

# PENNYRAIL

SEPTEMBER 2003

VOLUME 7 NUMBER 9



## Chapter

## CHAPTER MEETING

**MONDAY, SEPTEMBER 22**

**7:00 PM**

**Badgett Center  
Madisonville, KY**

Arch Street at the Railroad

## SEPTEMBER PROGRAM

The September program will feature the photographic excellence of Jim Pearson as he takes us on a photo safari through the desert southwest and it's spectacular scenery and history filled railroads. Steve Miller will provide the refreshments.

This should be one of the year's outstanding programs and would be an excellent event for wives and other guests.

## AUGUST MEETING

Fifteen members and two guests were on hand for the August Chapter meeting. Following a short business session and some excellent refreshments supplied by Rick Bivins, the members settled in for a "Members Favorite Slide" presentation. There were ,

*(Continued on page 2)*

The official publication  
of the Western Kentucky  
Chapter, NRHS.

# IMHO

by

## Where are you?

There was a turnout of less than twenty members at our August Chapter meeting. That is less than a third of our Chapter's membership. There are some members that live a long way off and can attend only on special occasions but lots of local members have not been to a meeting in a long, long time.

Your officers have made every effort to make the business sessions short and to the point. CSX has not sent fleets of trains by the Badgett Center to interrupt the proceedings. There has been a concerted effort to provide a variety of programs. But it seems that the same 15 to 18 members show up each meeting night - no more and, fortunately, no less!

We would like to hear from you whom we haven't seen in awhile. What can we do to get you to a meeting? What kind of programs do you like or dislike? Is the time or date of the meeting to your liking? Let us know . . . please!

President McCracken  
270-821-6246  
trains@madisonville.com

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

however, only two members who provided slides. Jim Pearson had some excellent slides taken while on assignment with The Messenger covering a P&L coal train. Jim also showed a preview of next months program - his trip through the Desert Southwest. Chuck Hinrichs showed a sampling of his rail adventures during the year 2002.

CSX sent a pair of southbound manifests by the depot during the meeting. Q645 had a CSX SD50



on the point and a Helm Leasing SD40-2 trailing. Q595 followed a bit later and had a CSX "Pig Boat" (B36-7) on the point followed by a CSX SD40-2. All-in-all a pretty good evening and every one left with a smile on their face.

## CHAPTER NOTES

Chapter member and our National Director, Wallace Henderson, was honored as the winner of the NRHS's 2002 Bulletin cover contest. This is the first of what will be an annual feature depicting scenes from the most recent NRHS Convention.

Wallace's winning photo was judged best of some 45 entries and is featured on the cover of Bulletin #5 which was in your mail box earlier this month. Congratulations Wallace on a great photograph.

# MORE PHOTOS



This nicely restored and maintained Climax geared locomotive was built in 1910 and is now the power for the "Durbin Rocket" which runs on a former C&O branch line along the Greenbrier River. Clayton and Henderson rode the Rocket on the way home from Baltimore. 7/11/03 photo by wallace



Don't let the Western Maryland paint fool you. The F7A is a Clinchfield unit and the F7B is an ex NC&StL engine. The pair provided power for the "New Tygart Flyer" pulling an all-day trip into West Virginia's Cheat River country. This was another of Don and Wallace's adventures on the way home from the Baltimore NRHS Convention 7/10/03 photo by wallace henderson

## BACK FROM BALTIMORE

by  
**Wallace Henderson**

NRHS Star Spangled Rails Convention concluded on Sunday, July 6th with a trip up the former Western Maryland to New Oxford, Pennsylvania. The next morning we picked up Clayton's checked bag from Penn Station and headed for New Jersey. En route to Kentucky? Yes! As I had long wanted to visit the Pureland Industrial Park outside Bridgeport, home to SMS Switching Services, the largest operator of Baldwin diesel locomotives left in the country.

After first checking in at their shop, we were able to photograph their extensive roster. In spite of the recent theft of air horns off many of these engines, we found everyone friendly and of course we told them we were coming from the convention. We arrived in late morning and I had hoped to catch a crew at work but due to the extreme heat they were starting early and quitting by noon so we missed that. However, I was able to photograph eight Baldwin and BLH locomotives. Many were former Southern Pacific and I was especially

interested in photographing the ex-Trona Railway ones I had shot in operation in California in 1991. Two of the three were still in Trona paint.

Leaving Pureland after lunch, we headed for West Virginia, spending the night in Cumberland, Maryland. The next morning we took the shorter route over the mountains to Elkins for a three night stay. En route, I went to the west end of the yard at Keyser, W.Va., to photograph the tower still in operation there at the foot of the famous 17 Mile Grade. It is one of only two towers still in operation on the West End of the old B&O's Cumberland Division. I'm sure its days must be numbered.

Elkins has a grand old two story Western Maryland station, now a visitors center. Two WM lines to the south converged here in a large yard, the staging point for coal trains northeastward to Cumberland, all now abandoned except for the line used for the tourist trains and occasional freights of the West Virginia Central. A B&O branch also came in here.

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## PENNYRAIL

## AMTRAK TO BALTIMORE

by  
**Don Clayton**

My trip to Baltimore starts in Spokane, WA on Amtrak's **Empire Builder**. This was the most convenient station near the end of the Hi-Rail rare miles tour.

A little after midnight (Thursday July 3) the Portland and Seattle sections of the **Empire Builder** arrive in Spokane and are combined into one train for the run to Chicago. Consist was the usual pair of diesels, baggage car, crew sleeper, two sleepers, diner, two coaches, lounge-cafe and two more coaches. The Portland sleeper was missing.

I had an enjoyable trip to Chicago - skirting Glacier Park, cresting Marias Pass and the ride along the Mississippi River. The dining car meals were good, as usual and sleep came easy on BNSF's good track. We were only a few minutes behind schedule and I had plenty of time to make my **Capitol Limited** connection.

The Capitol Limited provided the usual Amtrak trip with good meals, attentive service and unparalleled scenery. The last part of the trip was over the original Baltimore & Ohio Railroad between Pittsburgh and Washington. The consist was a pair of diesels, baggage car, crew sleeper, two sleepers, diner, sight seer lounge-cafe and several coaches. We arrived in Washington a few minutes early which allowed ample time to catch the 12:25 PM train to Baltimore. This was an all Amfleet consist (about 10 cars) northbound to New York and Boston. I walked past several filled coaches and

(Continued on page 5)

**FROM BALTIMORE**

*(Continued from page 3)*

The next morning we drove southeasterly to Cheat Bridge, the boarding point of the "Cheat River Salamander", a diesel electric motorcar (or "doodlebug") built several years ago in Florida. The trip goes north in the morning as far as the High Falls of the Cheat and in the afternoon, after a short layover, south to the location of the former lumber mill town of Spruce (There is a connection here over the mountain to Cass). This is all lovely wilderness country and at Spruce there is hardly a trace of the once thriving mill town. We went both ways on the Salamander.

The following morning we drove a few miles northwesterly from Elkins to Belington to board the "New Tygart Flyer" for the all day trip south to the High Falls of the Cheat. The reason this is a meeting point is that due to several extremely tight curves south of the falls, the Flyer with its conventional equipment, cannot get around them. The Flyer is pulled (and pushed southbound) by a pair of ex-CSX "F" units with interesting histories. "WM 67" was Clinchfield #200, a FP7A built by EMD in 1952 and "WM 415", a F7B unit, was Clinchfield #869, ex L&N #1918, ex NC&St.L #918 (EMD - 1950), actually built as a FP7B. There is also a depowered WM Alco FA cab-control unit on hand but the BL2 had been sent to CSX Huntington Shops for maintenance work. The passenger equipment used was of special interest to me as I had ridden it in 1997 on the White River Scenic tourist train in Arkansas and it was still lettered so. We rode first class, as I had done before, in the open end observation car with a buffet lunch. This train makes a stop in Elkins and then climbs over Cheat Mountain into a even more remote wilderness area again along the Shavers Fork of the Cheat River.

*(Continued on page 5)*

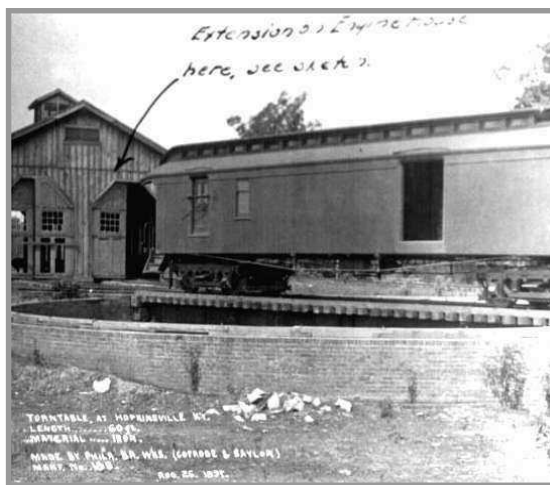
**YESTERDAY'S NEWS**



**MODEL BUILDER**

The L. & N. L-1 type passenger locomotive model pictured above was constructed by Ralph Jackson (inset), son of Agent L. S. Jackson, Earlington, Ky. This model is unique in-as-much as it was constructed similarly to a real locomotive. The boiler sheets were cut in sections, rolled and soldered together. All castings were made by carving wooden patterns which were used to form cement molds. Ralph also drew his own plans, to a scale of 4 m.m. per foot. The engine is approximately fourteen inches long and is now on exhibition in the L. & N. city ticket office, Starks Building, Louisville. Ralph cultivated a hobby for building models while convalescing from a prolonged illness. He has built models of various types of airplanes, steamships and a model of the L. & N. bridge at Henderson, Ky. However he considers this his most outstanding achievement, for he likes trains and enjoys discussing railroading most of all.

The above photo and caption describing the modeling efforts of Chapter member Ralph Jackson are from an L&N employees magazine from the late 1930s. Dennis Carnal found the information and Jim Pearson made the copy. Thanks guys!



IC engine house and 60' turntable, Hopkinsville, KY 8/26/1897.

## To Baltimore

(Continued from page 3)

found a seat in an almost empty car. I lucked out with a coach that had recently been modernized with new upholstery, carpeting and new electrical outlets beside each seat. I estimated our speed at over 100 MPH and we arrived in Baltimore in about thirty minutes!

Upon arrival at the Convention, I met several of our members and friends: Wallace Henderson, Reid Adams, Dale Roberts, Wes and Shirley Ross, Wayne McGinnis and his grandson Eric, Rev Steven Morse and Mr. Bill Howes - the former Director of Passenger Services of B&O/C&O. I was told that Chuck and Shirley Hinrichs were present but found that hard to believe because there was still **Columbine** china at the

## FROM BALTIMORE

(Continued from page 4)

We passed a junction in this wilderness where the abandoned WM line to Durbin split off while we crossed the river, paralleled us on the opposite bank, then it too crossed the river, crossed our line on a diamond and plunged into a tunnel!

Our last trip required a drive down to Durbin for the "Durbin Rocket", a two hour round trip on a former C&O branch along the Greenbrier River. This little train of one open gondola and two B&O wooden cabooses was pulled by Climax geared locomotive #3 of the Moore-Keppel logging operation, built by the Climax Manufacturing Co. of Corry, Pennsylvania in November of 1910. She put on a good show and sounded great. There was going to be a moonlight trip

out of Durbin on Saturday night but we couldn't stay for it. And although close to Cass, we didn't visit it as we had to get back and anyway I had been there twice before.

So if you want a nice inexpensive railroad vacation through unspoiled mountain country, central West Virginia is hard to beat. Three trains for under \$100 is a real deal! There are good restaurants and lodging (we stayed at the Super 8) in Elkins and this town is centrally located for everything. West Virginia has pretty good highways, too. And its only a days drive from here, all by limited access highway. Just remember in ordering your tickets (phone or Internet) to order a box lunch if you take the Salamander all day as there will be no other source for food!

Meanwhile, as I said at the conclusion of my convention report at July's meeting, to get the most out of your NRHS

## TRANS-KANSAS EAGLE

By  
Don Clayton

High Iron Travel sponsored a rare-mileage trip from Kansas City, MO to Towner, CO and back to Hutchinson, KS May 16-19. This trip utilized KCS tracks and track formerly owned by MoPac, Frisco and Santa Fe.

As usual, the trip started by driving to a convenient Amtrak station. For this trip I opted for St Louis as there are a pair of trains each day to Kansas City. I crossed the Mississippi into St Louis three hour and 40 minutes after leaving Madisonville.

I parked the car at the Amtrak station and took a brisk walk (I was hungry) to Union Station and lunch at the

## PENNYRAIL

"Station Grille". I was seated immediately amid these surroundings; hardwood floors, brass lamps, background music and frosted glass (art deco style). Each place setting had five pieces of silverware, brass napkin ring with a cloth napkin and a bread and butter plate. The lunch was excellent and the service attentive.

I walked back to the Amtrak station to wait for the departure of train #303, **Ann Rutledge**, for Kansas City. Consist was 2 diesels (one later removed), Amfleet cafe car and three Horizon coaches. We left at 3:00PM - right on time! Poor dispatching and slow orders caused us to use 2 hours to cover the first 50 miles to Washington, MO. We got to Kansas City about an hour late. I transferred to the special train and spent the night on the train in Kansas City.

Early the next morning we departed Kansas City on the KCS bound for Pittsburgh, KS. In Pittsburgh we switched to WATCO. We rode on former MoPac and Frisco tracks through Cherokee, Sherwin and Cherryvale and spent the night in Cherryvale.

After a good night's sleep, it was time to continue west on former Frisco tracks to Fredonia, KS where we reversed direction and left town on tracks formerly owned by the Santa Fe. We continued on former MoPac and Santa Fe tracks through Wichita and Hutchinson to Ellinwood, KS We stopped in Yoder, KS for dinner at an Amish restaurant. Part of today's trip retraced the Wichita section of the **Colorado Eagle**. We spent the night in Ellinwood, an ATSF town.

Early the next morning we were on our way west bound for Colorado. The Santa Fe stations in Great Bend and Ellinwood still stand. A photo run-by was held near Ness City, KS. West of Horace, KS we were stopped by several bundles of tumbleweeds

**AUGUST MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 Badgett Center, Madisonville, KY  
 Monday, August 25 7:00 pm

President McCracken called the meeting to order and the minutes of the July meeting were approved. The current treasurers report was also approved..

**TREASURER'S REPORT:**

Beginning Balance		\$2,314.07
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
Raffle	\$0.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$0.00	
Adjusted Balance		\$2,314.07
Expenses		
Nat. Dues	\$0.00	
Postage	\$25.90	
Printing	\$34.05	
Video	\$0.00	
Supplies	\$0.00	
Other	\$152.00	
TOTAL	\$211.95	
Ending Balance		\$2,102.12

<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 report

**OLD BUSINESS:** The Badgett Center is having the old video projector repaired and the loaner will be returned when repairs are complete. Ricky reports some interest in funding REA truck project. Owensboro Chapter may help.

**NEW BUSINESS:** Ricky suggested a Chapter work day on the REA truck - no action. Due to some frivolous fees at our current bank the Treasurer was authorized to seek a new bank.

**ANNOUNCEMENTS:** Clayton notified the members that the Thursday night sessions will be temporarily cancelled due to visit of relatives.

**ATTENDANCE:** Bob McCracken, Don Clayton, Al Fraser, Tim Moore, Wally Watts, David Millen, Steve Miller, Wallace Henderson, Jim Pearson, Dennis Carnal, Chuck Hinrichs, Rick Bivins, Keith Kittinger, Louie Hicks, Bob Moffet and guests Bill Thomas and Lian Thomas

**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**

*There are still a few packages of 'Crofton Depot' note cards available. Contact Chuck Hinrichs at 270-886-2849 or e-mail chuckrail@charter.net The cards are \$2 for a package of 8 with envelopes.*

# TIMETABLE #76

FOR THE GOVERNMENT OF RAILFANS ONLY

## HISTORICAL SOCIETY EVENTS

### L&N Historical Society Annual Convention

Huntsville, Alabama September 18-21, 2003 Hilton Hotel (256-533-1500) Model and photo contests, model and photo clinics, Depot tour, intermodal transportation center tour, Railroadiana/ model show and sale, layout tours, excursion at Alabama RR Museum, open slide shows, Banquet and showing of movie "Flim Flam Man"

## MODEL RAIL EVENTS

### St Louis, MO September 20 Boeing Employees Railroad Club Swap Meet

10 AM - 3 PM Admission \$2 Information 636-668-6313 (after 3 PM)

## RAILFAN EVENTS and EXCURSIONS

**Decatur, AL September 21 Railfan Hootenanny** at the old Southern RR Depot. Lots of trains (NS and CSX) plus fun and fellowship. This will be on the Sunday following the L&NHK Convention in Huntsville so there should be a good crowd

**Chattanooga, TN September 20 TVRM Steam trip to Chicamauga.** 610 will pull the train for this War Between the States day activities. Coach \$30 423-894-8028 for tickets or information

**Monticello, IL November 1,2,7 Monticello Railroad Museum Throttle Times.** Operate a locomotive Information and reservations 217-762-9011

**St Louis , MO November 1,2 St.Genevieve Special** It ain't much, but StL. Chapter NRHS has 11/1 and 11/2 scheduled for a pair of RT runs to St. Genevieve, MO. Call 314-839-2356 day time only, or write for their flyer at St.Louis Chapter NRHS, Box 220168, St.Louis, MO 63122. Coach class @\$95 and lounge class @\$160 each day. Its ex-SL-SF. krw

### Nashville, TN TCRM Fall schedule

October 4 - Watertown Train Robbery Excursion  
 October 11 - Watertown Fall Flea Market Trip  
 October 18, 25 - Cookeville Super Fall Foliage Trips

## VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

It pays to watch the whole train while railfanning! Early in the afternoon of August 27th I was at the south end of Latham siding on the north side of Hopkinsville to see what might be running. Q587 called out "clear 242" which meant he was only minutes away on his way to Nashville. As the train drew close it was evident that the power was not CSX's. On the point was an BNSF/ATSF red and silver Warbonnet followed by a yellow and blue BNSF GP60. My camera was home and Wallace was away from his phone so no photo record was made. I watched the rest of the train and spotted a covered hopper with L&N reporting marks, and then, near the end of the train, a pair of open hoppers also sporting L&N reporting marks. *chuck hinrichs*

While most of the TC's old bridges in Clarksville have been removed in the last 15-20 years at least a piece of one still remains. A segment of the bridge over the old L & N Memphis Line is still in place. It is just one truss span and is visible from Riverside Drive. It's located about 100 yards north of R.J. Corman's Cumberland River Drawbridge. The bridge over highway 12 between Henrietta and Clarksville was just taken out in the last ten years. Also, the remaining portion of the old interchange track that ran from the location of TC's Clarksville yard to a connection with L & N near the end of the Red River bridge was just removed this past year. Other than the bridge span and two highway bridges, there is not any signs of the TC right of way remaining in Clarksville. *Reed Reding, Internet*

In response to an internet inquiry about P&L 3600. . . .

PAL #3600 is classed as a "GP36". It started as GM&O GP35 #646 and became PAL #2543. It went to VMV and was rebuilt to GP38 specs (2000hp 16-645 prime mover) and received EMD Blomberg B trucks in place of the original Type B trucks. Was outshopped as VMV #3600 and did some demo work before being traded to the PAL. Originally this is what the railroad wanted to do with all of the GP35's that it inherited from the IC, but it never panned out. The unit is still on the roster and likely a repaint candidate. The PAL GP39 is the #8507. It was recently repainted into the green and black paint scheme worn by the GP40-3/Slug fleet. Shot it here in Louisville just a couple weeks ago.

*8/31/03 Bryan Jones, Internet*

Well, 17 years ago (August 27th, 1986) was the first day of operations for the P&L Railway. I remember it well, especially since it was another trip to the orthodontist.

Ah, the days of chasing a single black/green GP35 on Alco trucks, and seeing the rag-tag fleet of orange/white and GM&O black GP30/35 units. Those were the days!!!

Anyone care to share their 1st remembrances of that date?  
*8/26/03 Chris Dees, Internet*

On P&L's first day I had just started attending classes at Murray State. The first day didn't make much of an impression on me, but I remember that soon after the takeover, P&L shut down the Central City diesel facility and the days of finding 20-30 diesels of all models and colors at that one facility were suddenly over. Then over the next few years the buildings were torn down and the tracks were removed. All that remains is the coaling tower (or at least I believe it still remains).  
*8/27/03 Cliff Downey, Internet*

# EAGLE

*(Continued from page 5)*

on the track. After a quick removal we were on our way again. We reached the town of Towner, CO then retraced our route to Scott City, KS where we spent the night.

Our last day of rare mileage was ex Missouri Pacific from Scott City to Hutchinson. This was the route of the **Colorado Eagle** between Pueblo and St Louis. Again, we spent the night on board the special train. Our four cars were; The "Pointe St Charles", a former CN business car built in 1954 for the Prime Minister of Canada's use. This car features 4 bedrooms, crew room, formal dining room, observation lounge and open platform. The dining room table was always filled with maps, time tables, etc. The next car in the consist was "Cimarron River" an ex Frisco 14 roomette/4 bedroom sleeper with two roomettes converted to shower and restroom spaces. The next car was "Pine Tree State", a six bedroom lounge car built for the New Haven. The lounge area served as our dining room. The six bedrooms can be made into 3 bedroom suites. My room was in this car. The final car was the "Caritas", another ex Frisco 14-4 sleeper. The four bedrooms remained in their normal configuration with the roomette section converted to a master suite, kitchen, dining area, lounge area and, of course, an open platform.

For new mileage collectors, this

# PENNYRAIL??

Our publication, PENNYRAIL, was on display, with other chapter publications, at the 2003 NRHS Convention. I was asked about Pennyrail, had it something to do with putting pennies on the track? No!



PENNYRAIL??

(Continued from page 7)

Our publication name comes from the region of Kentucky where we live. This part of the state was called Pennyroyal after a native flower. The word Pennyroyal was slurred to Pennyrile and that has become the name of the region. It was not a giant stretch of the imagination to combine Pennyrile with railroad and hence our publication name -

**PENNYRAIL** cfh

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**SWAP**

**For Sale** *L&N* and *Family Lines* employee magazines, \$2 each plus postage. Call or send for list. Dennis Carnal 704 Choctaw Drive Madisonville, KY 42431 270-825-0693

**For Sale** Numerous railroadiana items. Call Don Clayton at 270-821-0731 or inquire in person during the Thursday night sessions at my house.

**Wanted** Photographs of the IC depot in Central City. Will buy or borrow to scan. Tom Wortham 270-821-7874 e-mail 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. 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

**Sell or Swap** Complete darkroom outfit. Beseler B23 CII enlarger (color and/or B&W) with 50mm and 75mm lenses and several film holders (35mm,6x6,6x7,6x9), trays, timers etc. Some chemicals and enlarging paper. This is quality equipment and in good condition. \$250 or trade for RR lanterns. Chuck Hinrichs 270-886-2849 e-mail chuckrail@charter.net

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PHOTO SECTION



WATCO GP30 #3004 leads High Iron Travel's rare mileage special across the plains of western Kansas as the mileage collectors retrace portions of MoPac's Colorado Eagle route. The 4 cars making up the train are CARITAS, PINE TREE STATE, CIMARRON RIVER and POINTE ST CHARLES. photo by don



Carrying the *Trans-Kansas Eagle* drum head is the ex CN business car POINTE ST CHARLES. The car was built in 1954 for the Prime Minister of Canada. This car, and three others, carried a group of rare mileage collectors on a High Iron Travel trip retracing some of MoPac's *Colorado Eagle* route through western Kansas and eastern Colorado photo by don

"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.