8	12 41	Ar Port Arthur, La.
		85.1	Florien, La.	143.1	12 33	Ar Port Arthur, La.
		94.8	Hornbeck, La.	137.7	12 20	Ar Port Arthur, La.
		101.2	Anacoco, La.	132.3	12 10	Ar Port Arthur, La.
		111.7	Leesville, La.	127.4	1 55	Ar Port Arthur, La.
		136.3	Rose Pine, La. <i>Camp Polk, See Note 2</i>	102.3	11 30	Ar Port Arthur, La.
		147.2	DeRidder, La.	96.9	1 24	Ar Port Arthur, La.
		157.7	Singer, La.	81.3	11 03	Ar Port Arthur, La.
		161.6	DeQuincy, La.	66.9	12 45	Ar Port Arthur, La.
		183.9	Ar Lake Charles, La.	89.2	11 15	Ar Port Arthur, La.
		161.6	Lv DeQuincy, La.	66.9	12 45	Ar Port Arthur, La.
		177.7	Starks, La.	50.8	12 23	Ar Port Arthur, La.
		183.0	Ruliff, Tex.	45.5	12 15	Ar Port Arthur, La.
		192.6	Mauriceville, Tex.	35.9	12 03	Ar Port Arthur, La.
		208.9	Beaumont, Tex.	19.6	11 35	Ar Port Arthur, La.
		218.5	Nederland, Tex.	10.0	11 06	Ar Port Arthur, La.
		228.5	Ar Port Arthur, Tex.	0	10 50	Ar Port Arthur, La.

Note—Trains 3-4 operate through between Port Arthur and Hope—See Table 4.

Table No. 4
HOPE—SHREVEPORT

Train No.	Read Down	Miles From Hope	Station	Miles From Sport	Train No.	Read Up
4 30	Lv Hope, Ark.	0	Lv Hope, Ark.	108.2	8 20	Ar Shreveport, La.
4 47		11.4	Palmas, Ark.	96.8	17 50	Ar Shreveport, La.
5 04		22.1	Stamps, Ark.	85.1	17 27	Ar Shreveport, La.
5 13		29.3	McKame, Ark.	73.9	17 21	Ar Shreveport, La.
5 19		33.6	Experiment, Ark.	66.8	17 21	Ar Shreveport, La.
5 29		41.4	Taylor, Ark.	58.2	7 12	Ar Shreveport, La.
5 40		48.0	Spring Hill, La.	50.2	7 04	Ar Shreveport, La.
5 52		55.7	Sarepta, La.	42.5	6 42	Ar Shreveport, La.
6 02		61.2	Colton Valley, La.	34.5	6 22	Ar Shreveport, La.
6 34		78.5	Minden, La.	26.0	6 12	Ar Shreveport, La.
6 56		92.5	Princeton, La.	15.6	15 46	Ar Shreveport, La.
7 30	Lv Shreveport, La., U. S.	0	Lv Shreveport, La., U. S.	0	5 20	Ar Hope, Ark.

January 1, 1953

Trains 15-16, The Flying Crow, will be annulled on May 10-11, 1968. And trains 1-2, Southern Belle, will be the last passenger service on KCS, ending on November 2, 1969.

RCO



**ARKANSAS-BOSTON MOUNTAINS CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY**

Chapter established November 1987

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Meetings... ARKANSAS-BOSTON MOUNTAINS Chapter No. 158 (ABMT) Third Thursday of each month (except December dinner meeting). Meetings are held at the Shiloh Museum's General Store, 118 West Johnson, Springdale, AR at 7:00 PM. Visitors are welcome at all meetings. Annual dues for 1998 are \$29 for individuals and \$31 for a family. Please call 501-750-8165 for directions to the Shiloh Museum

**Atchison, Topeka & Santa Fe cabooses still traverse BNSF rails
in daily freight service**

From the Great Plains Dispatcher, Wichita Chapter-NRHS



As of December 15, 1997, a large number of Santa Fe-painted cabooses still showed on BNSF rails, with the majority concentrated on the Santa Fe side of the system. The following is a list of AT&SF cabooses shown to be currently active on BNSF. The list shows each car at its assignment as of mid-December last year. All cars are assigned to locals and road switchers.

706 - Brownwood, TX	751 - Albuquerque, NM	775 - Bay City, TX	804 - Pampa, TX
710 - Watson, CA	752 - Stockton, CA	779 - Ft. Worth, TX	805 - Kings Park, CA
712 - Plainview, TX	753 - Soco449, NM	781 - Temple, TX	807 - Newton, KS
714 - Garden City, KS	754 - Lamar, CO	782 - Dodge City, KS	808 - Newton, KS
715 - Emporia, KS	755 - Pearland, TX	783 - Morris, KS	809 - San Diego, CA
716 - Los Angeles, CA	756 - Temple, TX	784 - Joliet, IL	812 - Lafayette, LA
718 - Barstow, CA	759 - Emporia, KS	785 - Richmond, CA	813 - Phoenix, AZ
719 - San Augustine, TX	761 - Lone Star, CA	789 - Memphis, TN	815 - Hereford, TX
720 - Bay City, TX	762 - Hutchinson, KS	790 - Carlsbad, NM	817 - Barstow, CA
722 - Carlsbad, NM	768 - Carlsbad, NM	791 - Pearland, TX	818 - Amarillo, TX
726 - Alvin, TX	769 - Hodgkins, IL	792 - Hodgkins, IL	819 - Lubbock, TX
727 - Winslow, AZ	770 - Hereford, TX	793 - Lubbock, TX	822 - Joliet, IL
730 - Hodgkins, IL	771 - Carlsbad, NM	794 - Albuquerque, NM	823 - Kansas City, KS
750 - West Quincy, MO	772 - Ft. Madison, IA	802 - Pearland, TX	824 - Hesperia, CA

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ARKANSAS-BOSTON MOUNTAINS CHAPTER
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