

PENNYRAIL

NOVEMBER 2000

VOLUME 4 NUMBER 11

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

NOVEMBER MEETING

MADISONVILLE, KENTUCKY

Monday, November 27

7:00 PM

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

Arch Street and the railroad in downtown Madisonville.

PROGRAM

Former Chapter member and noted IC historian, Cliff Downey, will present the program. Keith Kittinger will provide refreshments.

"The slide show will cover passenger and freight operations on the Illinois Central. There are a number of slides from the EARLY years (1942-50) of streamlined passenger service, including a shot of the first "Green Diamond", the first run of the "City of New Orleans", and several views of the original "City of Miami" trainset. There were several slight variations of locomotive paint schemes during this era, and the show will cover each.

Also, I'll bring along some slides of IC steam operations, including some great shots taken around

(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
Chapter, NRHS.
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historical notes and
other rail information
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Board Ponders Dues Increase

Faced with a mounting budget deficit, the Board of Directors gave tentative approval to a \$3 annual dues increase. In addition to the dues increase the half year - half price dues provision will be eliminated. Final Board action will be taken at the Spring meeting and ratification will be



required by the Convention.

There is a possibility that the ALCO Historical Photo problems may be settled without resorting to legal action. In other Board action all National Officers were re-elected, the 2001 budget was approved and two regular sessions of RailCamp

Chapter News

(Continued from page 1)

Paduch, Central City and Louisville. There are also some interesting shots of IC freights on various other divisions, including some neat shots of steam powered freights wading through flood waters in Dubuque, IA. The slides are to be included in a series of all color books that I am writing for Four Ways West Publishing. I don't know yet when the books will be out, but it should be in mid-2001.

As for myself, you can just mention that I'm a long time fan of the IC and that I've written several articles about the IC and its locomotives. The IC has always been my favorite road, yet I grew up next to the L&N in Pembroke."

OCTOBER MEETING

Twenty-five people were on hand for the October meeting in Madisonville. They were treated to an interesting program on the history of radio use by the railroads. Chris Dees provided the program for the members. Chris talked about the use of radios by the railroads in our area in day to day operations. Plus, he covered the possible uses of radios in the future in railroading. Thanks Chris for taking the time to put together an outstanding program. Ron Stubblefield provided the refreshments for the program.

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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. |

TWO WEEKS ON THE

The American Orient Express offers several tours that include non-Amtrak "rare mileage." In order to take advantage of this, Ralph Alvarez and I booked a pair of "back to back" tours that included rare mileage in California, Montana and Idaho.

Ralph and I met in Chicago and rode Amtrak's "Southwest Chief" to Los Angeles. With automatic train stop this train can cruise at 90 MPH for the 1000 miles between Chicago and L A. We arrived about 30 minutes early. The food and service in the dining car were both excellent. Breakfast on Cajon Pass at sunrise was great!

We checked into the Metro Plaza Hotel - right across the street from L A's Union Station. Then it was off for a ride on Metrolink and add to the new mileage column. The first trip was to Lancaster on the former SP route to Bakersfield. Lancaster is home of Chris Dees' Restaurant. Chris, you better go check on business. The route to Lancaster is over 70 miles long and goes through the scenic Soledad Canyon. Next was the line to San Bernadino that includes a former freight only SP line and former Pacific Electric right-of-way. This route is about 55 miles long. I decided this was enough, so I went to the hotel for a good nights sleep.

New day - more mileage! Today I rode the METRO's overhead electric train to Long Beach and back. This is about 25 miles of street running and grade separated running. I got back just in time for a quick lunch, check out of the hotel and walk to Union Station.

We board the American Orient Express for 7 relaxing days of train travel and sight seeing. We toured Hearst Castle, Muir Woods National Monument, Golden Gate National Recreation Area and Multnomah Falls in the Columbia River Gorge National Scenic Area. A lunch stop was made at Timberline Lodge, a National Historic Landmark, at the base of Mt. Hood. Our Journey ended in Seattle. A tour of nearly 60 aircraft exhibits at the Museum of Flight in Seattle brought this part of the trip to a close.

Then it was time to board the AOE for another 7 day tour of Idaho, Montana, Utah and Wyoming. We toured the C E Conrad mansion in Kalispell, MT, Glacier National Park, Lewis and Clark National Historic Trail and interpretive Center, C M Russell Museum, Gates of the Mountain, Yellowstone National Park, Grand Teton National Park and Jackson Hole, Wyoming.

It was back to reality with a 4:20 AM scheduled departure of the "California Zephyr" to Lincoln, Nebraska. As usual, Amtrak provided good service, tasty meals and beautiful scenery as we traveled through the Rockies - not around them.

In Lincoln, we rode the "Nebraska Safety Express", a rare

AMERICAN ORIENT EXPRESS

mileage trip from Lincoln to Omaha via Louisville, South Bend and Ashland (Nebraska that is...). The trip was pulled by ex Milwaukee 4-8-4 261 on ex CB&Q (now BNSF) trackage.

It was time to head for home. We left Lincoln at 5:12 AM on the "California Zephyr". As before Amtrak provided a good ride to Chicago.

The final leg south from Chicago was a real shock - NO SLEEPER - for the 12 hour trip to Jeffersonville on the "Kentucky Cardinal". Due to high demand on the "Southwest Chief", the sleeper has been moved to that train.

The drive back to Madisonville was as usual. (try to mask your enthusiasm, Don. ed)

Don Clayton

The former Peabody Coal trackage between Linton, IN,

INDIANA RAIL NEWS

Chris Dees

and Dugger, IN, is being rehabilitated by CP Rail and Indiana Railroad. The track is intact, and crews having been clearing trees and digging out crossing paved over by local road crews. This track was used years ago to move coal from a Peabody mine to a washer and then out on either the IC or MILW. The line is being resurrected to permit coal train operations from the CP at Latta to the INRD at Dugger for delivery to Central Illinois Public Service's plant in Lis, Illinois. A wye at Dugger will permit movements east or west on the Indiana Railroad, thus reducing a

severe bottleneck at the current CP-INRD interchange at Linton. Part of the funding for this project is coming from CIPS, which is very unhappy with the service presently given by CNIC. Therefore, the project also includes construction of a new 6-mile spur from the INRD main into the plant. Starting in 2001, 100-car Powder River coal trains with UP run-through power will move south on CSX from Chicago to Terre Haute, then from Terre Haute to Latta over the CP, then over the connection to INRD. The trains are expected to unload on the fly and return the same day.

Bye-Bye B&O It appears that through freight traffic on the B&O St Louis line via Mitchell, Indiana, to Cincinnati has ended effective October 31, 2000. CSX is abolishing trains Q333, Q332, Q371, and Q372. All Cincinnati-St Louis traffic will move via Avon Yard in Indianapolis or Osborn Yard in Louisville.

Westbound Mitchell, Seymour, Flora, and Alton & Southern blocks will be added to Cincinnati-Louisville train Q511, then forwarded west on Louisville-St Louis train Q564. Train Q564 will set off the A&S block at Flora for pick-up by new train Q554, which originates in Washington, Indiana. Eastbound Cincinnati blocks originating in St Louis will be added to Louisville trains Q565 and Q553. A local, J786/787 will operate over the line to handle local traffic and the Trautman, OH block. It appears that the line east of Seymour will be very quiet. CSX supposedly is utilizing the L&I between Louisville and Seymour, then westward. The former Monon is also being utilized as well.

Chris Dees

PENNYRAIL

CANDIDATE STATEMENTS

RON STUBBLEFIELD

According to some members I would be just the right size for the "At-Large" or "The-Large" Directorship. Hey from what I see most of you guys don't look exactly like Superman. Never the less here is how I see the office of director.

The directors/officers makes the Madisonville NRHS Chapter a top notch organization for it's members. Their leadership guides us as a club that collects railroad history and strives to be a part of that history by our own works. Sometimes we don't realize our works can be just plain fun, such as railfanning, riding trains, photographing and volunteering our time in community affairs. The directors/officers should be compatible to each other and the membership. The directors/officers must set agendas that involve all the members that will participate in collecting and the making of railroad history. One of the goals should be to keep our meetings on the lighter side and a little loose. For me I've had enough of those stiff requirements of business meetings in the past where I worked. Above all, we are an organization that comes together where we exposure ourselves to many different aspects of railroad fun and history. We have a great group of members and I always look forward to each time we meet. The spirit that we have is rare for many organization today. I eel the goals of members, officers and directors should be to keep that spirit alive. It was an honor to nominated by the editor. Win or loose I will always be there to support the Madisonville Chapter of the NRHS.

RICK BIVINS

(Continued on page 4)

**CANDIDATE
STATEMENTS**

(Continued from page 3)

If elected President of the Western Kentucky Chapter of the National Railway Historical Society I will continue current President Bob MacCracken's excellent guidance as provided over the past years. I would, however, move the chapter toward a greater level of overall involvement in and with our chapter functions and especially the photo archive project. A greater member input for our newsletter will be strongly emphasized as well. I would like to break the program rut with new ideas from our members and tap some of the wonderful talent currently on hand within the membership.

Bob and the other officers have brought our organization to its largest membership -74- since we formed the chapter in 1984. I would like very much to continue this growth trend and do so with more member involvement and a greater influx of ideas. I have greatly enjoyed being your Vice-President and Historian for the past several years. I hope everyone will see change as a new and interesting direction for the entire membership. Regardless of the election outcome I will do my best for the chapter.

Bob McCracken

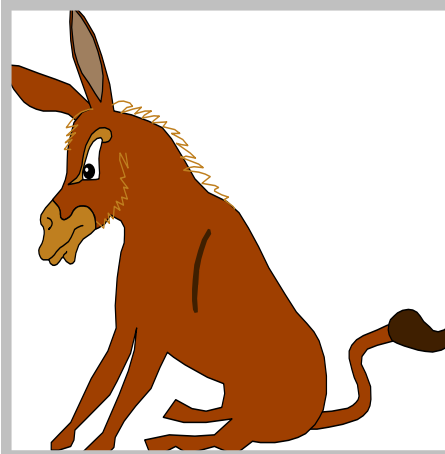
In a phone interview Bob said that he stands firm for a "chicken in every pot" and "two cars in every garage". He did state that he would accept the ballot results and would not call for any recount.

Chuck Hinrichs

I have attended all the NRHS Board meetings since elected in 1996 with one exception when I was hospitalized. I have made sure our Chapter was represented at the two conventions I was

Riding The Mule Part II

By: Ron Stubblefield



Yes it was a short night. Jim Futrell and Elmer Kellerman were in the rooms with the hot tubs and Chris Dees and I ended up the plain room with two double beds. Chris was away from home for the first time, or, at least it seemed that way. His bed had to be turned down just so so, his clothes had to be laid out just like mom would do, and so on. For those of you in the Madisonville NRHS Chapter that know Chris, I'm sure its hard to believe. Because he is such a sophisticated business

man and all that stuff. That's right rail-fans it proves that a boy does grow into a man. One thing for sure, in 1995, he had a man size snore (zzzzz).

It's 6:30 AM, Our tour guide, Futrell, is pacing back and forth banging on our door giving instructions "let's go! We're gonna be late!" We head out to McDonalds for breakfast, one of the highlights of the trip. 8:00 AM and we're on the designated sight, Valley Junction, Illinois. Valley Junction is in East St. Louis which was not a place to be relaxed. Futrell gave us a quick lesson in how to photograph trains at Valley Junction. One person stands facing the railroad yards with cameras at the ready; and, the second person stands back to back to the first person. The second person is a lookout and watches for incoming subversive action from downtown East St.Louis. It didn't seem all that bad; but, as I remember, Elmer and I were the only lookouts. Every time a great train came by you guessed it Elmer and I were on watch. For two hours we had non-stop trains and lots of great photographs were taken. I did manage to photograph a couple of those nice yellow UP trains.

At 10:00 AM, Jim was ready to move on to a different venue. He guided me into the MTRA parking lot. The MTRA was the new inter-city



transportation system for the city of St. Louis. The parking lot is well-lighted with an armed guard on duty at all times. We would have boarded the train sooner; but, it took the boys from Kentucky a little while to figure how the ticket machine operated. For three dollars you can ride all day long and anytime you wish.

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Chapter News

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Thanks Ron for leaving us a few bits and pieces to enjoy.

CSX provided a pair of trains to liven up the proceedings. First up was northbound manifest train, Q556, with a mix of five locomotives pulling the train toward Evansville. The lashup was CSX C40-8, CSX SD50, Helm Leasing SD40-2, CSX SD40-2 and CSX (ex CR) GP38-2. The next train up was northbound manifest train, Q648, with an all Union Pacific lashup of two UP SD40-2s and a GP60, still in full Southern Pacific paint.

CHAPTER ACTIVITIES

Preliminary nominations for Chapter officers were made at the October meeting. All incumbent officers (Bob McCracken, President, Rick Bivins, Vice President, Wally Watts, Secretary/Treasurer and Chuck Hinrichs, National Director) were nominated for another term. Rick Bivins was nominated for President, Ron Stubblefield was nominated for Director at Large and Rich Hane was nominated for Vice President though Rich subsequently declined the nomination. Additional nominations will be accepted prior to the election at the November meeting.

NEW MEMBER NOTES

The Western Kentucky Chapter, NRHS welcomes Betsy Stansberry to our membership roster. Betsy comes from a true Western Kentucky L&N Railroad family. Betsy's father, R.B.

Whittinghill, started working for the L&N at Earlington on February 24, 1912. He became an engineer in 1918. Mr. Whittinghill or Whit as he was known was one of the L&N engineers who gave little Billy Byrd his first cab rides in Billy's hometown of Adams, TN. Back in those days, when Whit lit his hickory pipe and crossed his legs everyone took notice, for that meant number 1500 was ready to roll on the Henderson Sub. Mr. Whittinghill held the top position on the engineer's seniority roster on the Henderson Sub. Because of this seniority, he ran the crack L&N passenger train, the Georgian between Evansville and Nashville. Before becoming the engineer on the Georgian, he ran the Humming Bird passenger train between Evansville and Nashville. This job was held by the engineer who was second on the engineer's seniority roster. Mr. Whittinghill retired on July 1, 1962. Betsy's husband Vic grew up on a farm north of Robards. The farm is along the L&N Railroad. Betsy reports that this was a great place to sit on the front porch and watch the trains roll by. Vic is a retired railroader too. He worked for the L&N Railroad in the signal department for forty-three years. Betsy and Vic's youngest son works for CSX at Decatur, Alabama. He is a signal supervisor and has worked eleven years for CSX. Betsy also has two grandson's that are true railfans. I wonder why? Betsy and Vic are good friends of Billy and Sandy Byrd. Betsy has taken two cab rides with Billy at TVRM at Chattanooga. Betsy is a charter member of the L&N Historical Society with membership number eighteen.

Betsy, welcome to our Chapter. We hope that you can visit with us in the future, when you are in the area.
DJC

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Riding The Mule

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Shortly we boarded the train and off we went. This is really a great thing to do. Right off you feel the power being applied as the acceleration increases. The track curves are quite sharp. At times the sensation you get is really shown when the front of your car articulates way before the back. The ride carries you over the Mississippi River and under St. Louis through old supply tunnels that were built during the early 1900. The tunnels are lined with old rock work of what I call prison stone (*if you have ever seen the outside of the Kentucky State Prison at Eddyville, Kentucky then you would know*). The quality of the craftsmanship back then really shows up as you travel through the lighted corridors.

Next stop was the St. Louis Union station. It's wonderful to know that over 60 passenger trains a day would board and detrain people from all walks of life in the 1930's and 1940's. The interior of the main station is something to behold. I can just hear the steam engines hissing away releasing their build-up of

(Continued on page 7)

NEXT MONTH

Your article on your railroad interests.

Report on the Chapter's Christmas dinner.

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

Election results and statements of the officers on program for the coming year.

A report on the Open Houses

OCTOBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 L&N Depot, Madisonville, KY
 Monday, October 23 7:00 pm

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

TREASURER'S REPORT:

| | | | |
|------------------------|-------|---------|--|
| Opening Balance | | 1601.81 | |
| <i>Income</i> | | | |
| Dues Chapter | 0.00 | | |
| Dues National | 0.00 | | |
| Donations | 0.00 | | |
| Video | 0.00 | | |
| Raffle | 9.00 | | |
| Note Cards | | 0.00 | |
| Total | 9.00 | 1610.81 | |
| <i>Expenses</i> | | | |
| Dues Paid | 0.00 | | |
| Postage | 26.40 | | |
| Print | 18.02 | | |
| Supplies | 8.42 | | |
| Total | 52.84 | | |
| Ending Balance | | 1557.97 | |
| MEMBERSHIP: | | | |
| Full | 41 | | |
| Chapter Only | 33 | | |
| Total | 7 | 4 | |

DIRECTORS REPORT: None

OLD BUSINESS: Chuck presented copies of proposed Chapter bylaws. The bylaws were approved as presented. Bob McCracken reported that C P Shootstrait's will be available for our Christmas dinner. Site was approved and dinner will be at 7 PM with happy hour at 6 PM. Ricky has a package of information regarding our tax situation and will enlist help in completing forms.

NEW BUSINESS: Nominations for Chapter officers were opened. All incumbents were nominated and in addition Rick Bivins was nominated for President, Rich Hane for Vice President and Ron Stubblefield for Director at Large. Nominations will remain open until election at the November meeting.

ATTENDANCE: Rick Bivins, Wally Watts, Steve Gentry, Bruce Cox, Chris Dees, Birk Fisher, Ron Stubblefield, Don Clayton, Greg Utley, Jim Finley, D A Fraser, Dennis Carnal, J D Farris, Chuck Hinrichs, Bob Moffet, Keith Kittinger, Louie Hicks, Chuck Smith, Betty Smith, Rich Hane, Rufus Locklear, Tim Griffey, Bob McCracken and guests Mat Gentry and Kenneth York.

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**BRING AN ITEM FOR THE
 RAFFLE**

**BE CAREFUL NEAR THE TRACKS
 DON'T TRESPASS**

**PENNYRAIL
 TIMETABLE #44
 FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

December 9 Owensboro Chapter Christmas Dinner Settle Methodist Church 6 PM \$11 Call Eddy James 270-683-4205 for reservation.

December 11 Western Kentucky Chapter Christmas Dinner P J Shootstrait's, Downtown Madisonville, Happy Hour 6 PM and dinner at 7 PM. Call Wally Watts 270-821-5136 for reservation.

MODEL RAIL EVENTS

February 10, 2001 Tri State Old Time Train Show VFW #1114, 100 North Wabash, Evansville, IN. \$3 Veterans \$1.50 Table \$20 Info. Darrell Cato 812-963-6676

January 6-7 GAT Show St Louis America's Center 11 AM to 5 PM \$6 Info 630-834-0652

RAIL EXCURSIONS

December 2 Nashville-Waterville with Santa 9 AM Fare \$15 and up. **TCRM** (info 615-244-9001)

December 9-10 Trains of Christmas TC Museum Saturday 9 AM - 4 PM, Sunday 1 PM - 4 PM Admission \$4 or \$10 maximum for family. **TCRM** (info 615-244-9001)

December 15-16 TVRM Chickamauga Christmas Special Chattanooga, TN Trip includes dinner at Lee & Gordon's Mill at Chickamauga. Fare \$59 (includes meal) departure 3:30 PM info 423-894-8028

Through November 30 The White River Scenic will discontinue operations on November 30. For last minute tour details call 1-888-311-6224

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

CSX NOTES

Riding The Mule

CSXT FREIGHT TRAIN PREFIX LETTERS....

- A - Local freights, switchers, etc., Southern Region
- B - Local freights, switchers, pushers, etc., Central, Northeast & Western regions
- C - Local freights, switchers, etc., Central, Northeast & Western regions
- D - Local freights, switchers, etc., Midwest, Northeast & Western regions
- E - Empty coal hoppers
- F - Local freights, switchers, etc., Central & Southern regions
- G - Grain trains, including empties
- H - Local freights, switchers, pushers, etc., Central, Midwest & Western regions
- I - Rebillable jobs, including flagging
- J - Local freights, switchers, etc., Central, Midwest & Western regions
- K - Unit trains of a single bulk commodity, ore, coke, steel, etc.
- L - Alternate schedules of Q train
- M - Local freights, switchers, etc., Midwest & Southern regions
- N - Unit coal trains
- O - Local freights, switchers, Florida Business Unit
- P - Passenger trains
- Q - Manifest trains, including intermodal, automotive, manifest
- R - Rerouted Q trains, special manifest trains
- S - Second sections of Q trains
- T - Unit coal trains
- U - Unit coal trains
- V - Unit coal trains
- W - Work trains, non-unit coal trains, miscellaneous
- X - Third sections of Q trains, Special makeup trains, lite power moves, contract-haulage trains, miscellaneous
- Y - Yard engines
- Z - Foreign trains operating on CSXT

CSX News.... CSX track crews have finished their work on the Morganfield Branch between Madisonville and the end of track at the Webster County Coal Corp., Dotiki Mine between Clay and Providence. The track crews installed new ties and resurfaced the entire branch line.

Track crews are now installing new ties and placing new ballast on the Earlington Cutoff mainline between Arklow and Mortons Jct. When this work is done, the crews will move to the MH&E branch, east of Madisonville to Moorman. There the crews will head southward on the O. & N. Branch between Moorman and Drakesboro. The work on the Madisonville, Hartford & Eastern Branch and the Owensboro & Nashville Branch is to better handle the startup of Western unit coal trains to the TVA Paradise Power Plant east of Drakesboro.

Dennis Carnal

(Continued from page 5)

steam. Also present is the smells of coal smoke and hot oily steam, as the cars are pushed under the huge shed. As the passengers detrain and move into the station, I can hear, in the background, the sounds of the air pumps knocking away supplying air to the train. I'm sure it was quite a time to be there back then and to see the hustle and bustle of their fast paced lives. Next we traveled out to Lambert airfield which is the end of the line. We spent our time watching the planes land, dock up and take off again. Airplanes are a quick way to get there but their adventure is quite unpleasant for me. I had rather take a train. We returned by the same method to East St. Louis, detrained, and loaded into to the jeep for our trip back home. We stopped a couple of times on the way home, but, one stop I will never forget. At Marion, Illinois we made a gas and snack stop. Everything went fine. The riders paid for the gas and we hopped in the red Jeep headed for home. When leaving the gas station I inadvertently pulled in front of a Greyhound Bus that was moving real slow. The riders didn't see it that way and with a lot of noise made their feelings known. Jim Futrell in the back seat made a quick look out the rear window that was full of bus and made this statement **"I've just seen the face of God and he's driving a Greyhound bus"**. Jim still has that quick wit and never misses a chance to let it be known.

The adventure to ride the Mule was a trip to remember. My friends, Chris, Elmer, and Jim, know that I have taken a few liberties to describe in certain situations, are great people to be around and they have enhanced my life here on earth.

Rail fanning for me encompasses getting those train photographs, the history, but the

Regular Member

| | | |
|------|----------------------|---|
| 1974 | Don Clayton | C |
| 1975 | Keith Kittinger | C |
| 1976 | Wally Watts | C |
| | Billy Byrd | C |
| 1978 | Robert Metcalfe | C |
| 1979 | Rick Bivins | C |
| 1983 | Dennis Carnal | C |
| 1985 | Rex Easterly | C |
| | Melanie Easterly | C |
| | Richard Hane | C |
| | Robert McCracken | C |
| | Jacqueline McCracken | C |
| 1989 | Wallace Henderson | |
| 1991 | Reid Adams | |
| | Ronald Stubblefield | |
| 1993 | Chris Dees | |
| | Charles Hinrichs | |
| | William Turner | |
| 1994 | David Fraser | |
| | James Futrell | |
| | William Heaton | |
| | Charles Smith | |
| | Betty Smith | |
| | Gregory Utley | |
| 1996 | Spencer Brewer | C |
| | Robert Moffet | |
| | Jim Pearson | |
| | Gale Woodrome | |
| 1997 | Thomas Brown | |
| | James Griffey | |
| | Donny Knight | |
| 1998 | J D Farris | |
| | Louie Hicks | |
| 1999 | Norman Ashby | |
| | Paul Bethel | |
| | Sandra Byrd | |
| | Leroy Cobb | |
| | Shirley Hinrichs | |
| 2000 | John Gann | |
| | Jimmy Hayes | |
| | Rufus Locklear | |

C = Charter Member

Charter Members no longer regular members. Allen Brown, Tom Buemel, Tony Clark, Frank Childers, Sid Loving, Duncan Metcalfe, John & Mary Norris, James & Marie Ramsey, Chuck Reed and James and Rea Walker.

PHOTO SECTION



Hospitality tent at the Trains Magazine 60th Birthday celebration at the Railroad



BNSF/UP diamonds at Rochelle, Illinois. The Railroad Park in Rochelle was the site of Trains Magazine's 60th birthday party. October 7, 2000 Photo by Rich Hane

"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.