

# PENNYRAIL

MAY 2003

VOLUME 7 NUMBER 5



## Chapter

### CHAPTER MEETING

**MONDAY, MAY 19**

**7:00 PM**

**L&N Depot  
Hopkinsville, KY  
9th Street at the Railroad**

### MAY PROGRAM

Christian County Historian, Hopkinsville Community College History Professor and Chapter member William Turner will present the program at our annual Hopkinsville meeting. Turner's topic will be the 'Rail History of Hopkinsville.' Refreshments will be provided by the Hopkinsville Rail Mafia. This meeting should be one of the year's highlights. Mark your calendar for the 19th (a week earlier than normal) and join all your friends at the L&N depot in Hopkinsville.

### APRIL MEETING

Thirteen members and three guests gathered at the Badgett Center for the April Chapter meeting. The slim crowd enjoyed a lively business session followed by Keith Kittinger's program featuring a selection of

*(Continued on page 2)*

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## IMHO

by

Ray Cole, an ardent rail fan, L&N historian, Hootenanny organizer and host/owner of a rail oriented web site, posted some disturbing news on the internet a few days ago. It seems that he was contacted by a law firm, acting for CSX, and asked/warned to quite using CSX or pre-CSX (L&N, Chessie, B&O, C&O, SCL, ACL, Monon, CE&I, NC&StL, etc.) logos on his web site with out a license from CSX. Ray is pursuing a license providing it can be secured at no charge. Chapter member, Steve Miller, has had to close down his web site with edited C S X e m p l o y e e timetables on very pointed request from CSX (visit Steve's web site for a copy of CSX's letter.) UP has been leaning on railroad model manufacturers to acquire a license to use UP logos and slogans on their products. The license fee is reported to be substantial. Note the lack of UP decorated products in current model railroad magazine product advertising.

While it is legal , and prudent, to protect company trade marks, it could be done in a less confrontational manner. If CSX grants Ray a no-cost license without undue hassle

Western Kentucky  
Chapter, NRHS

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

President  
Bob McCracken

Vice President  
Ricky Bivins

Sect. Treas.  
Wally Watts

National Director  
Wallace Henderson

"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

Editor  
Chuck Hinrichs

112 Windsor Drive  
Hopkinsville, KY 42240  
270-886-2849

e-mail  
chuckrail@charter.net

## Chapter News

slides from David Cooper's collection. LeRoy and Crystal Cobb provided the refreshments and they were outstanding. Several members went back for seconds on the blackberry cobbler - thanks Crystal!

CSX was, again, pretty stingy with trains with only a single northbound to liven up the proceedings. CSX autorack train, Q238 was pulled by a CSX SD40-2 and a FURX SD40-2.

## NEW MEMBERS

Richard Lewandoski is a new Chapter only member. We welcome Richard and hope he can find the opportunity to visit with us in the near future.

Richard Lewandoski  
399 Harpers Ferry Rd  
Beaver Falls, PA 15010-6493

## CHAPTER NOTES

Wally Watts, Rich Hane, Rick Bivins, Ron Stubblefield and Jim Bengert spent the day (Thursday, May 1) at the live steamer's meet at Columbia, TN. The guys said there was a spectacular array of equipment both on display and in operation. The sight is perfect with lots of track very well maintained.

*(Continued on page 3)*

### MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$30.00 per year.
Family membership	\$31.00 per year.

# MORE PHOTOS



The LORAM railgrinder train was busy on CSX's Henderson Sub. The unit spent the weekend in Hopkinsville and headed north on Monday. On Tuesday (May 6) the grinder was working north from Crofton. Chuck Hinrichs and Jim Pearson caught the crew just south of Nortonville with lots of sparks and smoke. Chuck caught this shot from the Cemetery bridge. *Digital image by Chuck*



Saturday, May 3, was not a good day for CSX. Q518-2 had emergency brake problems and finally died just north of Latham siding. By the time things got moving again (some 5 hours) there were trains in every siding in the area and 4 trains between Casky and Latham. Q588 was caught just short of the Concord Lane crossing in Hopkinsville with UP power. *Digital image by Chuck*

## Chapter News

Chuck Hinrichs and Wallace Henderson spent a cloudy Saturday - the weatherman promised some sun but he lied again - at the old Southern depot in Decatur, Alabama. The event was the 7th Railroad Hootenanny organized by Ray Cole. In spite of the less than ideal photography weather there was a good turnout and a good bunch of trains. We saw 13 CSX and NS trains while we were there and the early birds caught another half dozen. Between trains we had plenty of opportunity to renew old acquaintances and make new friends. The attendees represented a good geographic spread with representatives from both North and South Carolina, Georgia, Tennessee, Alabama and, of course, Kentucky. We finally saw a patch of sunshine just south of Nashville on the way home and by sunset the Pennyrile sky was practically cloud free - go figure!

Chris Dees and Don Clayton were in Georgia the first weekend in May in search of rare mileage. A detailed report on the trip will be included in the June PENNYRAIL. A featured stop on the trip was at Albany, GA for the ACL/SCL/CofG convention. Chapter member Louie Hicks

### SUBSCRIPTION RATES

# PENNYRAIL

11 issues

**\$12 PER YEAR**

was also a convention attendee. The boys got wet on the way home but missed most of the really rough weather.

A group of Chapter members spent a busy Saturday in April operating Rick Rideout's L&N HO scale railroad at his home in Evansville, IN. Joining Rick were Keith Kittinger, Dennis Carnal, Bill Grady, Robert



Metcalf, Richard Knapp and former members Rick Andrews and Kerry Robertson.

digital image by Chuck Hinrichs

This is what may an old L&N structure on the Memphis Line. The location is east of Clarksville at the intersection of Hampton Station Road and the RJCM (ex L&N) tracks. Confirmation of this building as

## RAILROAD EMERGENCY

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

<b>BNSF</b>	<b>800-832-5452</b>
<b>CN/IC</b>	<b>800-465-9239</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>

## PENNYRAIL

### ILLINOIS CENTRAL'S KENTUCKY DIVISION PASSENGER TRAINS

by  
Don Clayton

*This is the first of a series of Don Clayton articles on passenger service on Illinois Central's Kentucky Division running from Louisville to Fulton.*

The last recorded passenger service on Illinois Central's Kentucky Division was trains 103 and 104 between Louisville and Fulton via Paducah. The last listing of this service was an Illinois Central passenger timetable effective December 15, 1956. (The service was discontinued on January 30, 1957.)

Let's follow the history. My first record of trains 103/104 is a 1916 Illinois Central passenger timetable. Equipment was a steel drawing room sleeping car running between Cincinnati and Memphis. Also available were through sleeping car reservations from Cincinnati and Louisville to Hot Springs, Arkansas. There was a New York - New Orleans sleeper along with a sleeper between Louisville and Memphis and another sleeper operated between Louisville and Paducah. The sleeper opened at 9:00 PM in Paducah for Louisville. This was the "Panama Limited" and was called an 'all-steel electric-lighted train.'

The next record I have is a 1932 passenger timetable. The name of trains 103/104 had been changed to "The Louisiane." Equipment was a Cincinnati-Louisville-New Orleans and a Louisville to Paducah sleeper that could be occupied at Paducah until 7:00 AM. On the northbound run, the Paducah to Louisville sleeper was available at 9:30 PM. Both sleepers were section-drawing room cars. Of

*(Continued on page 4)*

**ILLINOIS CENTRAL**

*(Continued from page 3)*

course, the train carried chair cars from Louisville to Memphis.

In 1941 the consist of 103/104 was essentially the same as before but the timetable carried more detail. For example, the Cincinnati to New Orleans sleeper was a 10 section, 1 drawing room 2 bedroom car and was given the reservation number 634. The Louisville to Paducah sleeper was a 12 section 1 drawing room car with reservation number 139. The words "chair cars" had been replaced with "coaches" and the cars operated all the way to, and from, New Orleans and Cincinnati. The reservation number on the New Orleans to Cincinnati sleeper was 16 and the Paducah to Louisville sleeper was 58.

By 1950, trains 103 and 104 had, again, been renamed, this time to the "Irwin S. Cobb." That name remained until the pair's discontinuance on January 30, 1957.

The 2700 series coaches that operated between Memphis and Louisville on trains 103 and 104 were from a group of 52 coaches assigned to general service. Most were about 80 ft. long and carried 40-50 passengers. They were heavyweight cars built by Pullman and ACF between 1912 and 1929. They weighed 152,000 to 154,000 pounds.

The 2900 series coaches that operated between Fulton and Louisville were part of a group of 32 coaches assigned to general service. Most were 81 feet long and carries 80-88 passengers. They were heavyweight cars built by Pullman between 1918 and 1925. The weighed 148,000 to 154,000 pounds.

The 3200 series compartment coaches that operated between Fulton and Louisville were a part of

*(Continued on page 7)*

**ILLINOIS CENTRAL  
PASSENGER TRAIN CONSISTS**

A typical consist (4/26/52) of train 103 southbound:

Storage Mail (60 ft. car)	Cincinnati-Memphis
Express	Louisville-Memphis
Baggage Mail	Louisville-Fulton
Mail (30 ft.) Apartment	Louisville-Fulton
Compt. Coach (3200 series)	Louisville-Fulton
Coach (2900 series)	Louisville-Fulton
Coach (2700 series)	Louisville-Memphis
Sleeper (Car 1031)	Cincinnati-Memphis
Sleeper (Car 1033)	Louisville-Paducah
Baggage Coach	Louisville-Paducah

Sleeper 1031 10 section, 1 compartment 1 drawing room car

Sleeper 1033 12 section I drawing room car

Special Instructions: At Louisville, hold up to 1 hour when the B&O reports more than 50 passengers destined Paducah and beyond. If more than 50 passengers and over 1 hour late, Chief Dispatcher will confer with Supervisor of Passenger Train Service.

A typical consist (4/26/52) of train 104 northbound:

Storage Mail (60 ft. car)	Memphis-Cincinnati
Express	Memphis-Louisville
Baggage Mail	Fulton-Louisville
Mail (30 ft.) Apartment	Fulton-Louisville
Compt. Coach (3200 series)	Fulton-Louisville
Coach (2900 series)	Fulton-Louisville
Coach (2700 series)	Memphis-Louisville
Sleeper (Car 410)	Memphis-Louisville
Sleeper (Car 1040)	Paducah-Louisville

Sleeper 410 10 section, 1 compartment 1 drawing room car

Sleeper 1040 12 section I drawing room car

Special Instructions: At Fulton hold for train 4 (The Louisiane).. Also hold up to 1 hour, if necessary, for passengers from train 5 (Panama Limited) when reported

# RAILFANNING TO RICHMOND

by  
Wallace Henderson

*This is the completion of Wallace's trip report that began in the April issue of P E N N Y R A I L .*  
editor

In the afternoon, we went out to the Old Dominion Chapter's Hallsboro Yard equipment storage site. They had in operation their ex-Albemarle Paper Co. 0-6-OT which was built for the US Army Corps of Engineers as #5019 by H.K. Porter in 1942. They also have Pullman 12 section/1 drawing room solarium lounge sleeper "Dinwiddie County" built in 1926 as an open end platform car. It is in original condition.

Saturday morning we had a trip on the Buckingham Branch RR, a former C&O branch an hours drive west of Richmond, with the chapter's equipment pulled by their ex-RF&P GP-7 #101. That afternoon was the informal board discussion meeting with the regular meeting as usual on Sunday morning. Afterwards, I made the rounds of the different stations seen on Friday plus Broad Street Station before heading north the sixteen miles to Ashland to spend the night in the Henry Clay Inn (which you've seen advertised in Trains and R&R). The double track ex-RF&P mainline runs right through the center of town and the depot is squarely in front of the Inn.

But first I went farther north six miles to Doswell where the C&O's Mountain Sub crosses the RF&P. No traffic on the former but four Amtrak and two freights on the

latter. Not bad for two hours! Returning to Ashland, I photographed two more freights and one Amtrak before sundown.

That night the weather changed with chilly temps and pouring rain. In spite of it, I proceeded south as planned, stopping in Petersburg to shoot N&W passenger and freight and SAL passenger stations. Also the Amtrak (ACL) station in Rocky Mount, N.C. and the pretty Amtrak (ACL) station in Wilson. Then it was on to Wilmington, N.C. to visit the interesting rail museum in the ex-ACL freight station. Until 1960, Wilmington was the headquarters of the Atlantic Coast Line but the remainder of the complex of office buildings, passenger station and roundhouse have long since been demolished and this is all that remains. With

## Calvert City Changes

by Chris Dees

Easter weekend brought a trip back home to Calvert City, Kentucky, and I decided to haunt my old stomping ground to see how rail operations had changed in this northern Marshall County town famous for its many petrochemical companies.

First off, I decided to drive down KY 1523, now known as Industrial Parkway. This little highway was known by countless teenagers as where mom or dad took you for your first driving lessons. While some of the names on the chemical plants have changed, P&L continues to perform the daily switching duties day in and day out.

Continuing on down 1523 toward the western part of the chemical complex I came upon the first of two big surprises. Back in 1986, Dexter Johnson

## PENNYRAIL

started his own track repair company called Track Tech. While once headquartered in Paducah, Dexter's built a new facility in Calvert City to support his large number of contracts with the various chemical plants, as well as his suspected role in the new Kentucky Dam relocation project. Although not confirmed as active now, Track Tech used to utilize 461.5500 Mhz for two-way radio communications.

The second big surprise, right across the road from the first, was CCT Incorporated - more commonly known as Calvert City Terminal, Incorporated. This facility is a new coal train unloading facility to bring in and mix eastern Kentucky coal with western coal off the UP, CNIC, and BNSF. Entirely new construction, this new P&L spur is built off the Northstar Steel industrial spur. The CCT trackage is really nothing more than a loop of track with a wye at the entrance. Nevertheless, two UP SD90MACS and 100 bathtub gons look impressive.

## IMHO

they are likely on the right track. On the other hand it appears that UP is looking at the license program as a revenue source. **In My Humble Opinion** this is counter-productive to UP corporate interests. The modest income generated by the "license for fee" program would do little to off-set the negative public relations connected with the diminishing presence of Union Pacific logos and slogans on commercial model railroad products.

Unfortunately we live in times where policies are formed and enforced by the legal profession and common sense is a rare commodity. I hope the day where I can model, or buy a model, of a specific railroad prototype is not

**APRIL MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 Badgett Center Madisonville KY  
 Monday, April 28 7:00 pm

Vice President Bivins called the meeting to order and the minutes of the March meeting were approved. The current treasurers report was also approved..

**TREASURER'S REPORT:**

Beginning Balance		\$2,675.75
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$10.00	
Donations	\$30.00	
Raffle	\$0.00	
Video	\$38.00	
Other	\$0.00	
TOTAL	\$78.00	
Adjusted Balance		\$2,753.75
Expenses		
Nat. Dues	\$0.00	
Postage	\$33.60	
Printing	\$34.05	
Video	\$92.40	
Supplies	\$0.00	
Other	\$54.00	
TOTAL	\$214.05	
Ending Balance		\$2,539.70

<b>MEMBERSHIP:</b>	<b>Full</b>	<b>3</b>	<b>9</b>
	<b>Chapter Only</b>		<b>21</b>
	<b>Total</b>	<b>6</b>	<b>0</b>

**DIRECTORS REPORT:** ..No dues increase. Grand Canyon turned over \$10,000 to National from the 2002 Convention. The structures survey results will be on the NRHS website. A suit is being filed to finally clear-up the Alco photo controversy. The Bulletin will be changing format and printer to improve quality and timeliness.

**OLD BUSINESS:** None

**NEW BUSINESS:** Discussed Chapter trip. Chuck Hinrichs will have more details at May meeting. Wallace Henderson said we should assist Paducah Chapter if they decide to host a National BOD meeting. No action as this would be several years in the future.

**ANNOUNCEMENTS:** Space still available for the May 10 excursion from Nashville to Cookeville. LeRoy invited all to the Sebree Railroad Days on August 23.

**ATTENDANCE:** Wally Watts, Ron Stubblefield, Wallace Henderson, Donny Knight, Tom Wortham, Chuck Hinrichs, Don Clayton, Rick Bivins, Richard Knapp, Keith Kittinger, Dennis Carnal, Rich Hane, LeRoy Cobb and guests Kay Stubblefield, Gretchen Knapp and Crystal Cobb

**REMEMBER .....**

**THE CHAPTER STILL HAS VIDEOS OF CSX'S HENDERSON SUB, THE CADIZ RR AND THE PADUCAH & LOUISVILLE'S FIRST YEARS OPERATION FOR SALE. CONTACT DENNIS CARNAL TO PLACE YOUR ORDER - 270-825-0693**

# TIMETABLE #72

FOR THE GOVERNMENT OF RAILFANS ONLY

## HISTORICAL SOCIETY EVENTS

### NRHS Convention

June 30-July 6, 2003 Baltimore, MD

### NRHS Fall Board Meeting

Ronconcoma, Long Island, New York Date and details later

### L&N Historical Society Annual Convention

Huntsville, Alabama September 18-21, 2003

### IC Historical Society Annual Convention

Champaign, Illinois August 22-24 2003

## MODEL RAIL EVENTS

### St Louis, MO June 15-18 O scale National Convention

information [www.geocities.com/bbrrclub](http://www.geocities.com/bbrrclub)

### Bartlesville/Dewey, OK June 28 The Mainline Train Show

Washington County Fairgrounds info 918/333-7987

### Chattanooga, TN July 5 Lionel Collectors Club of America

**Train Meet.** Members free, guests \$5 information 423/894-1284

## RAILFAN EVENTS and EXCURSIONS

Come join the **Effingham Railroad** in celebrating the **Sesquicentennial of the City of Effingham** on Saturday May 17, 2003 (9:00 AM-5:00 PM) and Sunday May 18, 2003 (12:00 PM-4:00 PM). Railroad displays and other activities. Contact Dave Fredrick at [dfredrick@efrr.com](mailto:dfredrick@efrr.com)

**Galesburg, IL June 28-29 Galesburg Railroad Days** Displays, model trains sale and show. Info 309/343-2485 ext 737

### St Charles, IL June 8 27th Annual Midwest Railroadiana

**Show and Sale.** Kane County Fairgrounds. Admission \$5. Information 319/622-3864

### Owasso, MI May 31 Trip to Mt Pleasant behind PM 4-8-4

#1225 \$90 coach, \$150 first class info 810/638-7248

## VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

NEW HAVEN (4/16/2003) - It once contained more than a 100 years of railroad history, but on Friday history went up in smoke after vandals set fire to a caboose at the Kentucky Railway Museum.

Sometime Friday evening, juveniles broke into the caboose and started a fire by igniting old papers stored inside.

The museum is limited on space and used the Monon Railroad caboose to store vintage railroad magazines and blueprints, said Don Parrish, treasurer of the Kentucky Railway Museum Board of Directors.

Some of the magazines dated back to the late 1800s.

"That is stuff that is literally not replaceable," Parrish said.  
*Internet - Kentucky Standard*

CSX's K223 spotted southbound through Hopkinsville on the Henderson Sub this afternoon (4/19/2003) with a solid train of black IC 100T hoppers behind a CSX SD50, a pair of WC SD45s and a ratty CSX GP38-2. We don't see many IC hopper stings over this way. Anyone know the origin of this train? The destination is Rincon GA, and I assume the hoppers are loaded with coke. *cfh*

In Hamlin, W.Va., in January, a 19-year-old driver survived having her car hit by trains on two separate tracks (being knocked off one track onto another and then hit while on that track). She was in that predicament only because she had followed safe-driver guidelines by pulling off the road to make a cell-phone call, but the place she pulled off onto was a railroad track. [Lincoln Journal (Hamlin, W.Va.), 1-8-03]  
*Internet*

CSX K663 was southbound on the Henderson Sub on Sunday, April 27. The train, behind a pair of SD40-2s, was a solid string of flats carrying bright red Case combines. Thanks to Spencer Brewer for the 'heads up.'  
*cfh*

Wallace Henderson and Chuck Hinrichs caught a rare meet at Crofton on Monday, April 28. The two trains were solid strings of molten sulfur tanks. The northbound was K 841 but the southbound did not identify itself. The southbound had a pair of Wisconsin Central SD45s and a Helm SD40-2 in like new BNSF heritage paint.  
*cfh*

Jim Pearson spotted the LORAM rail grinder working north on CSX's Henderson Sub on Tuesday morning, May 6. Jim called your editor and we met at Crofton (the rail grinder had returned to Crofton to clear for Q121) and Wallace Henderson soon joined us. As the grinder was not moving we grabbed a bit of lunch and then headed north. We caught the grinder just south of Nortonville and got some overhead shots from a bridge and then some more shots at the old IC/P&L crossing. It's a spectacular show!

*cfh*

PENNYRAIL

## ILLINOIS CENTRAL

*(Continued from page 4)*

a group of 18 cars that were assigned to general service. Most were 81 feet long and carried 74-86 passengers in three compartments; white smoking room, colored smoking room and colored passenger section. They were heavyweight cars built between 1912 and 1925 by Pullman and ACF.

The last Illinois Central public timetable listing trains 103 and 104 was dated December 15, 1956. By then the only sleeper was a Louisville to Paducah 10 section, 1 drawing room and 1 compartment car with reservation number 1033. It could be occupied at Paducah until 7:00 AM (actual arrival time was 3:45 AM). The Paducah to Louisville sleeper on train 104 was a sister car (10-1-1) with reservation number 1040 that could be occupied at 9:30 PM prior to the trains 12:50 AM departure for Louisville. The Pullman line number for these cars was #3162. The two cars assigned were named "Chief Pine Shooter" and Chief Sitting Bull."

As you go to bed tonight,



*The Mainline of Mid-America*

# BUY - SELL - SWAP

**Wanted Railroadiana**...L&N, IC, Santa Fe, etc. Lanterns, switch lamps, signs, etc. No china or model trains. Send list of items your selling to: Dennis J. Carnal, P. O. Box 212, Earlington, KY 42410-0212. Telephone number; 270-825-0693. After 7:00 pm please.

**For Sale** Numerous railroadiana items. Call Don Clayton at 821-0731 or inquire in person during the Thursday night sessions at my house.

**Wanted** GM&O, CE&I and Rock Island lanterns, any style but must have id on both lantern and globe. Chuck Hinrichs 270-886-2849 [chuckrail@charter.net](mailto:chuckrail@charter.net)

**Wanted** Photographs of the IC depot in Central City. Will buy or borrow to scan. Tom Wortham 270-821-7874 [tworthma@madisonville.com](mailto:tworthma@madisonville.com)

**Sell or Swap** *Extra 2200 South* complete set from #20 (Jan 1970) to #124. Will sell or trade for L&N, IC, GM&O or Rock Island lanterns (see above). Also have *The Short Line* from #59 (1985) through #153. Both publications are excellent reference sources. Chuck Hinrichs 270-886-2849 e-mail [chuckrail@charter.net](mailto:chuckrail@charter.net)



BUY-SELL-SWAP is a new service of your Chapter newsletter "PENNYRAIL" and is for the the non-commercial use of chapter members. Please submit your ads by e-mail or letter (typewritten, please) by the normal newsletter deadline

# PHOTO SECTION

L&N'ER'S SON RECEIVES EAGLE-SCOUT AWARD

Mr. and Mrs. V. R. Stansberry proudly admire the Eagle Scout award recently awarded to their son, Victor, Jr., a member of Troop 75, Jeffersonton, Ky. Mr. Stansberry is an employee of the chief engineer's office, Louisville. Victor, Jr.'s grandfather, R. B. Whittinghill, is a retired Evansville Division engineer.



This item is from the April 1967 issue of *The L&N Magazine*. Mrs. V. R. Stansberry (Betsy) is a former Chapter member and is still a subscriber to our Chapter newsletter *PENNYRAIL*. Dennis Carnal ran across this item as he was going through material from the David Cooper estate.



An exciting string of Wisconsin Central SD45s are in charge of northbound CSX manifest Q588. Lead unit No 7525 displays a colorful Operation Lifesaver graphic on the long hood and an American flag on the cab below the WC logo. The train was just south of Crofton on January 4, 2003 *Slide by Chuck*

"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. Your material will receive the best of care while being readied for publication. Your help is appreciated.