

ABOUT THE RAILROAD WHOSE PRESIDENT

"We have no intention of going out of the

If you like passenger trains, move over—so does

LOUIS A. MARRE

I IN the course of the inquest on "Who Shot the Passenger Train?" conducted in April 1959 *TRAINS*, Editor David P. Morgan concluded [page 19]:

... The railroads should preserve such [passenger] volume as is left by all reasonable means. But today cost control comes first. Railroading has reached a point where the high cost of doing a passenger business has robbed it of a profit incentive. And without that incentive (i.e., recovery of full costs plus an opportunity to earn 6 per cent or more on the capital involved) the business, regardless of volume, is doomed. As any business would be.

This summation of position contains neatly within itself an example of the type of schizophrenia that has occasionally infected even the most solemnly objective examiners of the passenger problem. "Preserve existing

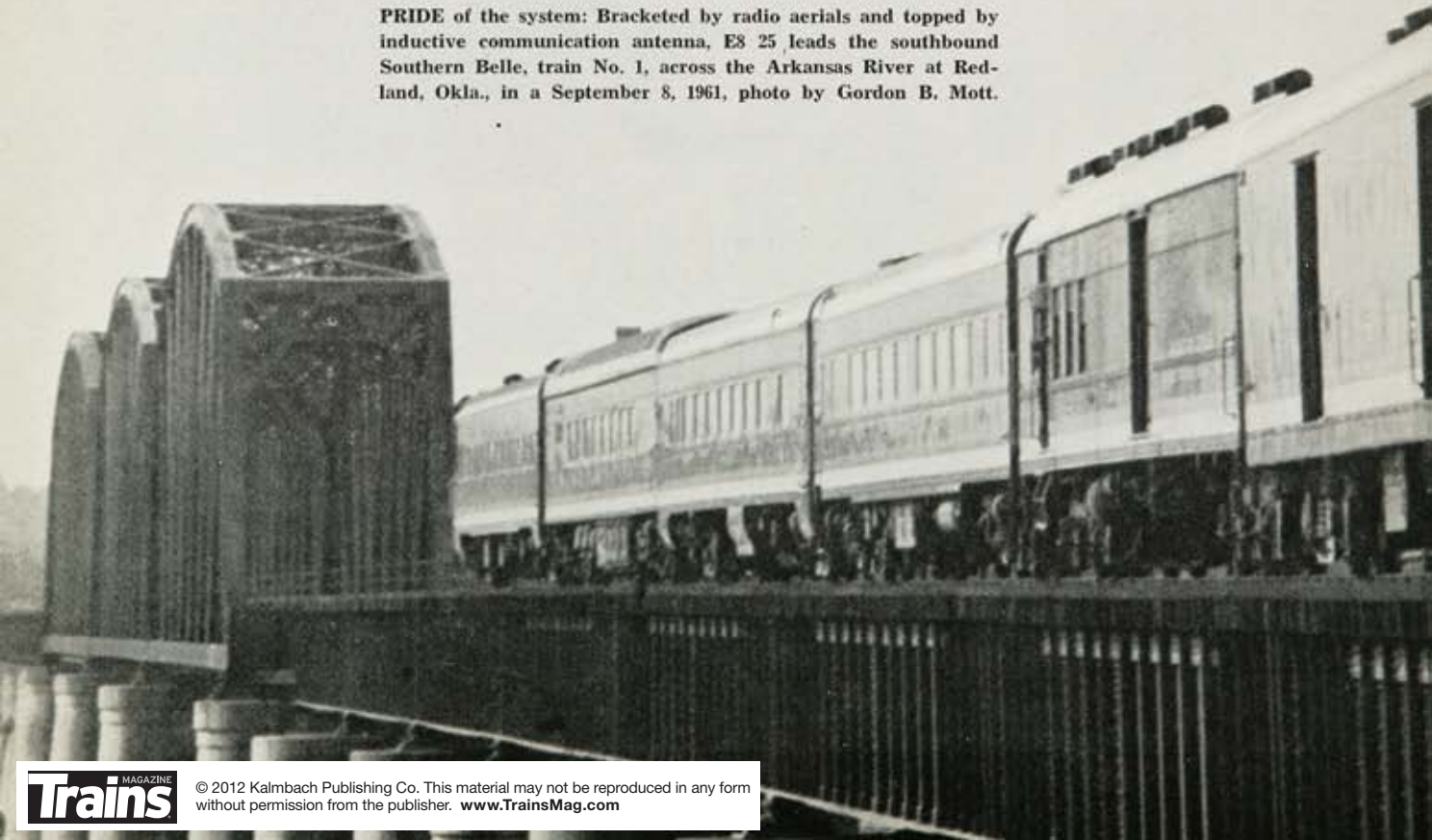
traffic," they say, "which is, of course, unprofitable, impractical, and suicidal for any 6 per cent profit-making industry." Even so resolute and iconoclastic an observer as John G. Kneiling descends from the heights of speculation to the water level of emotion in dealing with Pennsy's fading passenger image [page 5, August 1966 *TRAINS*]. Thus we continue, motivated no doubt by laudable nostalgia, to yearn for what we fear common business sense will ultimately deny us—good passenger service.

Even some railroads seem to reflect this kind of "heart-over-head" philosophy. New Haven ran diners, sleepers, parlors, and club lounges with abandon; Katy dragged lightweight sleepers over rotted ties and broken rails; and New York Central rolled out red carpets in the cavernous glooms of moribund Grand Central for *20th Century Limited* departures. Then came Judgment Day—total abandonment of passenger service was

sought by New Haven, obtained by Katy, and requested, thinly disguised, by Central. Presumably, similar retrenchments are in the works at other strongholds of the Great Tradition in passenger carriage, for ominous signs proliferate. Decidedly unstreamlined "pug boats" (U28C's with steam generators) head up Santa Fe's *Texas Chief*; IC is beginning to cut or combine several trains; no American road ordered a long-haul passenger car for three years. Is there no alternative to "varnish—then vanish"?

Perhaps there is. When the Kansas City Southern jumped onto the streamliner bandwagon with its 1939 *Southern Belle*, it called this service "Streamlined Hospitality." The same slogan is still in use, and Nos. 1 and 2 still grace the timecard. Both the train

PRIDE of the system: Bracketed by radio aeri-als and topped by inductive communication antenna, E8 25 leads the southbound *Southern Belle*, train No. 1, across the Arkansas River at Red-land, Okla., in a September 8, 1961, photo by Gordon B. Mott.



SAYS . . .

passenger business"

Kansas City Southern

and its slogan have deeper significance in this present age of passenger service. "Cost control" has eliminated most of the streamliner-era frills and the hospitality is neither lavish nor luxurious, yet the train by no means reflects the seedy grandeur one has come to expect of redundant "name" trains. Indeed, the whole image of KCS hospitality is so vigorous and proud that even Mr. Kneiling might be mollified.

In a letter reproduced in the public

timetable of the KCS, President W. N. Deramus III notes under the heading "Passenger Business Remains Our Business":

You may have heard it said that railroads want to get out of the

passenger business — an erroneous conclusion probably based upon the discontinuance of some trains no longer used by the public.

Here at Kansas City Southern we feel we have an obligation to provide good and ample passenger service to the people of our area. Yet we have reduced the number of our passenger trains since the peak war years — but only after convincing (and costly) proof that



you, our patrons, no longer considered the service necessary.

We have no intention of going out of the passenger business. Rather, we hope to improve our service so that you and others may have the benefit of the safest, most enjoyable, most economical way to travel.

We earnestly seek your help to this end!

Performance shows that this is not empty rhetoric. The KCS passenger traffic department, although reluctant to disclaim any passenger deficit, is convinced that ICC accounting procedures are not an accurate picture of what really happens when a passenger dollar crosses Kansas City Union Station's ticket counter. And President Deramus's observation about the people of his area is not a generalization but a statement of awareness of the peculiar nature of KCS territory which makes its passenger business viable. The quality of the service for which he seeks help has steadily improved in the past decade. This cannot be said categorically of any other railroad, except perhaps the Reader. Although no survey article can attempt to prove or disprove any theories, academic or otherwise, about passenger costs and profits, this one will attempt to evaluate the quality of KCS service. If we assume that no company deliberately spends money on a lost cause, then the KCS story may be a glimmer of hope.

THE Kansas City Southern Lines (including subsidiary Louisiana & Ar-

kansas) operates 1640 miles of track in Texas, Oklahoma, Louisiana, Missouri, Arkansas, and Kansas. Passenger service consists of two trains each way daily—Nos. 1 and 2, 9 and 10—on the Kansas City-Shreveport-New Orleans line (865 miles) and one each way daily—Nos. 15 and 16—between Shreveport and Port Arthur, Tex. (230 miles). Sleeping-car service is provided on the Kansas City-New Orleans trains and dining-car service on all trains.

Although Nos. 15 and 16 were once advertised as the *Flying Crow*, and the slogan "Straight as the Crow Flies" was superimposed on a map of the system, this hardly represents cold engineering facts. The central section of the road is traversed by means of a series of engineering improbabilities which betray the hasty construction of the highly speculative parent company, Kansas City, Pittsburgh & Gulf. Thus KCS is not likely to appear in *TRAINS'* annual speed survey, nor does it have selling points comparable to those of a "Water Level Route" or a "Grand Canyon Route." The 350-plus miles of virtual desolation between Joplin, Mo., and Texarkana, Ark., which included two helper districts in the days of steam, invites nothing but invidious comparison with similar mileage out of the middle of, say, the Chicago-Cleveland line of the NYC. There are no large towns on line from Joplin to Texarkana.

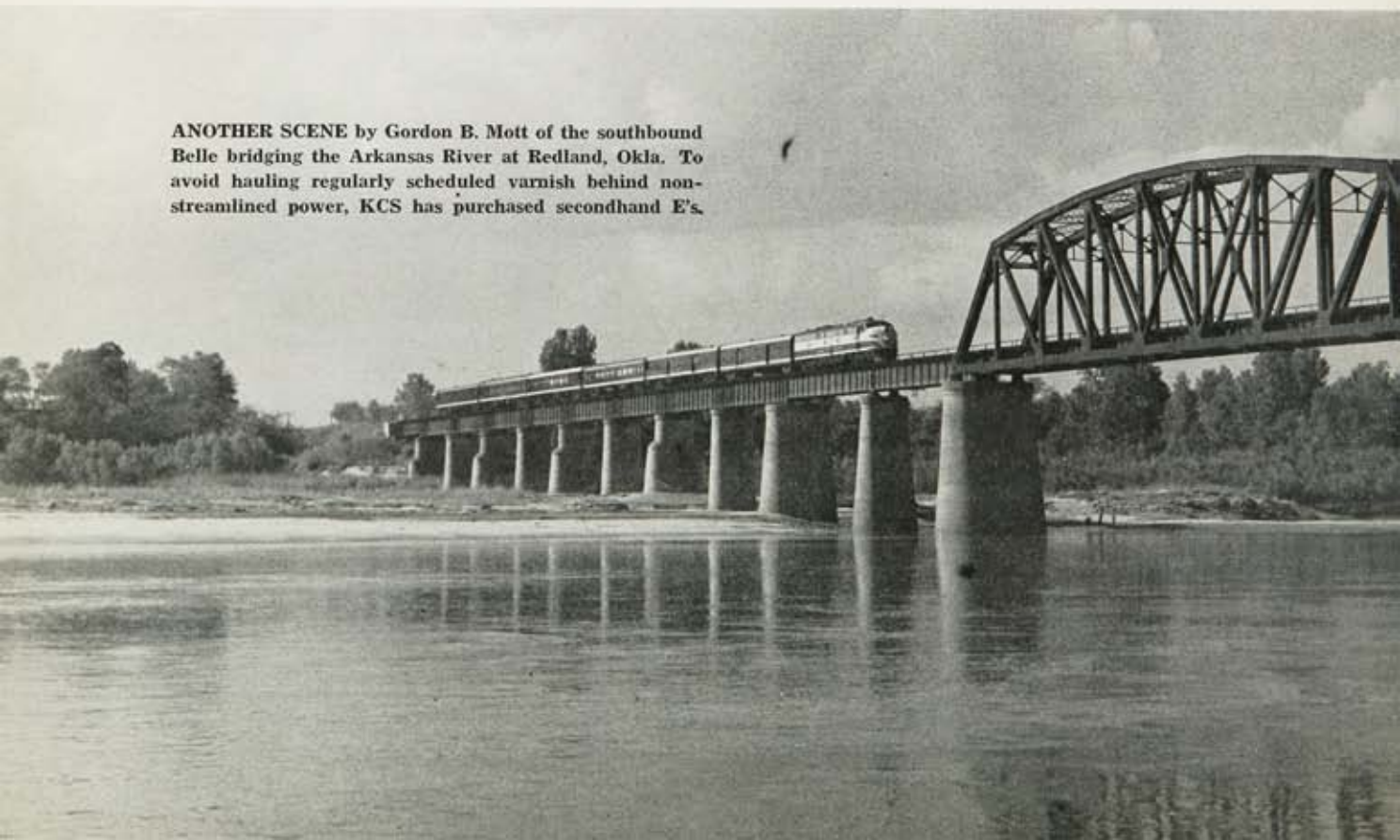
Yet even with this potential revenue desert occupying a disproportionately large percentage of its territory, KCS

passenger service thrives. No parallel Interstate highway system competes for passenger-miles, and no other railroad covets the business either; but this alone is not sufficient to explain the present high state of the art of running passenger trains on the KCS. Other roads have had virtual monopoly and still declined to run.

KCS passenger service owes its present admirable state to decisions and policies made as far back as 1957. In that year the Pullman rates on all trains were adjusted to eliminate first-class fares. Now sleeper patrons pay only coach rate (itself lower than average) plus the standard Pullman Company space charge. This incentive has been little utilized elsewhere in the country—difficult to understand in view of KCS results. The load factor for sleeping cars rose from a 50 per cent occupancy level to 75 per cent, and Pullman deficits were halved almost immediately.

Traffic patterns were analyzed at the same time, and abandonment was sought for two trains: a branch-line operation from Shreveport, La., to Hope, Ark., which hung on until March 3, 1962; and the third mainline train, which was dropped north of Shreveport on January 1, 1958. With remaining service solidified in its present form, an extensive car-rebuilding and purchase program got under way—gradually, so as not to overburden the total debt structure of the operation. By the end of 1966 the entire car fleet, including regularly assigned head-end cars, was either new or

ANOTHER SCENE by Gordon B. Mott of the southbound Belle bridging the Arkansas River at Redland, Okla. To avoid hauling regularly scheduled varnish behind non-streamlined power, KCS has purchased secondhand E's.



completely rebuilt, most of it in the past five years.

The principal aim of this acquisition and rebuilding program was operating economy. All coaches, for example, have had costly window shades eliminated by use of special tinted glass. Coach interiors are completely washable, with vinyl seat covers, tile floors, integral-color Formica walls, and high-intensity fluorescent lighting. Mechanical maintenance has been simplified with such items as air-cooled condensers on refrigeration equipment, disc brakes, and nonretractable steps. Borrowing a good idea from the Wabash, KCS installed angle-iron "fenders" along the bottom edges of baggage and RPO car-bodies to keep baggage wagons from scarring the paint. The RPO is now as shiny as the Pullman. Both passenger and mechanical departments keep eyes open for bargains in cars and equipment, and as a result, some significant savings have been possible. Six observation-lounge cars were purchased from New York Central and were rebuilt into tavern-grills for trains 15 and 16. When the Frisco drastically cut its dining-car service, its commissary was virtually cleaned out of utensils and other supplies at bargain-basement rates. Five EMD E7 passenger units were obtained from Maine Central and were used by KCS to replace aging E3 and E6 power.

At the same time equipment was being systematically upgraded, the passenger traffic people were selling their product. KCS advertises con-

KCS'S PASSENGER-CAR INVENTORY

CAR TYPE	CAR NUMBERS	LENGTH (FT.)	WEIGHT (TONS)	TOTAL CARS	
Baggage and express*	14-29	74	44	16	
	80, 84-85	74	64	3	
	81	80	68	1	
	82	80	70	1	
	83	78	68	1	
	400, 401, 403	54	29	3	
	36017	54	26	1	
	36148	54	28	1	
Mail-baggage-express	6	71	71	1	Ex-CGW 6, used as spare.
	30-33	71	71	4	
	34	85	68	1	Dormitory space.
	68-69	85	48	2	Dormitory space.
Chair-coach (Total seating capacity 1752)	255-259	85	52	5	
	251-254, 260	85	61	5	
	261-266	85	68	6	
	270-279	85	64	10	Radio equipped; one on all trains.
Grill-lounge-observation	40-43	85	60	4	Ex-NYC; acquired 1961.
	44-45	85	60	2	Ex-NYC; acquired 1966.
Diner-lounge	50, 52	80	98	2	
Observation-tavern (Good Cheer, Hospitality)	54-55	85	53	2	To be retired 1967.
	Diner	58-59	85	69	2
Sleeper (Pullman Company; all 14 roomettes, 4 double bedrooms)		85	64	8	
	(Job Edson, Leonor Loree, Harvey Couch, Colonel Fordyce, Stuart Knott, Arthur Stillwell, William Buchanan, William Edenborn)				
TOTAL REVENUE EQUIPMENT — 81					
Official*	Kay See	84	104	1	
	Tolmak	—	—	1	Ex-CGW No. 100; delivered 1967.

Livery: Roof — silver; carbody and trucks — black; yellow-over-red striping.

*With the exception of 11 baggage and express cars and the 2 official cars, rolling stock is comprised of lightweight equipment.

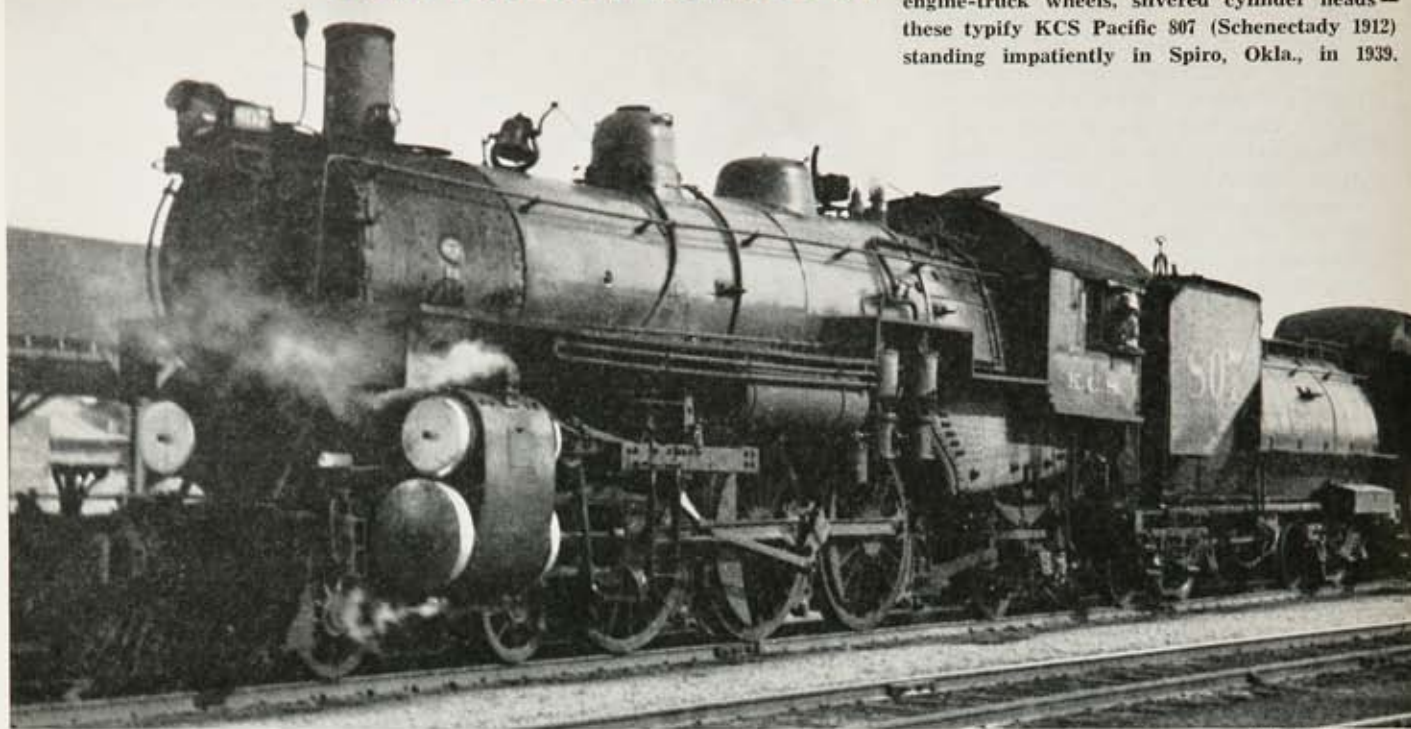


Louis A. Marre

THE HOSPITALITY, original Southern Belle observation, stands next to bumper post in Shreveport. Tavern-lounge and sister Good Cheer are being retired, but ex-NYC replacements are on hand.

This varnish vanished

HIGH HEADLIGHT, bald smokebox, spoked engine-truck wheels, silvered cylinder heads—these typify KCS Pacific 807 (Scheneectady 1912) standing impatiently in Spiro, Okla., in 1939.



John B. Fink.



Charles E. Winters.

PACIFIC 808 carried the train name *The Flying Crow* on her Vanderbilt tank in 1940 (above), but by 1946 (right) she was in standard livery. Sometime during World War II she acquired an extra sandbox.



Charles E. Winters.

tinuously and conspicuously in on-line newspapers (and in TRAINS), and actively solicits school tours, resort traffic, and family-rate and other special groups. When Missouri Pacific abandoned service to Hot Springs National Park, for example, KCS organized bus service to the Arkansas spa from its nearest on-line station, and advertised package tours in conjunction with local hotels. When Southern Pacific allowed darkness to overtake its *Sunset*, KCS went after New Orleans traffic from West Coast points via Kansas City. Improbable as this sounds, it worked. One large Mardi Gras group that had used SP for 17 years came over enthusiastically to "Streamlined Hospitality." Other notable special movements have included the longest train ever to operate out of Kansas City Union Station—a 31-car Shrine special—and a 21-car football extra to the 1965 Sugar Bowl. So successful were these two that repeat business was scheduled almost immediately: 21 cars of Shriners were delivered to the Rock Island connection at Howe, Okla., in September

1966, and 13 cars of Sugar Bowl traffic swelled the consists of No. 1 and No. 16 in 1966.

HOWEVER INTERESTING, or even spectacular, special movements may be, it is in day-to-day operation that a passenger fleet must justify itself. Let us look at this in some detail to comprehend its healthy state.

On a typical day in the summer of 1966, equipment assignments for the KCS passenger operation were as follows:

Nos. 1 and 2: Two E units; one 85-foot lightweight baggage car (new 1965); one baggage-RPO-dormitory (rebuilt 1965); one 270-class coach (radio, built 1965); one 260-class coach (rebuilt 1964); diner-lounge; 14-section, 4-double-bedroom Pullman (rebuilt 1967). Two sets.

Nos. 15 and 16: North of Shreveport, two E units; three lightweight baggage cars; one RPO (rebuilt 1965); 14-section, 4-double-bedroom Pullman; one 270-class coach; one 260-class coach; one 40-class tavern-grill-observation (ex-NYC, rebuilt 1963). Two sets.

No. 9 or 10: One E unit; one lightweight baggage car; one RPO; one 270-class coach; one 40-class tavern-grill-observation. One set.

Nos. 15 and 16: South of Shreveport, one E unit; one baggage car; one RPO; one 270-class coach; one 50- or 40-class tavern-grill-observation. Two sets.

Ten of the 11 E units are accounted for in such an operation, leaving one spare plus 11 F3 and F7 units with steam generators that can be used as needed.

Given this basic set of requirements, the road must meet contingencies with a pool of three extra Pullmans (one each at Kansas City, Shreveport, and New Orleans), one spare diner, one spare grill-observation, and 10 coaches at most. The 1965 order for 10 new coaches of the 270 class was intended to retire four economy Worcester coaches of 1937 vintage and to leave a margin of 5 or so extras, yet equipment has consistently been borrowed from other carriers to keep up with the increased traffic. Equipment seems to generate demand for itself in a



John B. Fink.

TODAY KCS runs a bus between Fort Smith and Sallisaw, Okla.; but once the road scheduled this consist. Credit Baldwin with 4-6-0 600. Fort Smith Union Station was demolished in 1966.



Author's collection.

PREDEPRESSION Flying Crow paused for this publicity shot behind the ubiquitous 808, which not only bore the train name on its tank but carried cab-rooftop "crow horns" as well.

progressive fashion. Sports specials, school tours, excursions — all demand more cars than KCS can supply after these groups have been introduced to their amenities. When the new coaches became available, the passenger department took a gamble on school outings in the New Orleans, Baton Rouge, and Shreveport areas. These accounted for over \$47,000 in additional revenue in the 1965-1966 school year, and only a shortage of equipment keeps the road from tapping enormous potential markets in the Kansas City area. Obviously the lowly coach can generate more traffic, even if of merely miscellaneous character, than it has been given full credit for.

Spare sleeping cars are scarce on KCS, if not for precisely the same reasons that keep the coach pool pumped dry. The unpredictable demands of troop movement account for most of the operating headaches in this category, particularly since the movements tend to be one way at one time, and the other way at another time. Troop movement to Fort Polk, near Leesville,

La., is usually handled in regular trains by the addition of one or two Pullmans, but occasionally a solid troop extra is called for. In such emergencies, KCS draws from the Pullman pool, which is one good reason for the road's continued allegiance to that company.

Spare diners can be found from Kansas City connections, but the rental is expensive and KCS tries to use its own. Some operating ploys had to be worked out to take advantage of the observation-grills, which are most readily available. Their interior arrangement, which permits expansion from the normal one-man crew to three without undue difficulty, has made them indispensable. By coupling one to the front of No. 15, and following it with the troop sleepers, then with the regular sleeper, plus two coaches and the assigned 40-class observation, traffic through the train to the customary rear-end diner is kept down to regular passengers only. If two full diners are needed, they are put back to back between the troop section and regular section, which has

the same effect. This type of experience with extraordinary demands, coupled with a willingness to work out systematic plans for coping with them, proves invaluable when a road-planned affair such as the monster Shrine special gets under way. That 31-car Gargantua made the entire trip from Kansas City to New Orleans and back without a delay or a single hitch in the operation.

Since troop movements and special traffic will continue to make heavy demands for Pullmans, it seems eminently logical that two courses must be followed which are out of fashion in most of the industry:

(1) Keep up affiliation with the Pullman Company, thereby avoiding a good deal of maintenance expense and obviating the necessity of keeping long lines of seldom-used equipment standing around.

(2) Hold the fare attractively low, and advertise this fact so that the operation during normal periods contributes as much as possible to the gross. As a corollary, it is wise to not be above selling seat space in Pullmans in lieu of parlor-car seats; to advise dining-car staffs that a little "extra" for passengers coming from the sleepers is good public relations; even to blazon the names of past presidents of the road on the sides of those cars. As John Kneiling says, a little pride in the operation never hurt. And, of course, keep everything glistening inside and out. The Pullmans have now come up for their turn at complete rebuilding and are going through the process two at a time. First-class service without the frills and pomposity of extra fares will keep those cars averaging 75 per cent occupancy. Even the most sanguine observer does not hope to find Pullmans at 100 per cent occupancy.

The dining-car philosophy has also been realistically adjusted to meet current needs. Because all KCS trains deal in relatively long hauls, some kind of dining-car service will always be necessary. After deciding that the notorious \$2.50 diner hamburger achieved neither revenue, good will, nor nourishment, the Dining Car Department resolved that if the service could pay its own way "above the wheels," (i.e., reimburse food and labor costs while providing good but not fancy service), it was justified. Strict economy was necessary. Four ex-NYC observation-lounges were acquired in 1962 and rebuilt as grill-tavern-lounges. These cars, plus two more purchased in 1966, were assigned to trains 15-16 and 9-10, replacing original 1939 Belle cars, which had been rebuilt to similar configuration, and conventional diners. A spare was kept at Kansas City, since the extra

Through the years with an E unit

VICISSITUDES in the life of an E unit: EMD E3 No. 3 (later 23) is shown above with the Southern Belle in a 1939 publicity shot, then at right as an E9M rebuild working No. 1 in 1963 in a photo by Louis A. Marre. The splendid publicity shot below of No. 1 on Rich Mountain depicts units 23 and 22 in an unusual back-to-back formation incompatible with their color scheme!



traffic for which it was employed usually originated there. Full diners for No. 1 and No. 2 were reorganized for waiter-in-charge service and rebuilt to the same interior and exterior standards as the coaches. The response has been equivalent to that elicited by the new coaches: KCS feeds over 75 per cent of its passengers vs. an industry average of less than half that figure. Not only do the diners and grill-observation cars pay the "above-the-wheels" costs, but they have been contributing modestly to the total maintenance of the machine at an average of \$750 per month. The extra seating in the observation section has

also proven valuable for short-haul and deadhead passengers. KCS, believing strongly in its own image, had the stainless-steel sheathing of the NYC cars specially processed so that its own black, silver, red, and yellow livery could be applied. The exterior appearance of the trains to which these cars are assigned is stunning.

Bar service is, of course, highly lucrative, even though it is permitted only in Missouri and Louisiana. Travelers who are usually ignorant of such esoteric operating affairs as mileposts become adept at the subtleties of noting which state the meandering progress of the tracks has betrayed

them into when questions of the legality of the next round are raised.

Mail and express traffic is important, especially in the absence of direct competition for the traffic. Although all RPO service is under a cloud of eventual abandonment, it seemed sufficiently guaranteed of long life in KCS territory to justify the rebuilding of the RPO-dormitory cars in 1965. KCS operates six RPO's and does not foresee any cutback within the next four years. All of the RPO's have been rebuilt to latest Post Office specifications within the last two years. In view of the absence of an Interstate highway parallel to KCS's route, and

KCS PASSENGER-POWER INVENTORY

This roster includes locomotives which have been in the KCS passenger point scheme at one time or another. A number of F-type units with steam and communication lines, which are occasionally used as passenger units, are not listed.

NUMBER	TYPE	DATE BUILT	BUILDER	NOTES
6	E7	June 1946	EMD	Ex-Maine Central 705; to KCS November 1963.
7	E7	June 1946	EMD	Ex-Maine Central 706; to KCS November 1963.
11	E7	June 1946	EMD	Ex-Maine Central 707; to KCS November 1963. Retired 1967.
12	E7	June 1946	EMD	Ex-Maine Central 708; to KCS November 1963.
20	E7	July 1948	EMD	Ex-Maine Central 709; to KCS November 1962.
21	E3	April 1939	EMD	Ex-EMD demonstrator 822. Delivered as 1; renumbered to 21 January 1942; scrapped at Pittsburg, Kans., January 1964.
22	E3	August 1939	EMD	Delivered as 2; renumbered to 22 January 1942; scrapped at Pittsburg, Kans., November 1964.
23	E8M	June 1940/ January 1952	EMD	Rebuilt to E8 rating from E3. Delivered as 3; renumbered to 23 January 1942.
24	E6	January 1942	EMD	Scrapped at Pittsburg, Kans., November 1964.
25	E9M	January 1942/ June 1959	EMD	Rebuilt to E9 rating.
26	E8	January 1952	EMD	
27-29	E8	February 1952	EMD	
30A	F3A	November 1947	EMD	F-type units are no longer pointed in passenger scheme.
30B	F3B	November 1947	EMD	
31A	F3A	November 1947	EMD	
31B	F3B	November 1947	EMD	
32A	F9AM	February 1949/ January 1952	EMD	Rebuilt from F7A 32A.
32B	F7B	February 1949	EMD	
33A	F7A	February 1949	EMD	
33B	F7B	October 1949	EMD	
76B	F7B	February 1951	EMD	
76C	F7B	February 1951	EMD	
77B	F7B	February 1951	EMD	
40-41	H15-44s	May 1949	F-M	No. 40 scrapped at Pittsburg, Kans., 1964. No. 41 repowered by EMD April 1958; now in freight service only.

NO. 1 behind aging E6 No. 24, since retired, charges past Extra 30 South at Watts, Okla. Steam-generator-equipped F3 No. 30 sometimes handles varnish herself.

Gordon B. Mott.

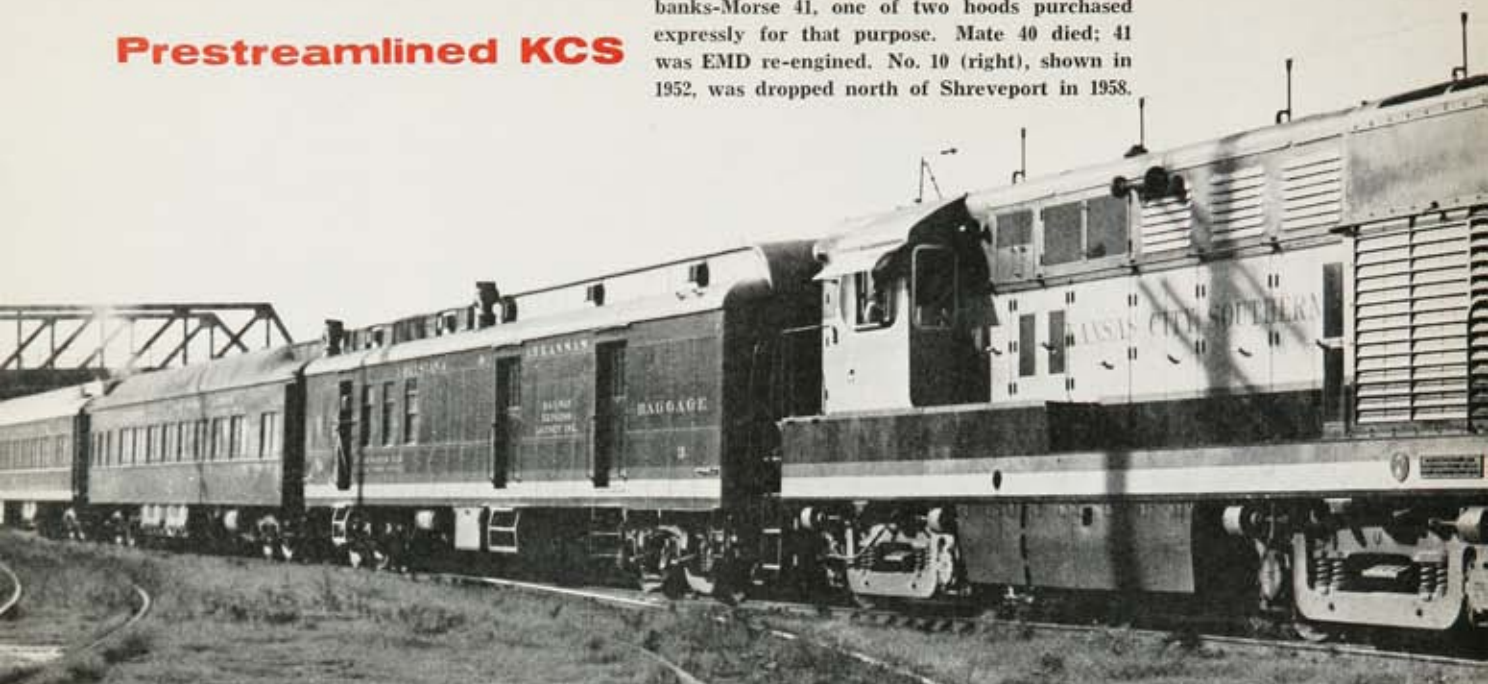


the withdrawal by one means or another of its competition from the field, the railroad expects its express traffic to continue, and there is some evidence that it is improving. In this area, where the future of traffic depends on essentially external decisions, KCS has at least had the satisfaction of knowing and showing that it has "done it right" to date. The head end of the Belle is not the collection of derelicts usually found separating power from varnish; every car is lightweight, as clean and de luxe as the Pullmans (thanks to the fenders), and equipped with disc brakes. Indeed, most KCS consists are disc-braked



Prestreamlined KCS

NO. 5 is led out of Shreveport in 1949 by Fairbanks-Morse 41, one of two hoods purchased expressly for that purpose. Mate 40 died; 41 was EMD re-engined. No. 10 (right), shown in 1952, was dropped north of Shreveport in 1958.



throughout, and how many roads can say this today?

"Low fares fill coaches" is one axiom of KCS philosophy, and the growth of the road's long-haul coach traffic seems to justify it. Over half of the passenger mileage is "long haul" (i.e., over 200 miles), and the trend is upward. In the first five months of 1965 the average haul per passenger was 242.6 miles; for the corresponding 1966 period it rose to 271.1 miles. The delivery in 1965 of 10 coaches by Pullman-Standard was the only one made for long-haul equipment to a domestic carrier for two years. These cars came equipped with a small conductor's office in one end (no more lights and noise to disturb passengers during the 2 a.m. Podunk Junction mail stop) which was fitted with two-way train radio. Operating rules now require one of these cars to be included in every consist, and at last the conductor's awareness of operating conditions has passed the eagle-eye and oil-lantern stage. These radio coaches, coupled with a new systemwide microwave message network, give the operating department the best possible control over train communication and safety. In one stroke, the road improved its long-haul capability and its operating efficiency.

Increase in long-haul traffic has been due in large measure to the railroad's efforts to attract it; but there is another dimension to this growth which is not amenable to internal policymaking and control: failure of connecting roads to keep up their service. Often this has benefited the survivors (KCS capitalization on MoPac's abandonment of the Hot Springs train, for

example), but there are problems. Southbound traffic has become heavier than northbound traffic through lack of connections at the south end. Other developments have turned out more favorably, among them the removal of the Texas & Pacific depot from downtown Shreveport to a desolate prairie 5 miles out. The T&P's simultaneous shuffling of schedules now allows KCS to long-haul T&P-MP passengers to Texarkana for northern points instead of transferring them at Shreveport. But as connections disappear from timetables, particularly in MP or SP territory, the future of any bridge traffic dims.

The largest single source of connecting passengers on the north end is the Union Pacific-Norfolk & Western *City of St. Louis*, and any abandonment or alteration in the operation of this train would jeopardize the considerable flow of West Coast-to-New Orleans traffic which KCS has picked up in SP's default. KCS willingness to adjust to connecting traffic is evident in the operating policy which will hold No. 1 for UP No. 10 for 10 minutes under any conditions, and longer for unusual ones; but this accommodating attitude is useless after a point of diminishing returns is reached. This point is that beyond





Harold K. Vollrath.



R. S. Plummer.

which the drying up of competition no longer throws traffic to a road trying to stay in the business but actually cuts it off.

AS LONG AS Kansas City Union Station avoids becoming a museum, the railroad with the black cars will continue to make passengers a business, as it does today. Timetables are rational attempts to distribute the service for day and night travel, unlike those which contain such inexplicable examples as Pennsy's two trains from St. Louis 2 hours apart. The timcard itself is not, as with so many others, an excuse to stuff piggyback timetables

and freight offices into print, nor is it a pitiful shadow of faded glory on cheap paper with an irrelevant cover photo. It contains "passenger train information," just as it says. KCS will make getting there easier, such as adding an extra shuttle coach to No. 1 and No. 2 on weekends, so that the short-haul traffic to Joplin and back won't disrupt the long-haul passenger coaches. Connecting company-run buses will continue to tap off-line but nearby towns such as Fort Smith, Ark. (which has no rail service access now) and Lake Charles, La. Special traffic will be continually solicited to fill and to pay for new equipment. Passenger

agents will dutifully attend every terminal departure, apparently ready to push the trains out if necessary.

Thus, the imminent retirement of the only remaining piece of 1939 *Southern Belle* equipment, the venerable tavern-lounge-observation *Hospitality*, does not mean that the company is abandoning the principle for which it named the car. A new streamlined car, which will undoubtedly prolong the tradition, if not the name, will take its place. Any inquest into the death of the passenger train was, at least insofar as the inhabitants of Amsterdam, Mo., and Zwolle, La., are concerned, decidedly premature. **I**



Both photos, Louis A. Marre.

FINE SIGHT: No. 10 arrives Shreveport from New Orleans with an E7 on the point, an ex-NYC round-end observation on the rear.