

# PENNYRAIL

APRIL 2000

VOLUME 4 NUMBER 4

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



## Chapter

## APRIL MEETING

**MADISONVILLE, KENTUCKY**

**Monday, April 24**

**7:00 PM**

**L&N Depot**

## PROGRAM

Wally Watts will present a pair of videos. One is a transcription from Company film archives depicting Southern Pacific doing battle with Sierra snows. The second features UP big steam in "Last of the Giants, Vol. 2" with commentary by UP's steam maven, Steve Lee. Ricky Bivins will provide the refreshments. It looks like an excellent evening's entertainment. Mark your calendar and be there!

## MARCH MEETING

Twenty-two people were on hand for the March meeting in Madisonville. They enjoyed a short talk given by Paul Camplin of Greenville. He told about his rail travel overseas during the Second World War, plus, he told of some railroad information about the railroad in the Central City area. Thanks to Mr. Camplin for taking the time to attend our meeting. Wally Watts supplied the refreshments for the meeting, in place of Louie Hicks. Thanks to Wally for the snacks. CSX supplied only one train during the

Western Kentucky  
Chapter, NRHS

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

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Bob McCracken

Vice President  
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"PENNYRAIL" is the  
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## CONVENTION

Convention packets have been mailed and should be in your hands now. The only steam event at the convention is the "Connecticut River Special" on July 11. This trip is combined with a dinner cruise. "The Naugatuck" covers the old NH main and the Waterbury Branch, July 12. An alternate on July 12 is a trip to the Connecticut Electric Railway Museum. July 13 features the first of two circle trips, "The Maybrook Limited" with rare passenger miles



and the Danbury RR Museum. "Branford Electric Railway" is on July 14 as is "Grand Central Terminal & Metro North" "The Ambassador", the 2nd

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**Chapter News**

*(Continued from page 1)*

meeting. At 7:20 pm a northbound manifest train, Q588, passed through downtown Madisonville. The train was powered by CSX B23-7 # 3101, still in Family Lines paint, an EMD Leasing SD40-2 and an MPI Leasing SD40-2.

**CHAPTER ACTIVITIES**

If you attended the March Chapter meeting you were probably very impressed with the images Jim Pearson had on his computer. These were pictures from some of Billy Byrd's old albums that were scanned, enhanced, and then stored on CDs. This is the type of archiving that the Chapter hopes to do on a continuing basis. To that end the Chapter is preparing an application for a NRHS Heritage Grant to assist in equipment acquisition (computer, software, scanner and CD copier). The grant will require a Chapter match which will be largely volunteer efforts in the scanning and archiving process as well as the supplies needed for the ongoing effort.

**MEMBER NOTES**

Chapter Vice President Ricky Bivins and Kathy Davis were married on Saturday, April 8th during a ceremony held at the

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**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. Welcome to Spring 2000!!! Here at the Goat Palace the grass is growing so fast I have already mowed the yard three times. It's only the first week in April, looks like I'll be mowing the yard till December again this year!!! But, the warm weather is nice for other things. . . like railfanning. Let's see what's going on.....

**CSX News...** As of March 30th, CSX had around 300 leased locomotives on the system. Over 200 more foreign locomotives in run-through service are on CSX rails at any given time. From the CSX trains that I have seen during the past few months, it's rare to see a pure set of CSX power on a train. Better hurry and do some railfanning on the Henderson Sub and bring your camera and notebook.

**Paducah & Louisville Railway News....**On March 28th, P&L operated a shippers special from Dawson Springs to Grand Rivers Terminal and return. Around 25 to 30 people boarded the train in Dawson Springs for the trip to GRT. The train was pulled by the P&L "Wildcat" GP10 # 1978. The cars were the three P&L business cars. On March 29th P&L ran the shipper special from Paducah to GRT and return. On the 30th, P&L ran another special from Paducah to Dawson Springs and return. During the week of April 5th P&L operated a series of shipper specials in the Louisville area with the same equipment.

On March 29th, a late running P&L Louisville to Paducah manifest train (LP1) was powered by Union Pacific SD9OMAC # 8036 followed by five P&L Paducah Geeps pulling the 70 to 75 car train. The big Union Pacific SD9OMAC looked strange coupled ahead of the little P&L Geeps.

On April 4th, P&L ran a hi-wide special from the CSX interchange through West Yard toward Paducah. The train was powered by one P&L GP10, still in Illinois Central black paint. The consist was one covered hopper behind the locomotive - maybe for braking - then an eight-axle depressed center flatcar carrying a large box like something (How's that for a description?), a standard flatcar loaded with a smaller box like something and, finally, another eight-axle depressed center flatcar carrying another large box like something. Boy, these technical descriptions have gave me a headache! Anyway, it's not everyday, that you see a hi-wide special on P&L or CSX for that matter.

**TRADEWATER RAILWAY CABOOSE GOES TO SCRAP....**

A few weeks ago, Rick Andrews and The Old Goat were checking out the former Tradewater Railway - ex-Illinois Central - line from Princeton to Evansville. This line is being sold for scrap and much of the trackage has already been removed. While walking through the former yard at Blackford, we found a caboose painted in the blue

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## THE OLD GOAT

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and black paint scheme of the Tradewater Railway. This caboose is being scrapped. It is a former Illinois Central extended-vision cupola caboose built in the IC Centralia Shops. Nothing on its sides could be read, but this information was taken from the trucks.... ICRR... .1621 Barber/Bettendorf... S 7481 .... 7608-A.... 12/71. Maybe a caboose fan in the membership can use this information and find out the original IC number and information on this caboose.

Well, that's all for this month. I will have the final part of the Henderson Sub story next month. Just didn't have the time to write it this month. Hope to hear from more of the membership in the coming weeks with information to use in this column.

Make an effort to attend the April meeting in Madisonville. Maybe I will see you trackside in the next few weeks. Take care.

Dennis Carnal



## The Which-It!

by  
**Rick Bivins**

So you invented the Which-It, which allows your customers to do their job more easily, very good. You prosper in this good fortune until.. your neighbor has come out with a Whatch-It. His product allows his customers to do the same as the Which-It does only faster and cheaper and it cost less to buy. What to do. Stand by and lose your customers and your company to the Whatch-It, or, invent a new and improved Which-It and continue to do business.

This is similar to what happened on the L&N RR in the mid 1880's. By that time most of the railroads north of the Ohio were of the gauge of four feet eight and one half inches or standard gauge, as it was known. South of the river most track was five-foot gauge. To cross the river, trains had to be ferried from one bank of the Ohio to the other. In order to utilize equipment from north to south or vise-a-verse the wheel sets had to be changed out at each location. This motion was carried out with the use of a crane at locations such as Henderson, Evansville, Nortonville, Louisville and many other through out the L&N's 2000-mile system. Total time to change out a pair of trucks on a car was only about four minutes. However traffic on the railroad was growing rapidly as were the rest of the railroads in the land, some thing had to be done.

To further complicate things was the July 13, 1885 opening of the new Ohio River Bridge in Henderson KY. This would eliminate the slow and

## PENNYRAIL

costly ferry move saving the railroad time and money thus adding to the profits. Conversely, this would also add to the problems of various gauges in operation across the bridge. The L&N opted to narrow its track gauge to four feet nine inches in 1885. The reasons sighted for the one half inch difference was two fold. Many other southern railroads had adopted this gauge and L&N's own Short Line and St. Louis divisions were of this gauge. In area's of the south where four feet eight and one half-inch gauge was in use it was found equipment would operate satisfactorily together. However it is generally believed that the L&N simply would not completely adopt the change. The difference of one-half inch was a compromise.

To accomplish the change of gauge, the railroad hired additional men for a one day herculainiane event. Generally there were four men per mile of track with five men in tunnels and on curvy sections of the line. An intense rivalry existed between sections to finish first. These sections were divided and worked from the center of the section out toward the other two. The west rail would be moved in three inches while tunnels and bridges would have both rails moved to center equipment. New tie plates and spikes were driven in place ahead of time and stores of tools and supplies located where needed. With every thing ready the date was set on Sunday, May 30t~ 1886.

The L&N management was well pleased that afternoon. Most sections had finished their work by noon with some working till late evening. The entire railroad was re-gauged in ONE day. That Sunday was not a day of rest. The work did not stop there. Every passing track, yard track and customer siding had to be re-gauged before normal operations could be resumed. Some were re-gauged the Saturday before.

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A Very Short History Of The

# PENNSYLVANIA RAILROAD

by  
Rick Bivins

OK, we all know about the Pennsylvania Railroad now don't we? Well, even so when one reads about the PRR and its sheer size and numbers, it is enough to dull the senses. So, here is a very short recall of Pennsy trivia and facts.

The Pennsylvania Railroad was incorporated by the State of Pennsylvania Legislature on April 13 1846. This action by the state was a late entry in the railroad race across the Allegheny Mountains. The problem was not the lack of need, but the lack of vision on the part of the State of Pennsylvania. ~ state put its money on its own System of Public Works. This "system" was any thing but systematic in use. It consisted of a series of canals, antique railroads (antique for the era) and a net work often incline planes on the Allegheny ridge at Blair Gap PA. Unlike the successful Erie Canal, which ran along the flat Mohawk Plain, the Pennsylvania system crossed a 2300-foot range of mountains via locks and dams. These would freeze in the winter and flood in the spring. The incline planes were constantly plagued with mechanical problems. The antique railroads were all of various gauges and were for the most part unconnected. A "quick" passage from Philadelphia to Pittsburgh took a total of... Five Days. The B&O RR, the Western Maryland RR, the Erie RR and others were well established when the State of Pennsylvania swallowed its pride and the 40 million dollars it had invested in its public works system and chartered the Pennsylvania Railroad Company.

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## THE EDITOR'S NOTEBOOK

Chuck Hinrichs

Planned **AMTRAK** service expansions include:

**Manhattan Limited:** Overnight coach and sleeper service between New York, Philadelphia, Cleveland and Chicago; more trains serving Western Pennsylvania, Ohio and Indiana. Daylight arrival times between Cleveland and Chicago; more connections to the West, via Chicago and Northeast.

**Silver Service in Florida:** Trains split at Jacksonville introducing service to tourist destinations along Florida's East Coast to Miami; continued service to Miami via Orlando; continued service to Tampa via two inland routes.

**Silver Service to New England:** Extends one train from New York north to Boston.

**Aztec Eagle:** Daily service between San Antonio and Monterey, Mexico; connections to Texas Eagle.

**Kentucky Cardinal:** Extends train from Jefferson, Indiana, to Louisville; reintroduces daily coach and sleeper car service. Provides customers with connections to Chicago and trains to the East and West.

**Twilight Limited:** Extends current train to New York through Dearborn and Ann Arbor, providing new overnight sleeper car service. Offers customers to Michigan new, direct service to East Coast; better connections to the West for Upstate New York customers.

**Michigan Corridor:** Reconfigures one Michigan train to Toledo via Dearborn; gives passengers direct link to most popular stations in Ohio; two trains will serve Detroit.

**International:** Reroute between Battle Creek, Dearborn and Windsor; Canadian destinations under discussion with Via Rail.

**Chicago-Des Moines:** New train serving new, well populated markets in Iowa and Illinois.

**Hiawatha:** One Chicago-Milwaukee round trip extended to Fond du Lac.

**Chicago-Janesville:** New train to Janesville, Wisconsin.

**Crescent:** Split train in Meridian; more service to Mississippi, Louisiana and Dallas/Ft. Worth; better connections North and West.

*from Amtrak press release*

An inquiry regarding C&O 2716 produced the following:

"Regarding C&O 2716 -- the KRM is working with both NS and CSX to determine a moving date for this locomotive to New Haven, KY. There is no firm information on a date as of yet.

*internet 3/24/2000*

### CORRECTION

The URL (or address) for the Chapter web site was stated in error last month. The Western Kentucky Chapter Web Site is:

**[www.threeoaksphoto.com/wknrhs](http://www.threeoaksphoto.com/wknrhs)**

## Chapter News

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Madisonville International Airport. Ricky is a pilot and works at the airport. Ricky and Kathy will be living in a new house out on the vast prairie, west of Richland. Best wishes to both of you on your new lives together.

Mike Keipp and his wife have moved to an apartment in Hopkinsville while Mike is in Atlanta taking a conductors training course leading to a probable job with CSX. Mike hopes to work on one of the CSX mainlines out of Nashville. His new address is 2100 Denzil Drive, Apt. 3 Hopkinsville, KY 42240. Best of luck to Mike on his railroading career.

Daniel Kohlberg has moved to a new address; 2675 East 4th Ave. North St Paul, MN 55109.

Ricky Bivins is preparing a NRHS Heritage Grant application to help in his REA truck restoration project. This is a personal application on Ricky's part and is not a

## MARK YOUR CALENDAR

**In what is becoming a tradition, the May Chapter meeting will be held at the L&N depot in Hopkinsville on Monday evening, May 22.**

**Wallace Henderson will provide the program, an illustrated account of his recent trip in search of plantation steam in the Caribbean.**

**The Hopkinsville crew will**

## PRR

(Continued from page 4)

In the 122 year history of the PRR, one of the first decisions was perhaps one of the best. That would be to hire J. Edgar Thomson as the railroads chief engineer. Thomson would later be President of the PRR and his push to take the railroad to Chicago in the 1840's would prove his wisdom. Chicago had a population of 4470 people in the late 1840's. Cincinnati and other prime river towns had populations ten times more. Railroads like the PRR would ultimately build Chicago into the greatest rail hub in the *nation*. The Pennsylvania States decision was a sound one as well. The PRR paid a dividend to its shareholders right up to the bitter end, even during the depression years, no other railroad did!

Most people perceive the PRR as a mountain railroad; visions of Horse Shoe Curve usually come to mind. Not so! When Thomson laid out the PRR, he followed the natural easements along the floodplains and rivers until the line reached the Allegheny Mountains. This compressed the mountain region into a comparatively small section of the railroad.

The expansion west was only natural, however the railroad put as much effort toward New York City as it did to the west. Line mergers, buyouts and takeovers resulted in a rail system of various gauges, equipment and end terminals located many city blocks or even miles apart causing operational mayhem for riders and freight transfer across the system. After many years of building and re-building the railroad into a seamless rail line, The

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## The Which-It!

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The L&N would spend hundreds of thousands of dollars on new tools, equipment and trucks to outfit its entire freight car fleet. Locomotives were converted in many of the company shops that same May day. New tools, equipment, wheel sets and associated rigging for locomotive brakes and bearings plus pay for eight thousand men on that one day would cost the railroad \$195,055.65. This deficit would be offset \$29,605.22 in sales of third rail and steam hoist no longer needed by the railroad.

The L&N would later, as all mainline railroads would do, change to the standard gauge of four feet eight and one-half inch between the rails. They would stay competitive and prosper until merger mania in the 1970's. CSX runs trains here now, but, the Old Reliable made it possible, and all in one day.



## NEXT MONTH

Henderson Sub history summary. (held over)

Annual Membership Roster and e-mail directory.

**Your article on your railroad interests.**

Report in Spring Meeting of the NRHS Board.

Another A C Stanley railroad story.

**MARCH MINUTES SUMMARY**

Western Kentucky Chapter, NRHS  
L&N Depot, Madisonville, KY  
Monday, March 27 7:00 pm

President McCracken called the meeting to order and the minutes of the January meeting and the current treasurer's report were approved

**TREASURER'S REPORT:**

<b>Opening Balance</b>		1 7 8 9 . 4 0	
<i>Income</i>			
Dues Chpt.	24.00		
Dues Nat.	25.00		
Donations	00.00		
Video	00.00		
Raffle	17.00		
Total	66.00	1 8 5 5 . 4 0	
<i>Expenses</i>			
Dues Paid	34.00		
Postage	35.20		
Print	28.62		
Supplies	8.42		
Total	106.24	1 7 4 9 . 1 6	
<b>Ending Balance</b>		1 7 4 9 . 1 6	

**MEMBERSHIP: 65**  
Lost 3 full and 3 chapter only members

**DIRECTORS REPORT:** Reminded members of up-coming Board meeting in Atlanta, April 14-16.

**OLD BUSINESS:** The possibility of a NRHS grant for our archival project was discussed. Jim Pearson displayed his computer, scanner and some archival material. To get up and running would require roughly \$6,000. Rick Bivins moved that we allow the committee to submit a grant application on behalf of the Chapter. Motion passed.

**NEW BUSINESS:** Ricky announced his up-coming wedding - April 8th at the airport. All invited. The by-laws will be ready for the next meeting. We will have five directors (the officers and a director at-large if needed to make five directors). Wallace Henderson corrected and amplified on some of the early L&N history. Billy Byrd described a 'run-away' on the C&C. No action from National on 25 year pins for Keith and Don.

**ATTENDANCE:** Bud Ashby, Jim Pearson, Ricky Bivins, Wallace Henderson, Bob Moffet, Chuck Hinrichs, Billy Byrd, Sandy Byrd, D A Fraser, Dennis Carnal, Ron Stubblefield, Greg Utley, Rich Hane, Keith Kittinger, Paul Bethel, J D Farris, Rex Easterly, Wally Watts and Bob McCracken. Guests: Paul Camplin, Cynthia Grise Camplin and Richard Knapp

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**BRING AN ITEM FOR THE  
RAFFLE**

**BE CAREFUL NEAR THE  
TRACKS**

**TIMETABLE #37**

**FOR THE GOVERNMENT OF RAILFANS ONLY**

**RARE MILEAGE**

**May 18-21. TP&W** High Iron Travel, P.O. Box 50116; Minneapolis, MN 55405 612-922-7259; fax 612-922-8820.

**Milw 261** will apparently make a Kansas City, MO - Chillicothe, MO trip on IMRL either June 23 or 24. Date not set yet. Trip is for Milwaukee Historical. Society convention Kansas City.

**SOO 4-6-2 2719** Given WC's new restrictive excursion policy, anyone who has been putting off basic parts of the WC system is advised to not let 2000 pass without trying to take action. Already publicized are two steam weekends with **SOO 4-6-2 2719**, in May from Chippewa Falls west on the mainline to the "high bridge" (St. Croix River) and back, and in August on the former Green Bay & Western "west end," from Hixton on I-94 to East Winona and back. Details later.

**RAIL EVENTS AND EXCURSIONS**

**April 29-30. Monticello, IL** Museum Photographers Trains will operate both days with Wabash F7A on freight train and CN FPA4 on a passenger train. Night photo session. \$35 per day or \$60 for the weekend. Info 217-762-9011

**August 5. Cincinnati Summerrail at CUT.** All day multi-media slide show, railroad show and sale. \$12. Info 1-513-651-RAIL.

**HISTORICAL SOCIETY EVENTS**

**May 19-21, Ames IA** Chicago & Northwestern Historical Society Annual Meeting. info [www.cnuhs.org](http://www.cnuhs.org)

**July 11-16, Stamford, CT** NRHS National Convention. Pre-registration deadline - January 31, 2000.

**September 21-24. New Orleans, LA** IC Historical Society Annual Meeting. Details later.

**October 5-8, Louisville, KY** L&N Historical Society Convention - L&N 150th Birthday . Details later.

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

## SIGHTINGS AND SUCH!!

### CSX

Train Q270, and automotive train, running from Nashville to Avon (Indianapolis) has been dropped. Q252 will run on an as needed basis and serve automotive facilities at both Avon and St. Louis destinations.

The last taconite unit train (K160) ran to Birmingham early in April. The hopper cars have been assigned to alternate service.

**3/16/2000 Hopkinsville G413** BNSF C44-9W (769) and BNSF C40-8W (942) both in warbonnet red and silver.

**3/29/2000 Casky Q122** CSX C40-8W (7856) and UP SD40-2 (3841).

**3/29/2000 Hopkinsville Q597** FURX SD40-2 (3014) in green and silver paint, UP/SP CW44AC (108), HATX GP40 (4410) (ex Amtrak) and HLCX SD40-2 (6503)

**3/31/2000 Kelly X252** CSX (ex CR) SD40-2 (8889) and GATX (GSCX) SD40 (7356).

**3/31/2000 Kelly Q122** CR/CSX C40-8W (7380) and CSX C40-8W (7677).

**4/1/2000 Casky G902** Two CSX CW44ACs (15 and 96), MK SD40-2 (9047) and CSX Slug Mother GP40-2 (6916) and Slug (2322).

**4/1/2000 Casky Q587** CR/CSX B40-8 (5957) and CR/CSX C40-8W (7381).

**4/1/2000 Trenton Q575** CSX C40-8W (7678) and LRCX (9515).

**4/1/2000 Guthrie Q514** UP SD40-2 (3023) and UP C44-9W (9665).

**4/2/2000 Latham G192** CSX C40-8W (7840), HLCX GP40 (4410) and HLCX SD40 (7701) in red and green paint.

**4/3/2000 Casky Q648** 2 CSX CW60ACs (5001) and (5003) 5001 has the "Diversity in Motion" sign on the long hood. This sign has both CSX and GE identity.

**4/3/2000 Latham Q587** CSX Slug (2320), CSX Slug Mother GP40-2 (6491) and CSX (ex CR) C40-8W (7332) in fresh YN2 paint.

**4/8/2000 Casky G122** CSX SD40-2 (4340) in YN1 paint, CSX C40-8W (7887) and EML SD40 (6304).

**4/8/2000 Hopkinsville Q514** UP B40-8W (5655) and UP SD60 (6034)

**4/10/2000 Hopkinsville L121** CSX C44-9W (9008) and CR/CSX SD40-2 (8829).

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### PRR

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PRR consolidated all of its holdings and leases and formed the Pennsylvania Railroad Company with all operations and management under one roof in Philadelphia, PA.

Now lets take a look at the sheer numbers on the PRR. The PRR pioneered or was instrumental in the development of the airbrake, automatic coupler, friction draft gear, modern signaling and the use of steel in rail, wheels, freight and passenger car construction. The PRR also had one of the first air transport systems, motor truck lines, buses and freight container systems, the Trailer Train was a for runner to today's modern TOFC and COFC services. The PRR was slow to embrace some technology, for example in 1930 the railroad had CTC in service along the line in Indiana, however by 1950 the railroad still had 113 towers in place on the main line alone to control movements from New York City to Chicago.

Try this for massive numbers. In 1929 during the railroads glory days before the depression the PRR boasted of having 10,512 miles of track, 6,152 locomotives, 7,384 passenger cars, 270,653 freight cars, 3,976 company cars (cabs, M of W and business) in service on the railroad. The Pennsy operated 425 K class Pacific's, 579 L1 class Mikados 598 I class Decapods and many more classes of locomotives not to mention new diesel switchers and a host electric units on the roster. During WWII, the PRR's passenger traffic quadrupled and freight doubled. The ("P" Company) as the employee's called it was there to handle it.

The Pennsylvania Railroad Co. would merge with it's bitter rival, New York Central in 1968 to form

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# PHOTO SECTION

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the Penn Central. By the mid 1970's PC would be folded into the governments plan to save eastern railroads from total shutdown. As difficult as it was to bare, something went right with Conrail, as trains still move on these lines today. CSX and NS have started using the old PRR and NYC markings on their respective properties allowing us to once

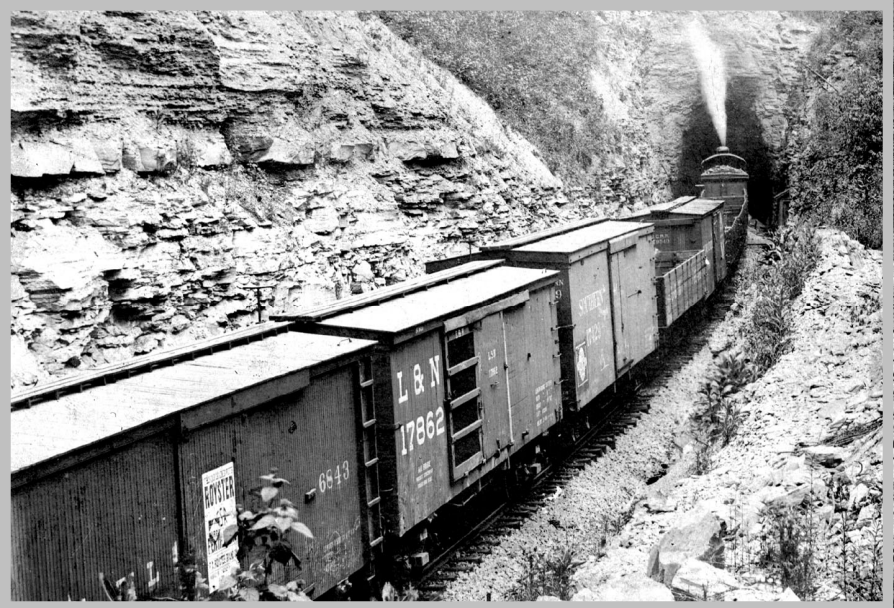


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circle trip runs on July 15 with stops at Springfield, Palmer and Saybrook. The Convention winds up with "The Yankee Clipper" which plans to use ACELA equipment for the run from Stamford to Boston. This trip is still tentative as the ACELA equipment is not yet in service.

The Seminars, BOD meeting and the Convention Business Meeting are all scheduled for July 14 as is the Annual Banquet.

In spite of the minimum steam trips the Convention promises to be an interesting and historically significant event. Some of the trips should sell out quickly so don't hesitate in getting your ticket orders to the Convention hosts. For up-to-date information check the Convention web site:



This photo is a scan and enhancement of a faded and weathered print from Billy Byrd's collection. The photo is of an L&N freight approaching the south portal of Baker Tunnel c 1906. Scan and enhancement was done by Jim Pearson. This is the type of material that the Chapter hopes to archive.



"Gone but not forgotten" is an appropriate catch phrase for remnants of the L&N Railroad. The pictured trailer was spotted on a construction site in Hopkinsville on April 2, 2000. This is an L&N piggyback trailer probably dating from the late 70s or early 80s. The logo is badly faded but still very legible and the trailer is in surprisingly good condition. Photo by Chuck Hinrichs

"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 non-destructive and your material will receive the best of care while readied for publication. Your help is appreciated.