



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 27 NUMBER 12 DECEMBER 1996



Longtime member WILLIAM "BILL" CHURCH was awarded a pin from Russia October 17, 1996 at the V.A. Hospital in North Little Rock (Fort Roots) acknowledging his help supplying steel, ammunition, etc to Russia during World War II from Persia via the railroad. Bill was a member of the 711th Railway Battalion during the war. Standing behind him at the ceremony was his wife Polly and the Director of the V.A. in Arkansas, George Gray. A nice Christmas story is printed on the next two pages as told by Bill to his wife Polly, "Christmas in Persia - 1944." (*Jone C. Jones photo*)



CHRISTMAS IN PERSIA

1944

by: William T. Church, as told to his wife, Polly

It was Christmas Eve. I was working the "graveyard" shift, going about my duties as yardmaster in the railroad yards at Khorramshahr, Persia (now Iran), but my thoughts were far from there. I suppose that every American G.I., no matter where he or she was stationed, was thinking of Christmas at home and I was no exception. Christmas dinner with all the trimmings, gifts under the tree, friends and relatives coming by for a visit - a typical American Christmas.

Our telegrapher, Cpl. Dick Iuler, interrupted my thoughts with a message that a train was coming in with a load of Polish refugees. It would be arriving around 11:30. This was not unusual. Our trains were loaded with war materials going up to the Russian border, and about twice a month, on the return trip, brought back refugees and displaced persons. They were put on a ship in the Khorramshahr harbor and sent to a country that had agreed to take them. They were literally scattered all over the world, including America.

As the train came in, I walked out into the yard to meet it. The engineer, Sgt. George Caughlin, uncoupled the engine and took it around the "Y" in preparation to take the train down to the docks where a British ship was waiting to take the refugees aboard.
Destination: Mexico.

The conductor, Sgt. "Dad" Baldrenia, stepped down from the train and I learned that all of the refugees were women with babies and/or small children around three to five years old. They had been in a concentration camp and had been taken from there and put on the train. Some of the women stepped down from the train and were chatting with us (they

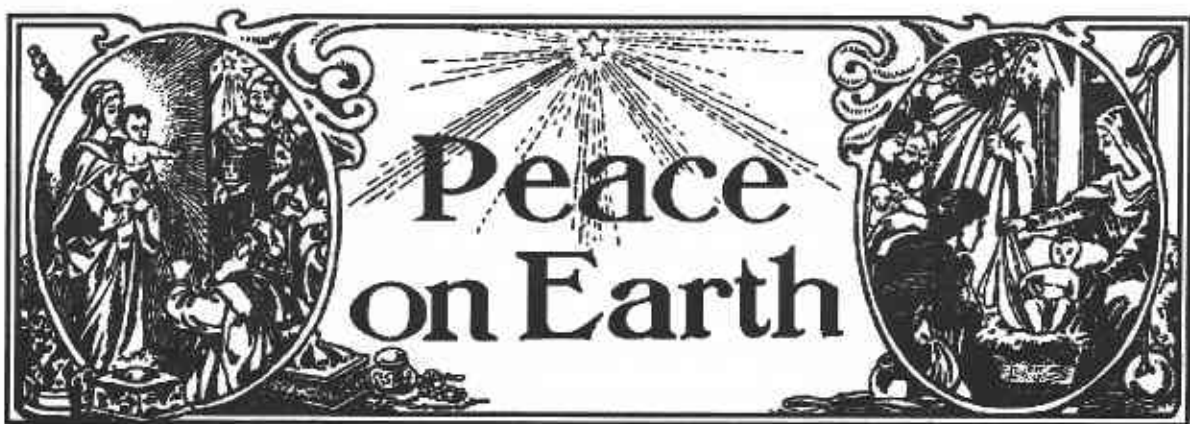
could speak English, I could not speak Polish). They were wearing men's pants, worn out at the knees and held up by some sort of string, old knickers that came down to their ankles, and other ragged cast-off clothing. They had come through cold winter weather on the trip down through the mountains from Tehran, but there was no coat, jacket, or sweater and, of course, no heat in the boxcars.

Suddenly, someone began to sing and it spread through the train until everyone was singing. I could not understand the words, but the tune was unmistakably "Silent Night, Holy Night." I asked one of the women what they were doing and she said, "We are thanking and praising our God for sending His Son, Jesus, into the world as our Savior." I looked at my watch, it was after midnight. It was Christmas Day. They were celebrating Christmas.

Sgt. Caughlin came back around and coupled the engine back on to the train for the last two miles down to the docks and the waiting ship. I could still hear the singing as I walked back to my post.

My thoughts were no longer on Christmas dinner, etc., but on the plight of these women and children. They had been taken from a concentration camp where they had suffered who knows what kind of indignities and abuse, put aboard a train in boxcars, like cattle, with no sanitary conditions, no place to sit or lie down except on the floor, taken from their homeland with no hope of ever returning, bound for a country they knew nothing about. They had nothing - absolutely nothing but the clothes on their backs - such as they were. Yet they were celebrating the birth of Jesus, singing Christmas carols, and praising God. My thoughts had taken on a new dimension regarding the celebration of Christmas.

As the Christmas season has come around for these fifty years, my memories always go back to that Christmas in Persia and I am humbled and thankful once again for the blessing of my God and my country. It was a time I shall never forget. ~~****~~



1996 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
VICE-PRESIDENT - Craig Gerard, 2011 Aztec Dr, Bldg 16 #6, N Little Rock AR 72116-4470 (501-835-4057)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)
NATIONAL NRHS DIR - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
HISTORIAN - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
BOARD '96 - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)
BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)
BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)

NEXT MEETING/PROGRAM



The next meeting of the Arkansas Railroad Club will be our **Annual Christmas Party, December 7**, beginning at 7 p.m. The location will be the Ramada Inn on Pershing Blvd in North Little Rock. We will all go through the buffet. Cost will be \$16.95, tax included. If you plan to attend, call Craig Gerard at 835-4057. Be sure to send in your reservation form, which was enclosed in the November mailing.

We'll have a presentation by Peter D. Ehrlich of the Northern California Railroad Club (and member of our club as well). He'll talk about Arkansas railroading as seen through a Californian's eyes.

The thrust of his program will cover Union Pacific's ex-MoPac lines in Arkansas and shortlines, featuring Alcos operating on the Caddo, Antoine and Little River (CALM), Arkansas & Missouri, Little Rock & Western, Paperton Junction Southern, etc. Mr. Ehrlich will also have slides of San Francisco's new F-Market streetcar line,

on which he's a motorman, and Memphis's Main Street Trolley, plus a 7-year tribute to UP *Challenger 3985*. He's been to Arkansas 4 times since 1990.

TRIP REPORT - The Union Pacific 844 and E trips in October were very successful. Thanks to all who helped spread the word, such as Ken Ziegenbein (responsible for mailing tickets, taking reservations, liason with Pacific Limited, record keeping), John Hodkin, Jr. (responsible for taking reservations, answering questions, liason, etc.). There were many who handed out brochures, and I know I can't list them all, but the following come to mind: Darrel Cason, Tom Shook, Robert Worlow, H.O. Tyler, Robin Thomas, Barton Jennings, John Jones, Stanley Wozencraft, Gene and Naomi Hull, Peter Smykla, Jr., and more. (Let me know if I missed anybody - I'm sure there were some I don't know about).

We would also like to thank Channel 11 and 7 for their coverage of the steam engine a couple of days before we ran the trips. Also, many thanks to the *Arkansas Democrat-Gazette's* Randy Tardy (club member and business writer), Frank Wolfe and Werner Trieschmann for writing stories about the trips. Also to Lewis Machen for helping with our paid ads in this paper.

The trip to Bald Knob with the 844 had 374 paying passengers (together with the 40 carhosts from Pacific Limited, total on board was 414 or so). The Russellville trip with the E's featured a craft show, performances on the streets of Russellville. Everybody enjoyed that. The Tuesday E trip to Branson was spoiled by a southbound M&NA freight stalling and tearing up the rails trying to head into Bergman southbound - we on the UP passenger excursion sat in the Ozark darkness for 4 hours waiting for buses to take everybody to Branson from the feed mill at Bergman (north of Harrison), missing the shows and meals that night. The Little Rock bus return got back to Little Rock at 12:30 a.m., just in time to see the northbound *Texas Eagle* arrive! Our bus had to go all the way to Newport then to take those passengers back. (There was something eerie about being on a stopped train in the woods after dark - the sky had just cleared after a cold front passed and the sounds of nature were deafening). Pacific Limited handled this diversion very well.

A highlight of the weekend was having about 30 of Pacific Limited's people over to my (Ken Ziegenbein's) house for a catered barbecue Sunday night after the 844 trip (that was the night it flooded). John Hodkin and Barton Jennings were there also. John also had people over to his house Saturday night, some from the Houston group, and Bart showed slides. All in all, most things on the trips worked out as planned - it was a lot of work, but worth it.

Future trips? Not if UP goes up on their prices again (this time it was \$160 a mile, expected to go up to \$320 a mile next year - insurance requirement was \$25 million a day (premium about \$7,000 daily). Perhaps shortline trips? Will the Cotton Belt Rail Historical Society ever get to run the 819 again? Let's hope so.

We netted, unofficially, about \$2500 for our commission on selling tickets. We also sold \$327 worth of left-over T-shirts (Union Pacific's Steam crew bought at least 10) and \$105 worth of 1997 calendars. Stanley Wozencraft helped sell the T-shirts and calendars on board both days.

CORRECTION in the caption on the top picture of page 2 in November's issue. It should have read "John Hodkin, Jr. photo," not Ken Ziegenbein. The photo has been republished in this issue with the correction.

OFFICERS FOR 1997 - President: CRAIG GERARD; Vice-President: LEONARD THALMUELLER; Secretary: CAROLE SUE SCHAFFER; Treasurer: WALTER WALKER; Board of Director through 2001: TOM SHOOK; NRHS National Director: JONATHAN ROYCE. The following were recommended for continuance, but are not official officer positions: Newsletter Editor: KEN ZIEGENBEIN; Photographer: JOHN C. JONES. The nominating committee consisted of Naomi and Gene Hull and John Jones.

1997 SHOW AND SALE of the Arkansas Railroad Club will be held in conjunction with the NMRA Regional Meeting on June 21, 1997. The NMRA's convention begins on June 19 and lasts through the 21st. Location will be the Robinson Convention Center in Little Rock. Our Railroadiana Show & Sale will be on the 21st. For information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901.

REQUEST FOR NEWS - Thanks to all of you who have been sending news in to me. I need consistent sources of news from various parts of the state to keep the newsletter "newsy." Mainly, I need news from your LOCAL PAPER. Please keep sending the articles in.

BIRTHDAYS/ANNIVERSARIES WANTED - Please send me your birthdates (without year) or anniversaries to be put in next year's calendar and in the newsletter. You can put this information on the renewal form in the space provided.

Birthdays known about in December: JOHN JONES, December 26. His anniversary is August 23.

I'll be putting these in upcoming newsletters during the months of occurrences.

CALENDARS FOR 1997 - 1997 Arkansas Railroad Club calendars are available for \$7.00 each, 2-9 are \$6.50 each and 10 or more are only \$6.00 each. Remember that the holiday season is here and these would make great gifts. Send check to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. You may use the form in the newsletter.

1997 DUES ARE DUE BY JANUARY 1 - As you know, it's renewal time again for membership in the Arkansas Railroad

Club and NRHS. Annual dues are \$20 for local and \$17 for national NRHS. If you join the NRHS through our club, total dues are \$37. Please use the membership form on the back of this newsletter and mail it in. You can tear it out or copy it.

NEW MEMBERS/ADDRESS CHANGES - Welcome these new members, who joined because of our October trips:
 THOMAS D. OLMSTEAD, 601 W Main St, Heber Springs AR 72543, 501-362-2422 (also joined NRHS).
 MIKE ROWLAND, 4001 McDaniel Cir, Little Rock AR 72206, 501-888-3640 (also joined NRHS)
 Address Change: JAMES C. BELL, 240 S Inglewood Apt 107, Russellville AR 72801.

JULY 1997 CALENDAR PICTURE that shows a Cotton Belt caboose coming through Pine Bluff in 1986 is on a train carrying lumber from the Hoover Treated Wood Products plant. This train had just come over the line we had an excursion on in September, now belonging to club member Peter Smykla and known as the Paperton Junction Southern. (Thanks to Peter Smykla, Jr for this information)

MY PERSONAL WEB HOME PAGE - <http://www.netcom.com/~ken.z.rw/weather/trains.html> - I've created a home page on the World Wide Web (Internet), on which I have links to various railroad and weather sites (such as the Little Rock doppler radar updated once an hour, Congressional addresses, maps down to your house address. I'll also keep it updated with Arkansas Railroad Club announcements. This is NOT an official page of our club, only my personal site (we may create an official site soon).

WANTED: FOR SALE OR TRADE

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

WANTED - A special TRRA/SSW issue in production highlighting the TRRA/SSW relationship and operations. Need photos of

SSW passenger trains and freight trains - steam or diesel, near towers or depots, especially welcomed. Editor, Terminal Railroad Association of St. Louis, PO Box 1688, St. Louis MO 63188, 314-535-3101.

FOR SALE - DARDANELLE & RUSSELLVILLE RAILROAD, 536 pages, 8 1/2" x 11", hard cover, photos, maps, etc. \$47.00 postage paid. Send orders to Clifton E. Hull, 3507 East Washington #31, North

Little Rock AR 72114.

FOR SALE - Record of Locomotives Nos. 1 to 605 owned by St. Louis Southwestern Railway Lines and Predecessor Companies from date organized and disposition thereof, researched by Gene Hull, \$5.00 per copy. Contact Gene Hull, 3507 East Washington, #831, North Little Rock AR 72114.

RAILROAD ABANDONMENT PROPOSALS

These are railroad abandonment notices that have been published in the FEDERAL REGISTER during the past couple of months. Effective abandonment dates are valid UNLESS stayed OR an offer of financial assistance is received OR trail use/rail banking requests are filed OR environmental issues are raised. They are presented generally in chronological order of being published. The states will be listed first, then the railroad. The "FR" stands for Federal Register.

MICHIGAN - MICHIGAN SHORE RAILROAD, INC. - To abandon 3.21 miles of line from m.p. 93.59 at Getty Street to the end of track at m.p. 90.38 near Dangl Road near Muskegon, Michigan. Effective November 7, 1996. (FR October 8, 1996)

IDAHO - UNION PACIFIC - To discontinue service over 21.49 miles of line known as the Gay Branch (Fort Hall-Gay Line) from m.p. 0.03 near Fort Hall to the end of the line at m.p. 21.52 near Gay, Idaho. Effective November 8, 1996. (FR October 9, 1996)

MISSOURI - SOUTHEAST KANSAS RAILROAD CO. - To abandon a 24.1 portion of its line between m.p. 319.3 at

Nassau Junction and m.p. 343.4 near Liberal, Missouri. Effective November 10, 1996. (FR October 11, 1996)

OHIO - ORMET RAILROAD CORP. - To exempt the Ormet Railroad Corp from common carrier obligations on its own line, the Ormal Secondary Track, between m.p. 60.5 at Powhatten Point and m.p. 72.7 at Ormal, 12.2 miles. Effective November 15, 1996. (FR October 16, 1996)

CONNECTICUT - CONNECTICUT CENTRAL RAILROAD CO. - TO REINSTATE SERVICE over a 1987-abandoned Conrail line, the Wethersfield Secondary Track, now owned by the Connecticut Dept of Transportation. The total of 7.49 miles restored to service will serve the cities of Hartford, Wethersfield and Rocky Mount, Connecticut. Effective September 13, 1996. (FR October 17, 1996)

WEST VIRGINIA - NORFOLK & WESTERN RAILWAY CO - To abandon 2.5 miles of line between m.p. T-16.0 at Pageton and m.p. T-18.5 at Anawalt, West Virginia. Effective December 7, 1996. (FR November 7, 1996)

NO ABANDONMENT NOTICES were filed between October 17 and November 7.

ARKANSAS RAIL NEWS

INTERMODAL YARD APPROVED

(Ebony, Arkansas) - A federal judge has approved Union Pacific's plan to build an intermodal yard on 544 acres of farmland in Ebony (in east Arkansas, close to Memphis). Local leaders are opposed to this eminent

domain takeover of their land (although UP has offered to pay over the fair market price for the land). The new yard was necessary because UP's intermodal facilities in Memphis can no longer expand, according to Mark Davis, UP spokesman. BNSF

abandoned its plans to build a similar facility in east Arkansas last year because of local opposition. *(Evening Times, West Memphis, November 5, 1996 via member Don Weis)*

GENERAL RAIL NEWS

CSX/CONRAIL MERGER

CSX has offered about \$8.4 billion in cash and stock for Conrail, which would make it the second largest railroad in the country. CSX took in revenues of \$10.5 billion in 1995 compared with Conrail's \$3.7 billion. The merged system would have about 30,000 miles of track and 50,000 employees. Meanwhile, Norfolk Southern, CSX's chief competitor, has also bid for Conrail (bidding over \$10 billion, all in cash, according to CNN). In fact, NS has sued Conrail, CSX and the Conrail board to delay the merger. Also in the way of a NS bid is a Pennsylvania law that prevents out of state hostile takeovers of Pennsylvania-based companies (like Conrail - NS is based in Virginia). NS has tried to bid on Conrail since 1984. NS had income of \$4.7 billion in 1995 and its merger with Conrail would have about 25,500 miles of track and 48,000 employees.

Formal filing of the merger plans (CSX/Conrail) will be February 1, 1997 with the STB expected to rule by the Spring of 1998. *(Cinders, November 1996 and The*

Virginian-Pilot, October 27, 1996 via member George W. Schmidt)

LUFKIN DEPOT

(Lufkin, Texas) - The Southern Pacific depot in Lufkin on Angelina Street may have to be torn down if no interest is shown by the city to preserve it. A storm blew off some of the roof recently, and SP's crew base had to be moved to a smaller building next door. The depot has been officially condemned by the city. It is the last depot left standing in Lufkin, out of eight built during the heyday of railroads in the city. Bonnie Killam, head of the Angelina County Historical Society, said the people of Lufkin don't seem to be interested in preserving their past as much as other cities in Texas. The freight depot was built in 1925 after the passenger depot burned. *(Editor's notes/commentary - haven't they heard that some large corporations now look at a city's pride in preserving their past as a reason to locate new plants there? It shows a caring people).*

(The Lufkin Daily News, November 10, 1996)



UP'S BURNS RESIGNS

Effective November 6, Union Pacific CEO Ron Burns resigned for unknown reasons. Burns came from Enrol Oil in 1995. Jerry Davis may take his place. Mr. Davis has been President of Southern Pacific but was once with U.P.

BNSF SUES TO STOP KCS

Rail mega-giant BNSF has sued to block the Texas Mexican Railroad (run by KCS) from exercising its trackage rights over UP between Brownsville and Beaumont, Texas. This would be the only way KCS can have access to Mexico. *(Editor's note/commentary ... HEY! Isn't there enough of the NAFTA Pie to go around? Why is everybody so afraid of competition these days?)*

SPECIAL OVER KCS

From October 29 through October 31, a

special ran over KCS carrying mostly private cars from New Orleans to Fort Worth over some very rare mileage. The train left New Orleans October 29, arriving Fort Worth October 31. Total miles was 527 over the KCS and 27 on other lines. Routing was over L&A New Orleans to Farmersville, Texas via Jefferson, Pittsburg and Greenville; ex-ATSF to Wylie; Cotton Belt Wylie through Plano to Renner Jct, back on the ATSF main from

Renner Jct to Metro Jct, north of Denton; then BNSF to Alliance Yard. *(Via Internet)*



KCS / MEXICO CONNECTION

In an article from USA Today on October 8, regional or shortline railroads were highlighted. In it, the KCS was portrayed as very successful, having recently won

exclusive rights to operate the Panama Railroad, which parallels the Canal, and helps tug vessels through its locks. It has been looking to Mexico almost a year, buying lines into that country. In 1995, KCS hired former Santa Fe executive Michael Haverty as CEO. *(Via Dan Barr, Jr.)*

AMTRAK NEWS



NEW LOCOMOTIVES

Amtrak accepted the first of 98 new P42 locomotives build by GE in October. These will replace the aging F40 fleet. *(Cinders, November 1996)*

FULL TRAINS

Amtrak's *Texas Eagle* has filled up on certain days in November and December, this despite it's being out of the reservation system much of September. That means it filled after October 2, a sign that many are indeed using the service. Over 250 have reserved space around Thanksgiving and Christmas and more coaches ought to be added.

FULL PAGE AD

Amtrak ran a full page ad costing thousands of dollars on October 21, 1996 in the *Arkansas Democrat-Gazette*. It had a buy one-get one free offer

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ST. CHARLES, MISSOURI - January 18, 1997 - Trainfair '97, a Show and Swap Meet located at the Saint Charles Exhibition Center, I-70 and 5th Street, Saint Charles, Missouri - to reserve tables or for more information, write to Chris Lewis, #23

Whinhill Ct, Saint Charles MO 63304, 314-298-8300, ext 59 (daytime).

PINE BLUFF, ARKANSAS - April 5, 1997 - Second Annual Railroadiana and Model Train Meet in the Arkansas Railroad Museum

in Pine Bluff. The 819 will be steamed up. For more information, call Robert Worlow, 21515 No. Mill Rd, Little Rock AR 72206, 501-888-5655.

"Now, this may sound a little like kid stuff, and maybe it is. And just maybe that's a good thing. People who no longer get a thrill out of the things that fascinated them in their younger days, who no longer have a sense of youthful excitement, are letting themselves get old too fast. So no matter how old - or young - you are, hold on to your enthusiasm. It's a gift from God. In fact, if you look in your dictionary, you'll find that that's the derivation of the word enthusiasm: en + Theos - from God!" (Norman Vincent Peale as printed in a bulletin of the Louisiana State Railroad Museum)

ARKANSAS RAILROAD CLUB MEMBERSHIP ACTIVITY FORM

Membership renewal New Member Change of Address Information update
(See dues information at bottom of this sheet)

Send membership renewal, application, change of address, etc. to:



Seasons Greetings

Arkansas Railroad Club
PO Box 9151
North Little Rock AR 72119
501-758-1340 (phone/fax)
E-mail: ken.z.rw@ix.netcom.com OR
railsrme@ix.netcom.com

Please fill out the following questions after checking the appropriate box above.



Date: _____ Your birthday (optional - no year needed) _____

Name: (last) _____ (first) _____ (init) _____

Address: _____

City: _____ State _____ Zip _____

Phone: (____) _____ E-mail address: _____

Please check the appropriate boxes below:

Interests: Early Steam Era: Late Steam Era: Train chasing:
Early Diesel Era: Contemporary: Excursions:
History: Models: Photography: Artifacts:
Railroad of interest: Missouri Pacific: Rock Island: Kansas City Southern:
Cotton Belt: Amtrak: M&NA: Frisco: Southern Pacific:
Union Pacific: Burlington-Northern: Shortline (specify) _____
 Other (specify) _____

Other comments: _____

Membership dues information:

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.



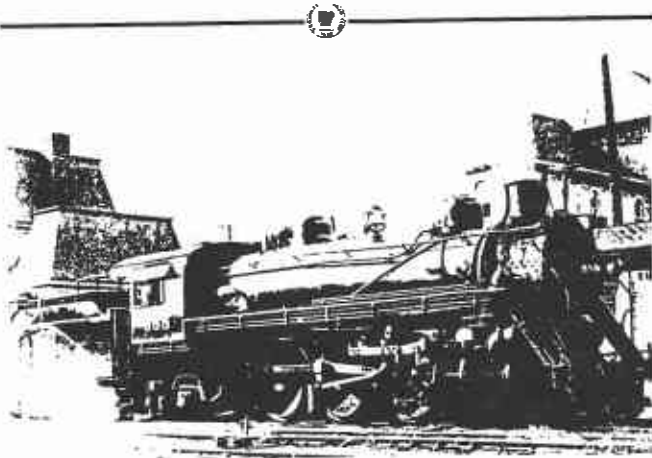
Arkansas Railroad Club
 Little Rock Chapter - NRHS
 PO Box 9151
 North Little Rock AR 72119



501-758-1340

The Little Rock Chapter NRHS

RAILROAD CALENDAR 1997



Black Island 4-6-2 #888 in Hot Springs, Arkansas on October 17, 1938. ©Clifton & Herb Coffey

The Arkansas Railroad Club's 1997 calendar consists of 12 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month and a cover shot.

Railroads included are: Arkansas Central Passenger train in Paris, 1915; Cotton Belt's Blue Streak leaving Camden, 1937; Union Pacific steam #8444 in Little Rock, 1984; Missouri Pacific, Pine Bluff, 1980; "Branson Special", Little Rock, 1995; Rock Island 4-6-2 #888, Hot Springs, 1938; Cotton Belt caboose, Pine Bluff, 1986; El Dorado & Wesson 2-8-0 #15, Wesson, 1957; Southern Pacific #7611, Pine Bluff, 1979; White River Railway near Cotter, over trestle, 1995; Fordyce & Princeton #1805, Crossett, 1987; Kansas City Southern passenger train, Siloam Springs, 1968. Plus, there's a railroad map of Arkansas in the back of the calendar.

Our calendar (format and sample picture shown at left) will make a great and unique Christmas or special occasion gift. There's a discount for ordering more than one and all include postage.

June

1997	1997	1997	1997	1997	1997	1997
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

Make checks payable to: Arkansas Railroad Club

MAIL TO: Arkansas Railroad Club
 PO Box 9151
 North Little Rock AR 72119

NAME _____

Please send me:

ADDRESS _____

1 Calendar @ \$7.00 each

CITY _____ STATE _____ ZIP _____

___ Calendars (2-9) @ \$6.50 each

___ Calendars (10 or more) @ \$6.00 each

(Calendars are Postage Paid)

TOTAL ENCLOSED



Members of the Arkansas Railroad Club posed for this photo next to Peter Smykla, Jr.'s *Paperton Junction Southern* Alco 303 during the club's excursion September 7, 1996. (*John Hodkin, Jr. photo*) - *Corrected caption.*

The following is a list of several old Burma-Shave billboard commercials that were common across the country in the 40s and 50s. This list was run in the *Dispatcher*, Central Oklahoma Railfan Club in July 1995:

DRIVE LIKE
A RAILROAD ENGINEER
TAKE IT EASY
WHEN THE ROAD'S
NOT CLEAR
BURMA-SHAVE

TRAIN WRECKS FEW
REASON CLEAR
FIREMAN
NEVER HUGS
ENGINEER
BURMA-SHAVE

TRAINS DON'T WANDER
ALL OVER THE MAP
FOR NO ONE
SITS ON
THE ENGINEER'S LAP
BURMA-SHAVE

REMEMBER THIS
IF YOU'D
BE SPARED
TRAINS DON'T WHISTLE
BECAUSE THEY'RE SCARED
BURMA-SHAVE

HE TRIED
TO CROSS
AS FAST FREIGHT NEARED
DEATH DIDN'T DRAFT HIM
HE VOLUNTEERED
BURMA-SHAVE

HE SAW
THE TRAIN
AND TRIED TO DUCK IT
KICKED FIRST THE GAS
AND THEN THE BUCKET
BURMA-SHAVE

GUYS WHOSE EYES
ARE IN
THEIR BACKS
GET HALOS CROSSING
RAILROAD TRACKS
BURMA-SHAVE

TRAIN APPROACHING
WHISTLE SQUEALING
PAUSE!
AVOID THAT
RUNDOWN FEELING!
BURMA-SHAVE

APPROACHED
A CROSSING
WITHOUT LOOKING
WHO WILL EAT
HIS WIDOW'S COOKING?
BURMA-SHAVE



A CHRISTMAS PUZZLE.

FATHER CHRISTMAS. "NOW, MY LITTLE MAN, WHERE'S YOUR STOCKING?"
POOR LITTLE WAIF. "PLEASE, SIR, I AIN'T GOT NE'ER A ONE!"

Illustration by John Tenniel. From *Punch*, Dec 28, 1895.