

Barbara Jane Mackle, 22, the ...

Jerry Lewis, the comedian, told ...

Henry Fonda, the actor, declared ...

Karl F. Werner, 19, described by ...

Vice President Agnew, accompanied ...

Emperor Hirohito of Japan observed ...

Federal Judge Stanley A. Welgel of ...

W. Tapley Bennett Jr., the ambassador ...

Representative John D. Dowdy (Dem., ...)

Capt. Samuel L. Gravelly Jr., 48, the ...

Rogers C. B. Morton, the interior ...

William F. Rogers, secretary of State ...

William W. White, 16, a junior high ...

Marcelo Fernandez Font, Cuba's ...

Hospice speaker Carl Albert (Dem., ...)

Representative Wright Patman (Dem., ...)

Gus Hall, head of the Communist ...

Tean-Claude Duvalier, 19, the ...

President Nixon will fly to Camp ...

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46 Pages \*\*\*\*\* Page 10 Cents



—Staff Photo by Morris White

Plenty of Political Savvy in This Group

Transportation Secretary John A. Volpe (center) was ...

Amtrak Is Hit By Mansfield

WASHINGTON (UPI) — Senate Democratic Leader Mike Mansfield of Montana Thursday ...

Amtrack Delay Would Be Disaster, Volpe Says on Arrival at Little Rock

By BILL LEWIS Of the Gazette Staff A delay beyond Saturday ...

B-52s Pound N. Vietnamese

SAIGON (AP)—United States B-52 bombers returned to targets in the northwest corner of South Vietnam Thursday ...

Fast Pullout Is Ruled Out By President

He Says Course Would Produce A Dangerous Situation in Pacific

WASHINGTON — President Nixon Thursday night told opponents of his Indochina war policy that a rapid withdrawal ...

Hanoi Offers Pullout Talks

VIET CONG HINT At a Cease-fire PARIS (AP)—North Vietnam Thursday ...

POW 'Promise' Is Not Enough

Appearing before reporters for the second time in two weeks, the president, emphasized that a North Vietnamese promise to release American prisoners would not be enough ...

Command Confirms Toll Passes 45,000

The United States command, in its weekly casualty summary, confirmed the unofficial reports of earlier in the week that American battlefield deaths had passed the 45,000 mark in the Vietnam war.

Hopes to Visit Mainland China

Mr. Nixon also said that he hoped to visit Mainland China "at some time and in some capacity" as part of a long-range plan of improving relations with Peking.

Cambodians Report Battle Continues

The Cambodian military command in Phnom Penh reported the second straight day of hand-to-hand fighting between Cambodian troops and an enemy which runs from the capital to the port of Sihanoukville.

Release Order Is Denied In Capitol Bombing Case

WASHINGTON (AP)—The Court of Appeals backed the government Thursday in its effort to hold a teen-aged peace worker under \$100,000 bond for testimony before a federal grand jury in Seattle investigating the March 1 bombing of the Capitol.

U.S. Is Ready, Spokesman Says

Stephen Ledogar, American negotiator speaking on behalf of the United States remains "ready at any time to discuss a timetable for a partial withdrawal of our troops from South Vietnam as part of an overall settlement. This would have to include a withdrawal of North Vietnamese troops and a concrete commitment to the release of prisoners, he said.

Bumpers Picks State Is Criticized For Alleged Misuse In Title 1 Program

By ERNEST DUMAS Of the Gazette Staff An official report from the United States Office of Education criticizes the \$24 million federal Title 1 school program in Arkansas for allegedly failing to concentrate the money on deprived children.

Bumpers Picks State Is Criticized For Alleged Misuse In Title 1 Program

The criticisms were based on visits by four staff members of the Office of Education to a number of school districts in Arkansas and talks with state school officials.

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Inside Today's Gazette

Table with 2 columns: Page Number and Article Title. Includes items like '1,000 at dinner honor Mrs. Terry, Heiskell (Page 17A)', 'HEW protesters break down wall (Page 5A)', etc.

# Ghosts of What They Were, Trains Hauling Last Riders

By BILL LEWIS  
Of the Gazette Staff

The glamour is gone from riding passenger trains, and after today, the passenger trains themselves will be gone from Arkansas.

A ride to St. Louis Tuesday on the Missouri Pacific Lines' last remaining northbound passenger train, a sad detour of the good old days of rail travel, suggested nothing so strongly as the anxiety for Friday to come.

The gray morning hour before departure at 7:55 a.m. served only to deepen the depression of Macheson, who, with a knot of a dozen passengers pressed the time silently, waiting for the St. Louis Train. The grim concourse outside, the allowed passengers to cross over tracks and trains alike to reach the loading platform, had long since been abandoned by neglect to pigeons, insects, and decrepitude, and most passengers preferred the waiting room, however, inhospitable.

The train announced its arrival several miles away. When it finally howled into view, it was not by an engine and two day coaches. The first of the coaches appeared as if wrenched at least brightly if not attractively painted within, and somewhat inhibited.

The conductor, however, directed the Little Rock passengers into the second car — despite ample room in the first — as "amenities," his words were plain, of keeping track of the St. Louis-bound passengers. The second car's chairs were uniformly covered by plastic woven seat covers. No lights within, and the air conditioning did not begin to work until the train had cleared North Little Rock; it had sat in the station about 15 minutes, while the early boarding passengers sweltered.

**Wheels Produce Unholy Growls**  
As the train inched forward, picking up speed, a set of wheels at the rear loosed a series of unholy growls, as though they were being forced into a curve but were unable to yield. And for the remainder of the trip, the wheels beat an erratic tattoo on the rails, a clacking noise that is the rhythm section of the train's ears but a maddening distraction to the least tolerant.

The view as the train crossed the Arkansas River on a shabby trestle, has been the same for a long time. Nothing at North Little Rock was recognizable but the fever of the MoPac humpy yard, although the railroad yards, the stum houses, the Churches of God, the cycle shops, the trailer parks were familiar enough.

The engineer tooted the train's whistle incessantly, an obligate to the clacking wheels that continued at roughly 10-second intervals all through Arkansas, where the trackage parallels U. S. Highway 67 most of the way to Missouri. The highway sprays hundreds of cars that cross the tracks, and each must be duly warned.

The conductor, who'd replaced the one that began the train run at Texarkana earlier in the morning, came through taking up tickets. He stopped to chat with a man who sat alone midway in the second coach, wearing a suit and hat. The man presented his MoPac pass, and the two chatted for a minute.

**Railroad Retiree Keeps His Hat On**  
"Yep, Friday was the last day," the conductor said. "And he still had four years to go before retirement, which meant he'd be on freights after then. The pass rider said later he'd retired after 51 years on the railroad."

## The Last One Rolls at 7:55

Arkansas's last passenger train will originate at Texarkana at 5 a.m. today, and leave Little Rock for St. Louis at 7:55 a.m. It will arrive at St. Louis at 3 p.m., and will begin the return trip at 5:30 p.m. at Little Rock at 11:45 p.m.

No ceremonies are scheduled to mark the demise, although KARK radio will broadcast from a remote unit at the station starting at 7:45 a.m. today, and continuing until the train has left.

"I've been in every state but one," he said. "Alabama; Mississippi, Georgia, Arkansas — there's not another state like 'em." "I wouldn't live any where else, he said. He was going to St. Louis "just for an outing," and it probably would be his last train ride, too. He never got off his hat all the way here.

Although the train was short, it coaches dingy and not very back a lot of memories of train rides of 20 or more years ago. Stations are flooded with people. The train was black — like early Ford's, you could paint them any color, and so was the engine, and a little sinister looking as they bore down on you, who were standing safely on the platform, only two feet from eternity.

**Grit in the Eye**  
**Once Part of Ride**  
The noise, the hiss of escaping steam, the creak of wheels on rails as the brakes were applied, the acrid smell of burning coal, the swirl of sooty smoke—all of these were part of the ride, and going somewhere. And once aboard—a fact the conductor announced in stentorian terms—was arranging a foursome by flipping the backs from one side to the other. The two-seater benches lacked a center armrest, and seats were perfectly straight and level, covered in a prickly kind of green mohair patterned like a rattlesnake in uniform tie diamonds. Air conditioning was a great rail innovation, and before it, one regulated the temperature by making a window; grit in the eye was as much a part of train travel as flat tires used to be, and so was the body coating of grime that only a long, sudsy soak after the trip could banish.

Conductors' uniforms have not changed a brass button, but their personalities seem to have. No authority figure was quite so much an uncompromising one of the old trains. Even the "butch boys" who hawked toys, fruit and orange drink demanded respect, and the immensely dignified Negro porters who, nevertheless, could bow and scrape for quarters.

**Dining Cars**  
**Expensive as Sin**  
The dining cars of the old times were a sea of crisp white linens, often-plated silver, flowers and lambic superb food, efficiently served and expensive as sin. Pullmans, before the advent of roomettes and compartment, were simply coaches whose seats were made into beds by attendants and concealed from the aisle by curtains.

In the 1920s, as small a town as Gurdon had a dozen railroad clerks on duty, a round house and shops and, after the oil boom of 1921-22, up to 30 passenger trains a day. It, along with towns like Malvern, Benton, Arkadelphia and Prescott, were principal way stations between terminal points like Little Rock and Texarkana, where crews were changed by these stations on J. Wellborn Berry of Little Rock was a clerk in those days. Now retired, he recalled that about every 10 miles were tiny stations, each manned at places like T r a s k w o o d, Donaldson, Boughton and Beirre. The flow of the train traffic was controlled by these stations on orders from central dispatchers—a job long since taken over by automated equipment.

Arkadelphia had about two dozen rail clerks in 1920 who helped to handle shipments of a fine grade of flour and feed products to the Arkadelphia Milling Co m p a n y and shipped throughout the United States and into Canada. The plant ran night and day; its motto, painted in large letters on the building, was: "We Never Sleep."

**Lack of Roads**  
**Increased Traffic**  
A lack of roads also forced people to the trains as passengers.

W. Charles Palmann of 218 North Palm Street, who retired three years ago after a 51-year career, the last 33 of them at Little Rock, said that during his own tenure there were as many as eight to 10 MoPac trains running daily between Little Rock and St. Louis, many of them with two or three sections—in effect, separate complete trains, of 15 to 18 cars each.

The decline began after World War II. Palmann said: "The government took the mail contract away from the railroads—that was a good source of revenue about that time—and it seems that the railroads began to get antagonistic. And then the airplanes and highways got to be so good, and with the railroads and highways, passengers all along . . ."

**Once an RR Man, Always One**  
Once a railroad man, always one—and the life seems to endure about that time—and it seems that the railroads began to get antagonistic. And then the airplanes and highways got to be so good, and with the railroads and highways, passengers all along . . ."

As Tuesday's train plodded northward, it passed depot after country depot, each going to seed. Few of the 14 people in the 76-seat second car stirred, except as the train-made them, and for occasional remarks men or women's rump at the rear. (The lavatory did have water — hot from both taps — and a supply of paper towels — hadn't changed from the old days.)

One or two passengers boarded at Newport, another or so at Corning, Poplar Bluff, Mo., contributed 11, one a woman carrying a potted plant. By then it was lunchtime and a table set for the first car in the front of which was a one-man kitchenette and four plastic topped tables, each with four chairs. The lone ancient black retainer made certain each meal was leisurely; there was no where else to go. The menu was brief and surprisingly reasonable in price — chicken a la king, \$1.65; stew "en casserole," \$1.75; grilled hamburger on toast, but \$1.45. Each came with salad, canned peaches for dessert and a beverage. Also was a short a la carte menu. Most of the food was canned, but the steward had to cook the hamburger and heat the hot foods. Lunch took up an hour and a half.



Empty tracks: Symbol of end of passenger service. —Staff Photo

North of Poplar Bluff, the track strikes out across country, largely away from highways and most towns. The hilly countryside is no more prosperous-looking than the flat Arkansas farm-land, but is infinitely more interesting. The train stopped at Bigmarco and took on about 50 youngsters and three or four adult chaperones. They rode about 23 miles to DeSoto and got off — for most of them their first and probably last train ride.

Soon afterward, the train veered eastward slightly and came to the Mississippi River, paralleling it for several miles below St. Louis, through river towns that cling tenaciously to small protective bluffs and hills, and suggest Mark Twain at every turn. The trains begin to merge into the ugly industrial area of south St. Louis, and the train slows down to creep cautiously through sprawling rail yards filled with freights, as passengers strain to catch a glimpse of the Arch towering over the downtown area from the riverbank. The train stops, goes into reverse and makes back into the station, stopping beside a Pullman of relatively recent vintage, dark now with its doors askew and paint, spread from a car, obliterating part of the Illinois Central lettering on the side. It has joined the railroad derelicts.

**Station Is Monument To Another Era**  
St. Louis Union Station is another monument to another era, as desolate and decrepit as Little Rock's, only larger. Tucked like a bright glass box into one side of the cavernous concourse is a restaurant, and at 3 p.m. there are a few customers, including an Amish family at a table seated as primly as a Grant Wood painting, eating in silence.

Out front, the famed Miles fountain is still splashing away, its dolphins frozen in their frolicking. Only now a block-wide band of tenement-like stores have been torn down and replaced with greenery and open space — a clearing that seems to have stopped at Union Station's door. A few blocks west are two slick new motels.

It takes an hour by limousine to get to Lambert Field from downtown, including a swing by the new Staffer Inn and the Arch and Busch Stadium on the St. Louis riverfront and three or

# Noise Study To Be Started

WASHINGTON (AP) — The Environmental Protection Agency Thursday announced the establishment of an office to find out how noisy the United States is. Alvin F. Meyer, 59, former legislative director of the Public Health Service, was put in charge of the new Office of Noise Abatement and Control by EPA Administrator William D. Ruckelshaus.

Under the 1970 Noise Pollution and Abatement Act, the new office has until the end of this year to report its findings and recommend legislation.

EPA said its mission would include studies of:  
\* Effects of noise at various levels.  
\* Projected growth of noise levels in urban areas.  
\* The psychological and physiological effects on humans.  
\* Effects of sporadic and extra noise such as jet noise near airports as compared with constant noise.  
\* Impact on wildlife and property including values.  
\* Effect of sonic booms on property.

# Appeal Is Issued To Spare Crocodile

LONDON (AP) — Jon Tinker, a British biologist, predicts in a "New Scientist" magazine article that crocodiles will become extinct everywhere unless steps are taken to save their skins from the fashion industry.

# Poster Child's Nixon Visit Delayed by Political Row

WASHINGTON (AP) — The White House visit this week of Cathy Frazier, 6, of Davison, Mich., the 1971 cystic fibrosis poster girl, was delayed for weeks. She almost did not get to see President Nixon at all. The big reason was politics. White House staff members apparently refused to schedule Cathy's visit with Mr. Nixon as long as her request was sponsored by her congressman, Republican Donald W. Riegle.

Riegle, a critic of the Nixon administration's war policies and a leader in the Republican "Dump Nixon" movement, turned over sponsorship of the request to Senate Republican Whip Robert P. Griffin of Michigan in order to get Cathy admitted to the White House.

When the request came from Griffin instead of Riegle, the girl promptly was given an appointment. The pictures taken with Mr. Nixon Monday were to be used for publicity and fund-raising by the National Cystic Fibrosis Research Foundation.

Cathy and her parents, Mr. and Mrs. James Frazier, were placed in the middle of the political wangle.

Cathy is a victim of cystic fibrosis, a serious respiratory disease. She was chosen last year as the 1971 poster child by the foundation.

Her father, a businessman, and her mother have been active in Michigan raising funds to combat the disease. Both also

# TV 'Conversion Kit' Colorful Gimmick

TORONTO (AP) — The Consumer Protection Bureau reports the complaint of a Canadian who answered a United States magazine advertisement for kits to "convert your black and white TV to color." The Canadian said he sent \$15 for one of the kits and received a can of paint and a brush.

Early this year, the Fraziers contacted their representative county chairman and Riegle to seek an appointment for Cathy, with the president for the picture-taking session. They asked for a time in early spring so they could show Cathy and their other two children, Paul, 12, and John, 7, Washington's cherry blossoms. Riegle submitted the request to the White House.

**SUN SETS**

Ever wish your swimtop fit as well as your bra? Or that you could find a two-piece suit that fit you on top and on bottom? Stop wishing . . . Get into the swim of things in our Intimate Apparel Department with Bali's new Swim Bali line of beautiful two-pieces in Antron nylon. Bottoms and tops, styles and sizes are sold separately for proper fit. Tops 15.00. Bottoms 10.00-11.00. Intimate Apparel, Fourth Floor Downtown and The Mall.

**m.m. Cohn**

Shop Today 10 'til 9 Both Stores. Call 374-3311

# Crowds Cheer Riverboat Rerieved From Grounding

CINCINNATI (AP) — About 5,000 persons Thursday gave a warm welcome to a riverboat they had thought they would never see in operation again.

With its horn echoing down the Ohio River, the Delta Queen sailed into its home port of Cincinnati for the first time since fall. Cheers rang out from the crowd and a 21-gun salute was given.

The day was especially rewarding for many of the spectators who had signed petitions or written letters to help save a passenger riverboat from behind ordered out of operation last year under the 1966 Safety-At-Sea Law. Because the Delta Queen's superstructure is wooden, the law applied, but Congress granted it a three-year reprieve.

The crowd included children out of school for the ceremonies, businessmen who stopped by before work, and many families. Some brought their youngest children, ranging from age 10 to only a few months.

# Think of a number between you and the Arkansas Gazette.

3 7 6  
6 1 6 1

That's our new telephone number.

# Abortion Crime, Vatican Declares

VATICAN CITY (AP) — The Vatican's newspaper Thursday declared the Roman Catholic Church's viewpoint on abortion, calling it an "extremely serious and abominable crime."

An editorial in L'Osservatore Romano criticized American Catholic writer Daniel Callahan's book "Abortion," and said it was "an attempt at subjecting Christian morality to the vicissitudes of our time."