

SPECIAL 10% DISCOUNTS

OFF SALE PRICE
JULY 18, 19 & 20

"CHRISTMAS IN JULY"

WASHERS
DRYERS
REFRIGERATORS
FREEZERS
RANGERS
RECLINERS
VACUUM CLEANERS
FANS
TILERS

MICROWAVES
TELEVISIONS
STEREOS
VCR's
PHONES
MATTRESS SETS
ROCKERS
AIR CONDITIONERS
SEWING MACHINES

BRAND NAMES:
MAYTAG
G.E.
FREIDRICH
SHARP

(Discounts apply to Merchandise Sold Off the Floor or Ordered)

Montgomery Ward

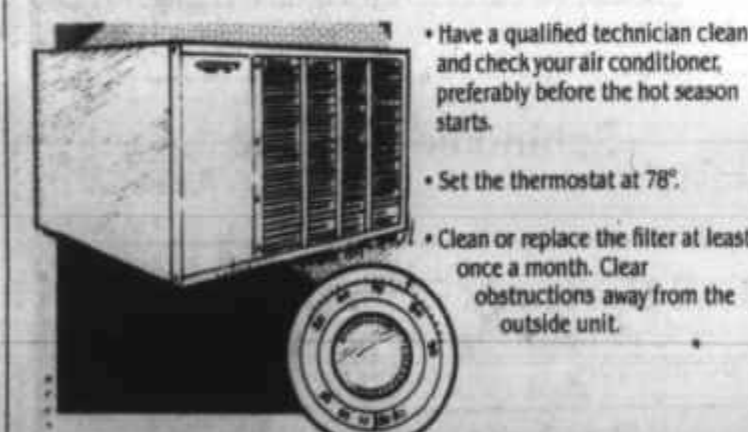
4202 Avenue H
Rosenberg, Texas 77471
232-7461 793-6066 342-6431

Invest a little, save a lot.

(Low-cost and no-cost ways to cut summer electricity bills)

When the temperature soars, so do energy bills—unless you wage a determined campaign to keep air conditioning costs in line. If your home is air conditioned, your cooling system uses more than half the electricity you buy every summer—so direct most of your efforts toward making that system more efficient.

Here are some steps you can take to reduce energy use.



- Have a qualified technician clean and check your air conditioner, preferably before the hot season starts.
- Set the thermostat at 78°.
- Clean or replace the filter at least once a month. Clear obstructions away from the outside unit.
- Eliminate air leaks. Well light switch outlets and plug-in sockets allow a surprising amount of costly air infiltration. Seal them with the inexpensive gaskets you can buy at most hardware stores. Caulk all cracks and holes. Install weather stripping around windows and doors.
- Keep direct sunlight out of the house with shades, awnings, draperies or blinds. Plant trees and shrubs for additional shade.
- Use your electric fans to stay comfortable with the thermostat at a higher setting.

If you're in the market for a new air conditioner, select a model with an Energy Efficiency Ratio of 8 or higher—and make sure the unit is correctly sized for your home.

Want more details? Ask for a free copy of "How to Save Money on Your Air Conditioning" at your CPL office.

CPL
people on the line for you
CENTRAL POWER AND LIGHT COMPANY

©1985, CPL

Sheridan News

By Velma Kutzer

Call 234-3988

Mrs. Ora Schirmer enjoyed having her grandchildren from San Antonio visit her last week. She took them home Thursday and she will return home Sunday.

Mr. and Mrs. Marvin Bauer were in Porter Sunday to visit Mrs. Bauer's daughter and her family. Mr. and Mrs. Hugh Dawson and sons, The Dawsons lost their mobile home and its entire contents last week in a fire. Fortunately the entire family which includes three very young children all escaped without injury.

Get well wishes are extended to Janelle Klein who was hospitalized late last week.

Vacation Bible School concluded last week with commencement services Friday night with each individual class presenting a program which included something they learned during the week. Special recognition was given to teachers and helpers. Director Vickie Ashley expressed her appreciation to the teachers for their efforts which made the school a success and to the parents for their concern and cooperation. A daily average of

90 years recorded.

Part of our community received almost an inch of rain Monday afternoon and west of town received very little rain. Rev. Robert Henson and his family are enjoying their vacation time away from Sheridan at the present time. If anyone has a need to contact him or use the church facilities any church member or church deacon will be glad to accommodate you. Area association Missionary Orville Roberts of Wharton will fill the pulpit Sunday.

Mr. and Mrs. Woody Crumpton are enjoying having their grandchildren visit with them this week. They also attended Vacation Bible School last week.

Mr. and Mrs. Edward Noy of Sheridan and Lillian Kinchloe of Eagle Lake were in Baytown Monday to attend the funeral of Mrs. Noy's sister, Joyce Street. Mr. and Mrs. Gerald Reinhardt of Odessa were in Sheridan Saturday afternoon. The Reinhardts moved to Odessa four years ago and were anxious to hear about their friends in Sheridan. Mary

always looks forward to receiving the Headlight and keeping up with the "Sheridan News." She told us her father and stepmother, Clyde and Vera Brown, former residents of Eagle Lake, are now living in Shreveport, Louisiana.

Sympathy is extended to Mrs. Nettie Fitch upon the death of her granddaughter from Palestine. The Baptist Church, 42-Club, and other members of the community joined together Tuesday at noon to provide a noon meal for Mrs. Fitch and her family. Funeral services were held from Kubena Funeral Home with burial in Salem Cemetery. Mrs. Fitch underwent surgery last week to replace a femur in her right leg. Mrs. Fitch is recovering well and is expected to be home in a few days.

Highways under construction include Colorado County area

A pre-construction meeting was held at 10:30 a.m. on Monday, July 8, 1985 at the State Department of Highways and Public Transportation office in Columbus to discuss plans for improvements along portions of various highways in District 13.

James G. Finks, Inc. of Sealy, Texas was the low bidder at \$2,436,297.14 for the placing of asphaltic concrete pavement overlays, culvert extensions and guardrail improvements along thirty-three miles of highways in Austin, Colorado, Fayette and Wharton Counties. The highways that will be under construction are: Austin County - State Highway 36; from near East 3rd St. in Belville to F.M. 949 6.4 miles; from F.M. 949 north of Sealy to 2 miles south of F.M. 2187 (6 miles) and from F.M. 1093 west of Wallis to the Fort Bend County Line (3.2 miles).

Colorado - U.S. 90 Alternate; from F.M. 3013 in Eagle Lake to the Wharton County Line (6.6 miles) and from the Colorado River Bridge to one mile east of Fayette County - State Highway 287; from the Washington County Line to the junction of S.H. 159 (13.8 miles). Wharton County - U.S. 90 Alternate; from the Colorado County Line east to the junction of S.H. 60 in East Bernard (1.8 miles).

Bruce Bayless, supervising resident engineer in charge of construction, said, "The asphaltic concrete pavement overlay will improve the riding quality of these roadways, restore skid resistance and extend the useful life of the highway. The culvert widening and guardrail work are part of a continuing effort to upgrade safety conditions along the State's highways."

Employed women should plan leisure during vacation

Many of the women who most need a vacation are least likely to have one, says Texas A&M University home economist, Diane T. Welch.

Some women employed outside the home tend to save up chores like sewing, house cleaning, gardening or house painting for their vacation time. Others continue to carry the burden of housecleaning, cooking and other tasks while the family vacations in a camper, cabin or condo. Employed women who "vacation" in this manner are getting no vacation at all.

"Women who work full-time jobs, then come home to cook, keep house, sew and play chauffeur, often with little help from other family members, have the equivalent of two full-time jobs. At vacation time, the woman should plan some time to relax completely when you do absolutely nothing and to do some activities just for enjoyment."

Grace Lutheran Church celebrates 50th anniversary

Sunday, July 7 the congregation of Grace Lutheran Church celebrated 50 years of continuing worship in Eagle Lake. Grace Lutheran Church was established as a congregation on July 5, 1835 by a small group of Eagle Lake citizens that had been meeting on an irregular basis since the early 1900's.

The anniversary celebration began with a special worship service Sunday morning. The service presided over by Pastor Al Flatmann, was a celebration of God's work through the congregation, on hand to deliver the sermon was Bishop August Wenzel, presiding Bishop of the Southern District of the American Lutheran Church. The service included the celebration of Sacrament of Thanksgiving and many songs of worship. Other participants in the service included: Patrick Isenbower with a solo; the Choir of Zion Lutheran Church of Sublime, our sister church, with a song of offering; Mr. and Mrs. Butch Parms and Mr. and Mrs. Henry Kretschmar as Greeters; Carol Ripper the organist; Bill Appelt, Larry Richter and Louis Michael and Phillip Schorriemmer as readers; and Scott Garrett and Warren Buchhorn as acolytes. Present at this portion of the celebration were 183 people.

The celebration continued in the afternoon with a luncheon, program and an opportunity for the people to visit with old friends and make new ones.

With Robert Klockman acting as master of ceremonies, the main portion of the program was a recognition of the special guests at the anniversary and a celebration of the anniversary through songs led by Virginia Flatmann and Sharon Webb. Special guests of the congregation included charter members Lena Parms, Mrs. L.O. Payne and A.A. Klockman. Previous ministers of the congregation that were recognized included: Reverend Walter Miller (1936-60), the first full-time minister; the congregation; Reverend Milroy Gregor (1965-67); Reverend Charles Meyer (1970-76); Reverend William Orlett (1976-80); and Reverend Paul Krupka (1980-85).

The celebration of the church's fifth anniversary was sponsored by Grace Lutheran Church by the American Lutheran Church Women (ALCW). Mrs. Laura Matthey, president of the ALCW and chairperson of the anniversary committee, headed a group of men and women from the congregation that work hard to make the anniversary celebration one that would be remembered by all 215 people that attended.

Water for wildlife
Texas are increasingly aware of the scarcity of water in their state. Some species of wildlife have been experiencing water shortages in Texas for a long time.

Some animals in arid southwest Texas, particularly reptiles, can manufacture water within their body (metabolic water). Many animals, such as deer and quail, normally meet their water needs from dew on the surface of their food and the moisture within their food (succulence). Other animals, including pheasant, turkey, and dove, must drink water daily. During very dry periods many animals, that normally obtain moisture from dew and succulence, must drink water regularly for survival.

Around our homes, bird baths are excellent for providing supplemental water to songbirds and squirrels. Farm ponds and stock tanks water wildlife, as well as domestic livestock. Faucets can be installed in steel water tanks to drip water into a mortar line depression in the ground. When pastures are being deferred or rested, windmills should remain operational to maintain overflow areas, which are excellent wildlife watering sites.

Soil Conservation Service personnel at Columbus Office provide assistance with the development of wildlife watering facilities, such as "gallinaceous guzzlers," which have been used for many years in arid sections of the West. Devices need not be elaborate and expensive—just provide a small pool of reliable water at ground level particularly during the dry, summer months.

Eagle Lake still on route

The Texas Sesquicentennial's Independence Express has launched a campaign to raise \$3 million to fund the restoration and eventual operation of an antique steam locomotive and rail passenger, baggage and mail cars.

Andrew C. Briscoe III, president of Texas Independence Express, Inc., a non-profit, Texas-chartered corporation, said the funds will be used to restore and refurbish the engine and railroad cars which will be operated as an historical exhibit during the 1986 Texas Sesquicentennial.

"In 1986, the Texas Independence Express will travel more than 5,000 miles throughout Texas, bringing the celebration of Texas' 150th anniversary to more than 200 cities and towns. The latest proposed route shows an overnight stop in Eagle Lake," Briscoe said.

Some of the cars will be converted to carry historical exhibits depicting various facets of Texas history and growth. Briscoe said a number of associations and industry trade groups are being approached to provide exhibits and historical artifacts.

The exhibits will be professionally built by a museum exhibits company, Briscoe said. Plans are also being developed to include entertainers and actors who will portray historic Texas personalities during appearances on board the train and at major overnight stops.

In addition to passenger and baggage cars, the train will be pulling a completely restored, outfitted mail car which will be capable of processing regular mail.

"The cancellation stamp alone will be a major philatelic collector's item," said Dan Catania, executive director of the Texas Independence Express. The Texas Sesquicentennial Commission has arranged a commemorative stamp to be struck by the U.S. Postal Service, which could add to the value of the cancellation.

Catania, a director of the National Railway and Locomotive Historical Society, has worked for more than a year organizing the Texas Independence Express.

"We've been battling for recognition and support since early 1984, and now our plans are coming together. The train is one of the few statewide projects scheduled for the Sesquicentennial, and for many of the smaller cities and towns we will pass through, it will be their only major celebration of this event," Catania said.

A number of small cities are restoring old passenger and freight stations as their own. "We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle Lake, the train will be moved from the mainline and placed on a siding where it will be open for public tours.

"We have received excellent support from the railroads, but they have to run a business, and we understand that. We may have to miss some of these cities and towns where we just can't go due to scheduling," Catania said.

The Texas Sesquicentennial Express will be headquartered at Union Station in Dallas, with operations offices in two railroad cars loaned by their owners.

"We have begun contacting major corporations throughout Texas for funding support, and we are most pleased with initial reactions to the train. We intend to provide Texas with the opportunity to see this unique example of railroadiana, and we believe that corporate sponsors will see this as a special opportunity to involve themselves in a great community relations project," Catania said.

Catania said additional revenues are expected from the sale of commemorative stock certificates (no par value), passenger tickets, and from the sale of memorabilia.

"After 1986, we will create a foundation to maintain and operate the train so that it will be available to the people of Texas when our children and grandchildren celebrate Texas' bicentennial in 2036," Catania said.

Thousands of telephone calls and letters have been pouring in not the Sesquicentennial Committees requesting that the train make a stop and various communities not on the train's initial routes are filing presentations asking to be included, he said.

Catania said the train will have to operate on major tracks in daily use for freight-hauling, and will have to adhere to a strict time schedule. At major stops and overnight stays, like in Eagle