

PENNYRAIL

MARCH 2001

VOLUME 5 NUMBER 3

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

MARCH MEETING

MADISONVILLE, KENTUCKY

Monday, March 26

7:00 PM

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

Arch Street and the railroad in downtown Madisonville.

PROGRAM

Greg Utley will provide the program for the March meeting. Greg will show a video. The tape is *B&O Odyssey*. It is Baltimore & Ohio in Pennsylvania and Ohio, 1954 to 1964. Steam, diesel, passenger trains (including *The Cincinnati*) and freights. Also includes some C&O, Nickel Plate and NYC. There will be refreshments but by whom? is still up in the air. Come and bring a friend.

FEBRUARY MEETING

Twenty-one people were on hand in Madisonville for the February Chapter meeting. Chapter President,

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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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Heritage Grants

The NRHS has announced that there will be \$27,000 available in 2001 for the Railroad Heritage Grant program.

Our Chapter made a grant application last year for funds to support our historical photo/computer archive program. While we were not one of the 2000 grant recipients we have



proceeded with the program.

A 2001 grant application has been requested and we will try again to secure financial support for our on-going historical photo archival efforts. Jim Pearson will prepare and submit the chapter's application.

Chapter News

(Continued from page 1)

Bob McCracken provided both the program and the refreshments. Vintage steam and “one-eyed turkey” on biscuits is a hard combination to beat. Thanks Bob! CSX provided a couple of trains during the meeting. Intermodal train -Q120- passed the station at 7:30 with plenty of motive power. The lashup, a CSX SD70MAC, three CSX C40-8Ws, a CSX SD50 and a CSX (ex CR) C36-7. At 8:30 CSX manifest -Q648 - rattled by with a CSX C40-8W on the point with an LMS C40-8W and a Helm SD40-2 trailing. All in all a most pleasant evening!

MEMBER NOTES

The Chapter’s deepest sympathy is sent to Chapter member Jim Futrell on the recent death of his wife. She passed away in late February after a long battle with cancer. Our prayers are with Jim and his family during this time.

The Chapter extends it’s sympathy to Chapter member Jim Bergant and family of Louisville. Jim’s father, John Bergant, of Madisonville passed away on March 7, 2001. Our prayers are with Jim and his family.

Wally Watts, Chapter Secretary/Treasurer and ardent O gauge railroader had another aspect of his multiple interests in things mechanical, exposed in the February 28 edition of **PENNYRAIL PLUS**. On Jan. 11

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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.

RAILFANNING WITH A SICK OLE GOAT

By: Ron Stubblefield

You must know and understand that my railfanning is not of the high tech nature. I tend to leave the recording of engine numbers, built by who and etc. up to friends like the Ole Goat and Chris Dees. Even though I do retain some of the technical information I prefer to enjoy the excitement of finding those special locations where I can shoot that special Kodachrome slide, capturing the moment for ever. With that being said, it should help you understand the mannerisms of my writing. Also, sometimes information from more than one trip is required to make a good story. That reasoning applies here.

Up at 5:30 AM, a quick breakfast, I’m waiting for Dennis Carnal better known as the Ole Goat. Dennis is very proud of that name which his dad gave to him as a young boy. His father was a hard working coal miner and died early in life. Dennis has taken care of his mom, Edith, for many years. They live in Madisonville, Kentucky.

(Ole Goat), I prefer Ole instead of Old which lends itself to a bit more respect. Dennis has nailed me several times in his writing of “Track Side” in the past. I have taken it pretty good at times; and, let’s hope that I can control the payback syndrome.

7:00 AM Dennis arrives, and we leave for the river line in Southern Illinois. This is the Union Pacific’s railroad formerly The Southern Pacific Railroad, and the St. Louis and South Western (Cotton Belt Line). We drive to Kentucky Lake to see what special engines or trains might be posing for that special photo. At Barkley Dam on the Cumberland River, setting on the east side of the locks, was a Paducah & Louisville coal train out of Madisonville, Kentucky. It was waiting it’s turn to unload at the Grand Rivers barge transfer just east of Kentucky Dam. We take time to walk up the earthen dam to inspect and take a couple of photographs. I noticed when we got in the car that the Ole Goat’s voice was a little deeper than usual. His statement was that it was only pollen in the air “hay fever”.

8:00 AM we swing by the Paducah and Louisville north yards always alert for the unique photograph opportunity. There were a few units just outshopped at VMV rebuilding shops. At the rear gates of VMV was a UP unit in new paint. The armor yellow made for a great photograph. Dennis coughs, sniffs, and snorts a couple of times. No! he said it’s only allergies. Personally it sounded a whole lot like the Flu. I certainly didn’t need to catch something like that. I began to turn the temperature down in the Jeep. It’s got to be a good thing, hospitals are always colder than an ice house!

8:35 AM we shoot down Highway 62 which is the best way to traverse the space between Paducah and Wickliffe, Kentucky. At

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Chapter News

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Wally demonstrated the science of steam propulsion to three groups of students at Browning Springs Middle School. Wally used his miniature live steam engines to illustrate his program. The write up was most complimentary and featured a great photograph of Wally and his steamers.

This is not Wally's first time out with his engines. He has shown at Sebree and at Marion. Wally's motto "Have steam - will travel!".

Wally, keep up the good work.

Chapter member Rich Hane and his wife, Karen, have purchased a new home on the far north side of Madisonville. They will be moving in April. The house has a large

RAILROAD EMERGENCY PHONE NUMBERS

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.

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CSX	800-232-0144
KCS	800-892-6295
GWRR	618-624-4706
NS	800-453-2530
UP	888-877-7267
WC	800-616-3432

SICK OLE GOAT

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Wickliffe we stop at the BP gas and food market to make sure we have the main items. Here you quit keeping time. When traveling with the Ole Goat and the chance presents itself you should always make sure you have enough food and an extra tissue roll because once your out there chasing trains the Ole Goat always seems to forget about meal times and pit stops. At the BP I take advantage and purchase enough food, water, and soft drinks to hold me for a couple of days. That's a lesson I learned at the Southern Illinois Little Muddy River railroad bridge which I will explain later in these writings. As we drove away from the BP market Dennis had a terrible experience inside his body that erupted into a coughing and sneezing fit. All the time in between weird spewing sounds Dennis blurted out, "it's just allergies". I was beginning to wonder if Big K had body bags for sale. Not because I thought he was going to die; but, maybe in some way I could isolate myself from his **allergies**. At the end of the stretch leading up to the bridge crossing the Ohio River, I was watching to see what Dennis was going to do next. My approach to the sharp left hand curve was a bit acute which placed us into a small powerslide onto the bridge. The G-force pushed the Ole Goat up against the right side door and plastered his face flat to the window. Glancing over in between controlled driving maneuvers. I could see the Ole Goat with a sandwich in one hand, which was now a fist sandwich, and counter balancing his Mountain Dew in the other at an angle to match the pressure of the G-force. The Ole Goat was making sounds similar to something from

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outer space. It's difficult to understand a person when he has a mouth full of food, talking, and sneezing all at the same time. I'm not sure what he was saying. I could tell by the look on his face, the sharp curve wasn't what he was expecting. I really got a good chuckle out of that. Please note, otherwise the turn was executed with my normal expert precision driving.

We made good time from Cairo to Thebes, Illinois where we had the pleasure of photographing a Union Pacific fast freight container train (CHME) that traverses from Chicago, Illinois to Mexico City, Mexico.

We drive on to the Little Muddy River railroad bridge a few miles north of Thebes. Here we set up tripods and cameras to wait for those big yellow VMV rebuilt Union Pacific E8's. These units were rebuilt in the VMV shops in Paducah, Kentucky. VMV is the former Illinois Central shops. Our good friend and famous photographer, Bill Grady, in Louisville, sent the Ole Goat a message that they would be heading a train by this very spot.

We had not been there over 40 minutes when fellow railfans Ricky Bivins and Rex Easterly showed up unexpectedly a few minutes apart. Right off Rex asked if anyone had anything to eat. I decided to be nice and share my sausage and biscuits with him. It didn't take long before I was out of food and drink. It never fails when the subject of food is brought up everyone has a story to tell about what and how much food Rex and Ron can put away. Even our NRHS Club president Bob McCracken seems to think he has the best story to tell. I just don't understand.

After a couple of hours and all the time photographing freight trains, Rex decided to call Bill Grady at work to make sure this was the right day. Rex was told that Bill was home sick that day.

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SICK OLE GOAT

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Yeah! right, we all figured that Bill had called in sick and was out railfanning. To make sure, Rex then called Bill's home number. Bill answered right away. Yes, he was sick with the same type symptoms as the Ole Goat; but, his was "Sinus infection". Had Bill given it to the Ole Goat through the message with the information on the E8 Units? They both had the Flu, just didn't know it. Bill said he was sorry but the UP E8's had already gone through several days ago. Well, that's just great. But wait a minute, we were really having a good time shooting all those freight trains which by this time counted in the teens. After a time, Ricky and Rex had to leave and Dennis and I headed north.

We traveled to Gorham, Illinois, where the UP line from Chicago and the SP line from St. Louis merge into one line heading west. Geographically, it's southbound until the Mississippi river crossing at Thebes. Gorham is a good place to take a break. First you get your camera and tripod in place at the ready, then you eat. I had hidden a couple of sandwiches and a soft drink for myself at the Little Muddy making sure there was food for me later on. As always we get a chance to photograph several trains here while we eat. Gorham has a small park with lots of shade and good parking facing the railroad tracks. After the food break, Dennis seems to be much better. I was beginning to think he was going to make it. We spent a couple of hours more at different locations. I stopped shooting my Video Camera, because, each time I got setup and started filming the Ole Goat would erupt with all the spluttering, spewing, coughing and snorting in tones that a person just does not want to listen to when playing back the tape (I do have tape to prove it). It was

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NORTH PLATTE?

Rick Bivins

I met Kelly R. Martin a.k.a. Dutch Door Kelly mid-Spring 1988 on a steam excursion behind Frisco #1522. It was a long trip from St. Louis to Decatur, IL and return, made longer by a delay in Decatur. By the time we departed it was dark and a cold rain was falling. Wally Watts Jr. was my travel companion on this trip and as expected Wally found some one to talk too. I went off in search of an open vestibule from which to listen to 1522's sharp exhaust. I found one with a freezer in the door, this provided me with a seat. A rail fan on the other side of the car soon joined me, conversation took place and a friend was made.

Kelly lived in Kearney, Nebraska on Union Pacific's busy Omaha to Cheyenne main line. As a seed salesman for Northrup King, Kelly made many trips daily up and down the legendary U.S. Hwy 30 along side the UP main. Plans were made to take a trip out to visit Kelly in September of that year.

I drove to Carbondale, IL to catch the Illini to Chicago. From there I took the California Zephyr to Holdrege, NE and Kelly picked me up in his car at 4:00 AM. From there it was about a forty minute trip to Kearney. As we rolled north out of town and away from the lights, I could see stars right down to the horizon. I could also see faint rows of light on the horizon to the north and east. I asked what they were, expecting some plant or industry a few miles away. Kelly replied, pointing north "That's Kearney about twenty-five miles away, that's Hastings to the east, about fifty miles away." I was just blown away by the visibility at night. Looking to the west I could see yet another faint glow of light so I ask "And that?" pointing out the drivers side of the car. "That, oh that is the UP's Bailey Yard lights at North Platte." It took time to sink in. I had been up for twenty-four hours now. "North Platte?" I must have almost screamed. Kelly jumped and just looked at me. "That's a hundred miles away"

We soon arrived in Kearney, named after Fort Kearney, on the Platte River. I had to get some sleep so I napped a few hours while Kelly went on his route. Around noon I was awakened by a very strange horn. Union Pacific's EMD SD-50s. Once one hears these unique horns they are not soon forgotten. Soon after Kelly stopped by to pick me up and off we went.. .to work!

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MYSTERY MEMBER

Can you identify this Chapter Member?

Last month's mystery member was Wallace Henderson. Signs don't phase this lanky photographer.





NORTH PLATTE

(Continued from page 4)

Work for Kelly was to call on local farmers, watch UP trains, deliver special seed orders, watch UP trains, check out test plots, watch UP trains and.. watch UP trains. When not working Kelly would be out, that's right, watching UP trains. This guy is a railfans railfan. We went all around central Nebraska for three days. On day four we went back to Holdrege at 4:00 AM and we both got on the west bound California Zephyr, bound for Denver and on to Glenwood Springs, CO. The ride was fantastic, a two hour layover in Denver for train servicing allowed us time to inspect the station and go out on the walkway over the tracks for pictures. We re-trained and took a fantastic ride up the East Slope of the Colorado Rockies. This hour-long climb was within sight of Denver the whole time. After many tunnels and vista's we arrived in Glenwood Springs and waited forty-five minutes for our east bound connection, again the California Zephyr. We arrived in Denver on time and again had a two-hour layover. But this time we were asked to meet in the waiting room for an announcement from Amtrak. Kelly said, "This could only mean one thing, derailment" Sure enough, Burlington Northern had derailed a coal train in of all places Holdrege. We were told all passengers with stops in

Fort Morgan, CO, Mc Cook, NE, Holdrege, NE, Hastings, NE and Lincoln, NE were to take a charter bus. All passengers with tickets to Omaha NE and points east remain on the train. With that said Kelly went nuts. "That means the train will take the UP to Omaha" he said like a kid at Christmas time. Now I had a ticket to Chicago, the next day. Kelly and I decided to take a chance and see if we could both ride the train. I explained to the conductor our situation. I was going on but Kelly was not. I was about to explain further when Kelly in his excitement said, "If I can stay on the train I will pay for an extra ticket" I am sure it was obvious to the conductor we were rail fans as I am sure we both were foaming. He either did not have time or want to take time with us, he just said, "Get on." Just like a cartoon, "Zing".. Kelly was gone.

Our little detour would take us north on the old Denver & Pacific to Spear WY. Here we went east into Cheyenne and on to Omaha on the UP line across Nebraska, right through Kearney. Kelly was a live wire the whole time. We saw the Cheyenne shops, Archer Hill, Bailey Yard, O'Fallon and Gibbon Junctions, Lincoln and Omaha yards and all points between. Now picture this, if our trip had gone as planned we would have rode about twelve hours on the train and returned to our car in Holdrege NE. Instead we were on the train for thirty-three hours to Omaha; instead we are now one hundred and eighty five miles from Kearny and forty more to our car! Did we care? NOOOO. We just rode six hundred and five miles on the Union Pacific's FREIGHT ONLY Omaha and Denver divisions in three states.

Now reality sets in, how are we going to get back to Kearney? After a few phone

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calls we learn that the airport operates a shuttle from Eepley Field Omaha to Kearny. Good! We call a cab and head for the airport. The cabby asks where we are going and we tell him to take us to the shuttle stop. He asks again and Kelly said to Kearney. How much he asks? It was to cost fifty-five dollars apiece. He said, "I will take you both for that." Luck. Luck. So off we go to Kearney non-stop via Yellow Cab.

There is more to this story. We left Omaha for Kearney about the time I was supposed to leave Holdrege for Chicago and home. I did call Amtrak and was able to use my ticket the next day with out additional fair. Fortunately I had extra vacation time and did not catch any flack at work for missing an extra day. I still stay in touch with Kelly and visited him often. He now resides in Manhattan KS and is still selling seeds and watching trains. I would latter move to Cheyenne WY to attend school, but that trip is the one that really stands out.

Rick Bivins

SICK OLE GOAT

(Continued from page 4)

nearing the end of daylight so we headed for home. By the time we drove into my driveway over two hours had elapsed and the Ole Goat was in a real yucky shape. I helped him transfer his equipment into his red Chevy. We had a great time as usual. We said our good byes and off he went.

For the next two weeks I had the worst hay fever, allergies, sinus infection, spluttering and spewing I ever encountered. I made a couple of trips to the doctor and stayed in bed most of the time. By the way, my wonderful wife Kay, said **"IT LOOKED LIKE THE FLU TO HER"**.

The End.

FEBRUARY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, February 26 7:00 pm

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

TREASURER'S REPORT:

Opening Balance		1752.84	
<i>Income</i>			
Dues Chapter	48.00		
Dues National	125.00		
Donations	117.00		
Video	0.00		
Raffle	24.00		
Note Cards		2.00	
Total	316.00	2068.84	
<i>Expenses</i>			
Dues Paid	119.00		
Postage	27.20		
Print	19.08		
Misc	00.00		
Total	165.28		
Ending Balance		1903.56	
MEMBERSHIP:			
Full	42		
Chapter Only	36		
Total	78		

DIRECTORS REPORT: Chuck detailed the factors involved in the proposed dues increase. There is \$27,000 available for 2001 Heritage Grants. We will apply again for our Archive project.

OLD BUSINESS: Ricky reported briefly on our tax and tax-exempt status. Probably no action until after the income tax season.

NEW BUSINESS: Don announced a UP trip on June 10 from Council Bluff to Sergeant Bluff behind 3985. Fare \$135. Chuck reported that SOO 2719 trips on WC will be curtailed after a pair of June trips. Dennis has a hot lead on more Earlington photos. The depot sign are not yet in place and schedule is not firm.

ATTENDANCE: Don Clayton, Al Fraser, Rick Bivins, Tim Griffey, Bob McCracken, Greg Utley, LeRoy Cobb, Keith Kittinger, Chuck Hinrichs, Sandy Byrd, Billy Byrd, Wallace Henderson, J D Farris, Ron Stubblefield, Louie Hicks, Bob Moffet, Rich Hane, Wally Watts, Rex Easterly, Richard Knapp and Dennis Carnal

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BRING AN ITEM FOR THE RAFFLE

BE CAREFUL NEAR THE TRACKS DON'T TRESPASS

WHEN IN DOUBT BUY A VIDEO

**PENNYRAIL
TIMETABLE #47
FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

April 20-22 Philadelphia, PA NRHS Board of Directors Spring Meeting. Details Later

June 18-23 St. Louis NRHS Convention. Details in April "Pennyrail"

MODEL RAIL EVENTS

May 17-20, 2001 Louisville, KY Mid-Central Region, NMRA Convention. Layout tour, clinics, tour of KRM and L&N Pacific 152. Info. PO Box 99041 Louisville, KY 40269-99041

Clarksville Model Railroad Club - Clarksville, TN - is constructing a permanent HO layout. **Membership is open.** Meetings each Thursday evening at 404 Pagent Lane (in basement) for Info call Robert Swieder 931-551-9467

RAILFAN EVENTS and EXCURSIONS

April 8 - Dillsboro, NC Photo Special covering entire Great Smoky Mountains Railroad with steam engine 1702. \$85 - kids \$45 with added cost options available. Info. GSMR 800-872-4681

April 28 - Decatur, AL Hootenanny III A day long portion of trains, photography and fellowship. CSX and NS action, Oakworth Yard and a joint swing bridge. See Chuck Hinrichs for details.

April 28-29 - Spencer, NC 14th Annual Rail Days at NC Transportation Museum. Rides, slides, models, dinner in the diner. \$7. 704-636-2889

June 10 - Council Bluffs, IA UP excursion to Sergeant Bluff behind 3985. Fare \$135. See Don Clayton for details.

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

REGIONAL RAIL NOTES

There is a very detailed and informative site on the internet covering all aspects of CSX operations. This site includes timetables, maps, signal lists and siding data. Check this out:

<http://www.trainweb.org/csxtimetables/>

2716 BACK HOME

Kentucky Railway Museum is pleased to announce that C&O 2716 has indeed arrived at the museum. To answer some common questions and hopefully dispel a LOT of false rumors, please read all of this for information and plans.

1.) The unit arrived from Ft Wayne through the efforts of 4 railroads, i.e. Ft Wayne Historical Society, Norfolk-Southern, CSX, and KRM. We are quite grateful to these organizations for the assistance in preparing and moving the unit. Joe Bratcher, Mark Johnson, Jimmy Zickle, Rob Minton, and Dr. Charles Montague from KRM accompanied the unit on its journey and we are very thankful for their *many* hours of time devoted to making this a safe move.

2.) The unit was stripped of most appliances and extras, such as bell, whistle, gauges, class plates, number plates, etc. These are in storage away from the unit.

3.) The unit will not be on public display for the time being. We are going to try to arrange a photo day later this spring or summer. Rest assured, we will post a note to this list before that happens.

4.) The flue time has expired. We are currently working on getting 152 back in service for this summer so we will not begin to evaluate and make plans for 2716 until 152 is back in service at the earliest.

5.) Our track and bridges are quite capable of carrying 2716 but the economies of operating such a large unit on a short run rule out it ever being the likely unit for excursion service on our line. The staff and members of KRM will determine when the unit may, or may not, operate here.

6.) For additional information, please e-mail KRM at kyrail@bardstown.com or check the website at www.kyrail.org
internet

The SD40-2 lease units seen regularly on CSX are units rebuilt by Alstrom. The FURX units (green and silver) carry numbers 3000 through 3049. CGFX units are numbered 3053 through 3102 (some in green and silver and most in solid silver) and CEFX units (some in silver and some later units in blue and white. FURX 3050-52 are on the Canadian Pacific. CGFX 3072 carries special paint and was Alstrom's show unit. *ed internet*

RAIL HUMOR

Two Indians and a Hillbilly were walking in the woods, all of a sudden one of the Indians ran up a hill to the mouth of a small cave. "Wooooo! Wooooo! Wooooo!" he called into the cave and then he listened very closely until he heard an answering, "Wooooo! Wooooo! Wooooo!" He tore off his clothes and ran into the cave.

The Hillbilly was puzzled and asked the other Indian what that was all about, was the other Indian crazy or what? "No," said the Indian. "It is our custom during mating season when Indian men see cave, they holler 'Wooooo! Wooooo! Wooooo!' into the opening... If they get an answer back, it means there is a girl in there waiting to mate."

Just then they saw another cave. The Indian ran up to the opening of the cave, stopped, and hollered, "Wooooo! Wooooo! Wooooo!" Immediately, there was an answering Wooooo! Wooooo! Wooooo!" from deep inside the cave. He tore off his clothes and ran into the cave.

The Hillbilly wandered around in the woods alone for a while, and then he came upon a great big cave. As he looked in amazement at the size of the huge opening, he was thinking, "Whoa, man! Look at the size of this cave! It is bigger than those the Indians found. There must be some really big, fine women in this cave!" He stood in front of the opening and hollered with all his might Wooooo! Wooooo! Wooooo!" He grinned and closed his eyes in anticipation, and then he heard the answering call, "WOOOOO! WOOOOO! WOOOOO!" With a gleam in his eyes and a smile on his face, he raced into the cave, tearing off his clothes as he ran.

The following day, the headline of the Local Newspaper read...."NAKED HILLBILLY RUN OVER BY FREIGHT TRAIN."

SUBSCRIPTION
RATES

PENNYRAIL

11 issues

\$12 PER YEAR



CHAPTER
DUES

LAST CALL

THE FINAL DATE TO
PAY YOUR NRHS
DUES FOR 2001 IS
MARCH 31. YOU
WILL BE DROPPED
FROM THE
MEMBERSHIP LIST
IF YOUR DUES ARE
NOT PAID BY THAT
DATE. AS OF THE
MIDDLE OF MARCH,
SIXTEEN CURRENT
MEMBERS STILL
HAVE NOT PAID
THEIR 2001 DUES.

PHOTO SECTION



This should have been in last month's *Pennyrail* along with Rich's story.. Karen and Rich Hane pose with SOO Pacific 2719. October 8, 2000 *Photo by R*



L&N Madisonville Station. This is the station as it was before the new station where we meet was built. The station was built in 1869 and replaced in 1929. This photograph is dated 1899. *Photo courtesy Wally Watts*

"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.