

PENNYRAIL

SEPTEMBER 2000

VOLUME 4 NUMBER 9

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

SEPTEMBER MEETING

MADISONVILLE, KENTUCKY

Monday, September 25

7:00 PM

**Badgett Center
(Old L&N Depot)**

Arch Street and the railroad in downtown Madisonville.

PROGRAM

Chuck Hinrichs will present the program. A short video depicting some of Chuck's recent travels will be followed by a Neff tape of steam to diesel transition in the Wisconsin-Illinois area. Featured railroads are: C&NW, SOO and Milwaukee. Rick Bivins will provide the refreshments. Come and bring a guest. It should be a good meeting and CSX has promised a bunch of trains.

AUGUST MEETING

Twenty-five people were on hand for the August NRHS meeting in Madisonville. They enjoyed a very nice slide show provided by chapter member Chris Dees. Thanks Chris for taking the time to travel from

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Chuck Hinrichs

"PENNYRAIL" is the
official publication of
the Western Kentucky
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ACTIVITIES SET FOR DALLAS BOARD MEETING.

The NRHS Board of Directors will meet over the October 27-29 weekend in Dallas, TX.

Friday activities include visits to the DeGolyer Museum at SMU and the Age of Steam Museum at Fair Park. After dinner there will be rides on vintage trolleys on



McKinney Ave.

Saturday morning will feature a tour of the Dallas Area Rapid Transit system and the afternoon will be spent touring the light rail system. The banquet speaker will be Dr. Franacaviglia, History Professor at UTA. His topic will be "Images of Power, Railroad Heralds of the West."

The Board will meet

Chapter News

(Continued from page 1)

Jasper to be with us. Keith Kittinger provided the refreshments for the meeting. There was enough for everyone and everyone ate their share. Some members ate more than their share, but we won't name names. Thanks Keith for the refreshments. CSX provided only one train through downtown Madisonville during the meeting, a northbound tote train, Q120, passed through behind two CSX 6000 hp GE CW6OACs.

CHAPTER ACTIVITIES

The Chapter Railfan Picnic set for Crofton on Sunday, September 10 was canceled when a combination of poor indicated attendance, and a lousy weather forecast made a good outing doubtful. Jim Finley and Chuck Hinrichs tried to get the word out by phone and e-mail. We apologize to any one who did not get the word on the cancellation. The event will be tries at a later date.

NEW MEMBERS

The Western Kentucky Chapter NRHS would like to welcome two new members to our chapter. They are:

Rufus J. Locklear
1630 Wade Road
Crofton, KY 42217-8239

(Continued on page 5)

MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$25.00 per year.
Family membership	\$27.00 per year.

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings from The Old Goat....Fall is here!!! Cool weather at last!!! Come on snow!!! Wasn't the cool weather during the first week in September great? Only a preview of the great weather to come. I can't wait. Get yourself outside and ENJOY!

I hope that the membership enjoyed my looking back at around forty years of train watching along the Henderson Subdivision. Writing the columns during the past four months brought back some good memories of living in Earlington during the 1960s and 1970s. From your comments, that I have heard, many members remembered things from their past train watching during these times, that they had forgot. Glad to help.

August, 2000 marked the seventh anniversary of my writing this monthly column for the newsletter. Thanks to everyone for their information and support during the past seven years. Guess what? It's time for a vacation! I will be taking some time off from writing this column. Seven years without a break is enough. I have enjoyed writing this column for the membership and sharing information about the railroads in our area. I have written about our many railfan trips trackside in Kentucky, Illinois and Indiana over the years. I have poked some fun at a few of the membership, but I believe they enjoyed the writeups? Any comments? Now is your time! Well, that's all for now. Hope to see some

of you trackside in the near future. Thanks again for your support over the past seven years.

Later,

Dennis J. Carnal
704 Choctaw Drive
Madisonville, KY 42431

LEST WE OVERLOOK THE SIGNIFICANCE OF DENNIS' CONTRIBUTION TO THE GROWTH AND SUCCESS OF THE CHAPTER, CONSIDER THAT "THE OLD GOAT" HAS BEEN THE COMMUNICATION GLUE THAT HAS HELD OUR CHAPTER TOGETHER WHILE WE HAVE HAD THREE NEWSLETTER EDITORS.

I AM SURE THAT MY PREDECESSORS, REX EASTERLY AND TONY CLARK, JOIN ME IN THANKING DENNIS FOR THE MASTERFUL JOB HE HAS DONE OVER THE PAST SEVEN YEARS. THE EDITORS AND THE MEMBERSHIP JOIN IN A HEARTFELT "THANK YOU!" THE "OLD GOAT" WILL BE MISSED!

261 And Back . . . A Study In Contrasts

Chuck Hinrichs

Milwaukee 261 and a circle trip out of Duluth, Minnesota on the DM&IR - after a summer of mostly local railfanning it was time for Shirley and I to hit the road. An added incentive was Wallace Henderson's glowing recommendation of both the lodging and cuisine at the historic St. James Hotel in Red Wing, Minnesota.

We headed out in our new Explorer (with Michelin tires) on Wednesday, August 30. Our route took us up 41 to Terre Haute, then north to I74 and then west to Bloomington. We had inquired about the Knox Station B&B in Galesburg but they were closed for the Labor Day weekend and we had reservations in Rochelle, Illinois. We checked into the Comfort Inn and then checked out the Railfan Park at the UP-BNSF crossing in downtown Rochelle. THIS IS RAILFAN HEAVEN! A covered shelter between the two sets of double tracks and about 100 yards from the crossing diamonds with tables, benches and a scanner tuned to both railroads. The facility is open 24 hours a day, 365 days a year and will continue this as long as the fans take care of the area. There were about a dozen people there (about 6 PM) and we saw 4 UP trains in less than an hour. More people were arriving as we left in search of dinner. Rochelle has lots going for it but eating places are not among the features. We finally settled for the spaghetti and meatball special at the Comfort Inn - not the best choice - the meatballs were like rubber, both in texture

and flavor.

Thursday dawned clear and after a forgettable breakfast we checked out Railfan Park again. Two guys who were arriving as we left the previous evening had spent the night train watching and were still at it. Traffic was slow as both railroads had maintenance crews working in the area. We did learn that UP was going to replace the entire diamond on Labor Day (September 2) and had blocked 14 hours for the task. We confirmed a return room at the comfort Inn to check out the replacement action. We then headed west through Dixon, IL and then to Clinton, IA across the Mississippi River. There was continuous action on UP as we headed across western Illinois. After a stop at an Iowa welcome Center we headed north along the Mississippi. We were close to IMRL tracks but no trains. We arrived in Red Wing late in the afternoon and checked into the St. James. It was all Wallace promised and more. Our Victorian (but modern in every way) room was on the back of the hotel and our bay window overlooked the Milwaukee depot, the CP/SOO tracks and the Mississippi River. We check out the lobby shops and saw a CP train southbound by the station. Dinner in the Red Wing Port restaurant was a real treat. We had a delicious rack of lamb with all the trimmings. Several trains (including the westbound Empire Builder) were observed from our window before we retired. We heard several more trains during the night.

A delicious breakfast at the St. James was served in the terrace overlooking the river and the railroad. We were so impressed that we made reservations for Sunday evening on our return trip. We re-crossed the Mississippi to avoid Twin City's traffic and headed north through western

PENNYRAIL

Wisconsin. Beautiful scenery with lots of lakes and uncluttered forests. We stopped at Spooner, WI and visited the Museum. They have a nice collection of rail equipment (the small stuff, not engines and cars) and it is nicely displayed in a portion of the old CStPM&O (CNW) depot. There is a tourist operation in Spooner, the Wisconsin & Great Northern which runs behind a nicely painted SW1 for several miles north of Spooner. We just missed the afternoon run but did get a couple of pictures. The weather was turning colder and some sprinkles accompanied us the last few miles to Superior, WI and across the bridge to Duluth. It was turning really cold (remember it was in the 90s in Kentucky and Illinois) and the wind was howling out of the east. We found the Raddison Hotel and luckily our room was on the lake side with a tremendous view of the harbor and the Depot which houses the Rail Museum and from which our trip tomorrow would depart. As we were getting settled we heard the unmistakable sound of a steam engine whistle and sure enough 261 was being spotted at the Depot. We watched from our hotel window as the lift bridge at the harbor mouth was raised and an ore boat headed out to Lake Superior. An indication of the strength of the east wind was the waves at the harbor mouth. The wave broke over the bow of the ore boat.

The Raddison has a rotating restaurant on the roof. We had a delightful meal - smoked lake trout appetizer (excellent) and grilled lake trout as an entree (also excellent). The dinner required a complete rotation of the restaurant and a view of all of Duluth.

We were back on the roof for an excellent breakfast and then a one block walk to the depot to board our train. Our first class accommodations were on the end of the train (a pretty good hike in the brisk air) and we boarded the

(Continued on page 5)

AMTRAK TO STAMFORD CONVENTION 2000

Wallace Henderson

This is the rest of Wallace's report that started in the August issue.

Day 12 This day featured a big circle trip with Amtrak equipment via Hartford to Springfield, MA (ex New Haven) then east to Worcester (ex B&A, now CSX) down Providence & Worcester to Groton (ex New Haven) then west to Stamford on Amtrak's newly electrified, former New Haven Shore Line. Passing New London we saw many big four mated sailing ships including the Coast Guard's "Eagle" for Op Sail 2000.

Day 13 I took the short trip into Manhattan to visit another magnificent restoration: Grand Central Terminal, while Don Clayton rode more Long Island branch lines. Then it was a 4:35 pm departure on Amtrak's "Lake Shore Limited" up the beautiful Hudson River Valley and on the Chicago. At Albany we changed locomotives from a Genesis dual mode engine to diesels. We were also delayed waiting for the Boston section to arrive. This was my first ride in a Viewliner sleeper - very nice! - and superior to Superliner equipment.

Day 14 Not too late in our Chicago arrival. Another lunch at Berghoff's and back to Union Station for our return to Carbondale on the "Illini." We were delayed over an hour by signal problems at Kinmundy (the UP crossing).

Conclusion Amtrak service and food were excellent. The Convention, and trips were well run and interesting. One of the better NRHS Conventions.

"See you in St. Louie. Louie. See you at the ball." (NRHS Convention - June 19-23, 2001 -

A SHORT LINE BILL OF RIGHTS

SHORT LINE & REGIONAL RAILROAD

A "Short Line and Regional Railroad Bill of Rights" applicable to Class II and Class III railroads can be imposed by the Surface Transportation Board as conditions in future Class I rail merger and consolidation transactions. These conditions may also be appropriate for application to future negative impacts of recent merger and consolidation transactions that are still subject to Board oversight. These conditions are essential to protect the continued viability of small railroads as part of the interconnected rail network. An expeditious enforcement/remedy process at the Board should be put in place to resolve disputes. The small railroads need this, and our national rail network deserves no less.

1. Small Railroads Have the Right to Compensation for Service Failures

Class I merger or acquisition transactions should require iron-clad guarantees that short line and regional railroads will receive prompt compensating payment from the Class I to make up for revenue losses directly caused by service or local operating deficiencies resulting from the transaction. When a Class I cannot provide an acceptable level of service post-transaction, small railroads should be allowed to perform additional services as necessary to provide acceptable service to shippers.

2. Small Railroads Have a Right to Interchange and Routing Freedom

The rail system must be truly interactive to function at peak efficiency. At junctions and terminal areas, small railroads should have the right to interchange with all Class I carriers as well as with each other without being disadvantaged in any way in terms of operations or pricing. Artificial "paper barriers" which arbitrarily restrict full interchange rights should be eliminated. Gateways, through routes and joint rates should be preserved as long as they are reasonably efficient, or allowed to be re-established if previously eliminated.

3. Small Railroads Have a Right to Competitive and Nondiscriminatory Pricing

Class I carriers should be prohibited from practices which discriminate between their (Class I) customers and those located on connecting short lines. Pricing should be market based. Real capital and operating cost differences are valid, but Class I pricing should not disadvantage a customer located on a small railroad for that reason alone. Small railroads must be able to quote competitive rates for their shippers, and must not be artificially prevented from doing so. This concern about discriminatory pricing which disadvantages a customer located on a small railroad has particular application in the case of some western grain rates and unit train discounts.

4. Small Railroads Have a Right to Fair and Nondiscriminatory Car Supply

The movement of joint line freight requires cooperation between the rail partners. This includes cooperation in obtaining and supplying suitable equipment. This obligation extends to a willingness to agree to pay fair amounts of car hire, and a commitment to make equipment available for loading equitably, even in times of shortage. When equipment shortages occur, available cars should be furnished on a proportional basis among the Class I and short line shippers. The Class I should be liable for the small railroad's lost earnings when

(Continued on page 5)

Chapter News

(Continued from page 2)

Phone # 270-269-2323

Steve R. Gentry
5777 Spring Corner Road
Newburgh, IN 47630-1961
Phone 812-853-2096

MEMBER NOTES

The chapter still has copies of the CSX Henderson Subdivision, Cadiz Railroad and the Paducah & Louisville Railway for sale. These videos would be a great way for the new chapter members to learn the locations that are written about in our newsletters. You can put a picture with the information from the newsletters. Order your copies of these videos today.

Edith Carnal, Dennis Carnal's mother, had successful colon cancer surgery on August 16th. The cancer had not spread anywhere and no follow-up treatment will be needed. She was sent home during the first week in September. Dennis thanks everyone for the cards, flowers, prayers and visits during the past four weeks. She still could use your cards, prayers and visits during her recovery at home.

Wallace Henderson and Chuck and Shirley Hinrichs will attend the IC Historical Society meeting in New Orleans. Wallace is making a railfan driving trip while Chuck and Shirley will do the Amtrak bit.

Rich Hane is leaving the forest fire business to Smoky the Bear and is retiring effective October 1. Welcome, Rich, to the fraternity of full time rail fans.

Chapter member David

Hayes of Hardinsburg, Kentucky will provide the program at our October meeting. David will have both slides and video of a trip across Canada and then on the White Pass and Yukon. Mark your calendar now! This should be an excellent meeting and program.

NOMINATIONS FOR CHAPTER OFFICERS (PRESIDENT, VICE PRESIDENT, SECRETARY, TREASURER AND NATIONAL DIRECTOR AND POSSIBLY A DIRECTOR AT LARGE) WILL BE ACCEPTED AT THE OCTOBER MEETING WITH ELECTION AT THE NOVEMBER MEETING.

CHAPTER BY-LAWS WILL BE READY FOR APPROVAL AT THE OCTOBER MEETING. AS WE ARE NOW INCORPORATED THESE BY-LAWS ARE NECESSARY.

THE CHAPTER STILL NEEDS SOME PROFESSIONAL ADVICE ON SECURING TAX EXEMPTIONS FOR

BILL OF RIGHTS

(Continued from page 4)

this standard is not met.

This item was posted on the internet on Sunday, September 17, by ERAIL. That is the text of a position paper of the American Short Line and Regional Railroad Association (ASLRRRA) posted at www.aslrra.org. It is well reported, by many sources, concerning the good service and customer relations of the shortlines and regionals as compared to the standoffish attitudes common among the class Is.

Chuck Hinrichs, editor

PENNYRAIL

261 And Back. . .

(Continued from page 3)

"Illinois" and ex CNW lounge car. The train had 21 cars. The ex Milwaukee dome lounge brought up the markers. A private business car "Katy" was cut in ahead of the Milwaukee dome and was closed to all. This created a bit of a problem in getting food and other services to the tail car - lots of shuffling during photo run-by stops. We were under way under cloudy and damp skies at 8:30 am. We followed the shores of Lake Superior to Two Harbors where we turned inland and with some DM&IR diesel help climbed the stiff grade from the lake shore. The diesels were cut-off and we proceeded to the Iron Range country on very well maintained track. Two photo run-bys were held but the weather was not cooperating - no sun - but did get some video. Dinner was served in the early afternoon at our seats. The food - salad, roast pork medallions with sweet potato and green beans and a cheese cake desert - was excellent and the

(Continued on page 7)

NEXT MONTH

Your article on your railroad interests.

Don Clayton's adventures on the American Orient Express.

A detailed report on Summerail at CUT.

More "Strangers in Paradise" locomotive sightings and highlights from the internet.

Regular member seniority roster and list of Charter Members. (postponed from this month due to lack of space)

A report on the IC Historical Society meeting and some Gulf Coast railfanning

AUGUST MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, August 28 7:00 pm

President McCracken called the meeting to order and the minutes of the July meeting and the treasurers report were approved as corrected.

TREASURER'S REPORT:

Opening Balance		1 4 3 2 . 1 7
<i>Income</i>		
Dues Chapter	0.00	
Dues National	25.00	
Donations	0.00	
Video	0.00	
Raffle	10.00	
Note Cards	12.00	
Total	37.00	1467.17
<i>Expenses</i>		
Dues Paid	8.50	
Postage	26.40	
Print	19.08	
Supplies	0.00	
Total	53.98	
Ending Balance		1 4 1 5 . 1 9
MEMBERSHIP:	Full	41
	Chapter Only	32
	Total	7 3

DIRECTORS REPORT: Chuck reported that the Alco controversy is still unsolved and with lawyers now involved resolution may be a long way off.

OLD BUSINESS: Plans for the Crofton Park picnic are finalized. Jim Finley will provide the burgers with trimmings, drinks etc. to be brought by individuals. Railfanning all afternoon and eats around 5:30.

NEW BUSINESS: Chuck reports that the Crofton Depot note cards are selling well with Pennyroyal Museum buying 100 sets and 13 sets on consignment at Broadbents. Chuck has a few sets left. If you want cards get them now.

ATTENDANCE: Greg Utley, Rick Bivins, Wally Watts, Don Clayton, D A Fraser, Ron Stubblefield, Wallace Henderson, Billy Byrd, Sandy Byrd, Tim Griffey, Keith Kittinger, Chris Dees, Rex Easterly, Harold Kniffen, Chuck Hinrichs, LeRoy Cobb, Bob McCracken, Jim Finley, Rich Hane, J D Farris, Louie Hicks, Tommy Brown and Guests Richard Knapp and Mark Thurby.

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BRING AN ITEM FOR THE RAFFLE

BE CAREFUL NEAR THE TRACKS DON'T TRESPASS

SEND A STORY OR PICTURE FOR INCLUSION IN FUTURE PENNYRAILS

**PENNYRAIL
TIMETABLE #42
FOR THE GOVERNMENT OF RAILFANS ONLY**

RARE MILEAGE

September 29, 30 October 1 DeQueen & Eastern RR DeQueen, AR. Short trips on Friday and Sunday. Two long trips on Saturday. Info SARM/D&E Trip PO Box 32424 Knoxville, TN 37930-2424. Phone 501-945-2128.

RAIL EVENTS AND EXCURSIONS

Cumberland Maryland October 23 Charter freight on Western Maryland Scenic behind 2-8-0 #734. Lots of run-bys. Limited to 80 passengers, \$80 Info and tickets 301-942-6197.

St. Louis to Hannibal, Missouri September 30 and October 1 Power is 1522 with Amtrak cars. Round trip each day. Coach \$99, Lounge \$199 and Dome \$299. Call 314-839-2356 for information or tickets. Call noon to 3:30 pm and 7:00 to 9:00 pm Monday thru Friday.

HISTORICAL SOCIETY EVENTS

October 5-8, Louisville, KY L&N Historical Society Convention - L&N 150th Birthday . Headquarters - Downtown Holiday Inn. L&N 152 trips on both Friday and Saturday. Banquet at Union Station. Registration limited to 200.

October 27-29. Dallas, TX NRHS Fall BOD Meeting. Details later.

MODEL RAIL EVENTS

October 21 New Haven, KY NMRA Division 8 steam excursion behind L&N 152. See Chuck Hinrichs for details (270-886-2849)

November 25-26, Collinsville, IL Great American Train Show Gateway Center

VISIT THE CHAPTER WEB SITE
<http://www.threeoaksphoto.com/wknrhs/>

SIGHTINGS AND SUCH!!

AND NOW: THE REST OF THE (261) STORY!

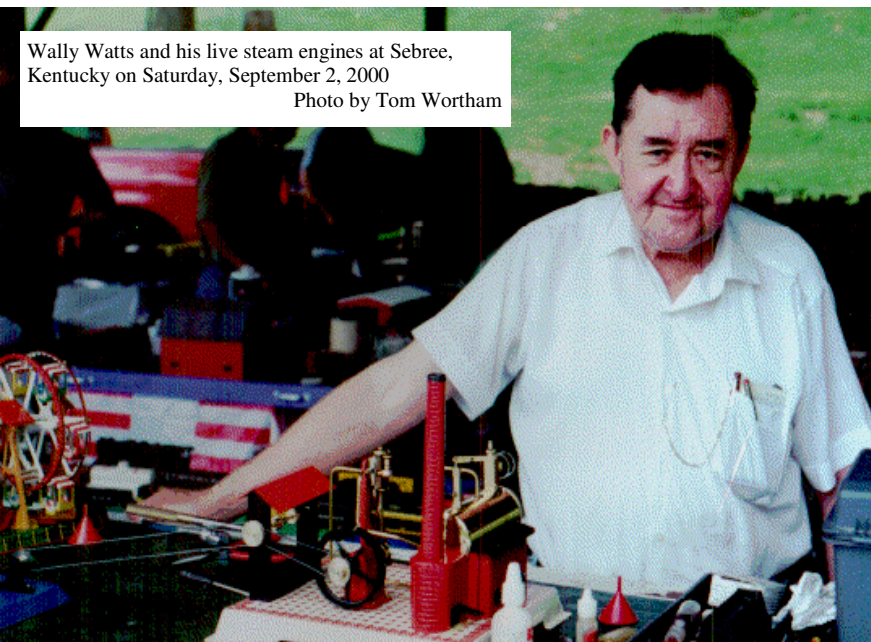
You've heard that line before. And now I want to complete Chris Dees' story about 261 and the IM&RL (July 2000 Pennyrail, p 4) as far as Don Clayton and I are concerned.

Due to CP's work on a bridge south of Lake City, Minnesota, on the third day of the Kansas City to Minnesota trip, the 261 and train ran up the old CB&Q Mississippi River main from LaCrosse to St. Paul. And a thrilling ride it was as 261 ran 'track speed' all the way. (This was in contrast to IM&RL where she had to run ten miles per hour below track speed, at 25 mph!) I rode the back platform of "Caritas" the whole trip (the sky top lounge car was behind us) and it was the highlight of the three days for me. We arrived at Minneapolis Junction - 261's home base - at 1:30 pm after this fast run.

Later that same afternoon I walked the short distance from our motel to the Minnesota Commercial's roundhouse, where I photographed the Alcos and everything else in sight. A friendly place that should be on every fan's Twin City itinerary.

The next day we were riding Amtrak's "Empire Builder" to Chicago to connect with the "Texas Eagle" to St. Louis and a drive back to Kentucky. The "Builder" was an hour late and managed to lose another hour en-route to Chicago, making our connection a bit dubious. We were detained at Columbus, WI to be bussed to Springfield, IL to catch the "Eagle." However, Don and I had the bus driver let us off in Normal (Bloomington), only to discover that the "Eagle" was an hour late! We did get a dinner in the diner before St. Louis. I got back to Hopkinsville at 4:30 am after dropping Don in Madisonville. It was an interesting and fun five days but the 4th day run on the CB&Q was tops.

Wallace Henderson



Wally Watts and his live steam engines at Sebree, Kentucky on Saturday, September 2, 2000
Photo by Tom Wortham

261 And Back . . .

(Continued from page 5)

service impeccable. I don't know how they managed the food and service but the results were great! Local beers and wine were served as we headed back to Duluth for a 6:30 arrival. Diesels were again cut in to assist with braking as we crept down the hill through Proctor. In spite of the weather it was a superb trip.

The Duluth museums were closed until later in the day, so, following another roof-top breakfast, we were back on the road headed south. We looked for a place to buy some of the Superior beer we enjoyed on the train but it was Spooner before we found an open store and they hadn't heard of the Superior brew. We did pick up samples from a couple of local breweries. We just missed the Wisconsin Great Northern - again. We crossed over to Minnesota and skirted the Twin Cities. There is a great ex Milwaukee lift bridge at Hastings and a nice depot. The weather was better and I got shots of the bridge, depot and a northbound CP freight. A few miles down the Mississippi and we were back to Red Wing for another great evening at the St. James. There is a unique Hardee's in Red Wing housed in a well preserved railroad station. The setting didn't improve the mediocre Hardee's burgers but it did whet our appetite for another fabulous St. James dinner. I had cedar planked Walleye and it was superb. The room was great and it was worth the few extra bucks for the holiday weekend reservation.

Monday found us face-to-face with the real world again. Following a gourmet breakfast at the St. James we headed down the east bank of the Mississippi. No BNSF trains - Labor Day curfew??? We finally arrived back at Rochelle, IL. The UP and BNSF crews were putting the finishing

(Continued on page 8)

261 And Back . . .

(Continued from page 7)

touches on the diamond replacement and there was a good crowd on hand. The diner at the Comfort Inn was closed and all we found was the Sunshine Family Cafe. We had a chicken stir fry. And sure enough it had been stirred and it had been fried. The meal was topped off by a dab of rice pudding that was totally devoid of flavor. After 4 days of great eating this was a rude awakening.

Breakfast at the Sunshine was better than dinner and at the Railfan Park trains were running again. A UP employee who was watching the action said that the line was opened 45 minutes ahead of schedule and that all of his intermodal traffic was through without a hitch. We watched a few UP trains and then turned the Explorer towards home. We were home a little before 7 pm, tired but

PHOTO SECTION



Chuck and Shirley Hinrichs relaxing in the ex CNW "Illinois" after dinner on the 261 - DM&IR



happy. The 2,056 mile round trip to ride the 261 trip was a complete
 s u c c e s s .
 cfh



Milwaukee RR 4-8-4 #261 near Iron Junction on s special DM&IR circle trip out of Duluth, MN. 216 had 21 cars and nearly 1000 passengers on it's drawbar. September 2, 2000

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Division 8, NMRA Mid-Central Region, has a web site. Drop in for

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. My scanner is non-destructive and your material will receive the best of care while being readied for publication. Your help is appreciated.