

PENNYRAIL

MAY 2002

VOLUME 6 NUMBER 5

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS NATIONAL NEWS



Chapter

CHAPTER MEETING

MONDAY, MAY 20

7:00 PM

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

PROGRAM

Wallace Henderson will present the program at the May meeting. Wallace's trip to Cuba and the trips associated with the NRHS Spring Board of Directors meeting. The depot does not lend itself to Video or slide presentations but Wallace has promised plenty of visual stimulation to accompany the presentation. Refreshment will be provided by Bob Moffet, William Turner and Chuck Hinrichs.

This is an excellent chance to visit the historic Hopkinsville L&N Depot and to enjoy an international program. This would be a good meeting to share with your wife or girl friend. See you in Hopkinsville in May.

APRIL MEETING

Twenty seven members and guests were on hand at the Badgett Center for the April Chapter meeting. Following a short business meeting and some excellent refreshments, furnished by Jim Pearson and

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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Bob McCracken

Vice President
Ricky Bivins

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"PENNYRAIL" is the
official publication of
the Western Kentucky
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CONVENTION TRIPS STILL AVAILABLE

The 2002 NRHS Convention at the Grand Canyon still has space available for most of the convention trips. Dome seating for most trips is sold out



but coach and first class is reported still available. Wallace Henderson can supply details.

RAILCAMP

Space is still available at both sessions of the 2002 RAILCAMP program. Our contribution to the Regional Railcamp scholarship fund joins contributions from 4 other Chapters in the Region. If a suitable scholarship recipient can not be found the fund will be carried

Chapter News

(Continued from page 1)

Tom Wortham, we were treated to David Hayes' very entertaining program depicting the past and present rail locations in our 50th State - Hawaii. Thanks to David, Jim and Tom for a very pleasant evening.

CSX provided a modicum of action during the meeting. Two trains gave the members a chance to stretch their legs on the depot platform. Thanks to CSX for fixing the rail joint and providing a bit quieter passage of trains.

CHAPTER EVENTS

PHOTO HISTORY Dennis Carnal and Jim Pearson have been busy for the past year or so, gathering and archiving photographs depicting the areas rich mining and railroad heritage. Jim and Dennis have had the computer generated catalogs at Chapter meetings. Take a look at what they have to offer. The Chapter will sell copies of the archived photos to those interested. Check with Jim or Dennis.

WRITTEN HISTORY Tom Wortham has been busy researching Illinois Central operations in the Central City area where his father worked. The research got Tom's historical juices flowing and he is now ready to compile some of the members recollections of past rail

(Continued on page 3)

MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$28.00 per year.
Family membership	\$31.00 per year.

MORE PHOTOS



Trains Unlimited Tours 2002 excursion to Cuba featured many steam engines, mostly in use in sugar cane operations. This is the newest steam engine in Cuba- a 1935 built Baldwin Mikado (2-8-2) in one of three photo crossings of one of Cuba's few rural 4 lane highways.
Photo by Wallace



High Iron Travel's rare mileage excursion (Chicago-Effingham-Indianapolis-Louisville-Paducah and return) is east bound after an evening in Paducah. The train stopped at West Yard on the P&L in Madisonville to detrain Don Clayton and Chris Dees. P&L GP10 #1978 in UK paint heads up the High Iron consist. Chris Dees' trip report starts on page 3 and gives full details of the trip and the consist.
Photo by David

Chapter News

(Continued from page 2)

operations in the Hopkins/Christian County areas. If Tom asks for a bit of your time to recall past rail activities please give him your fullest cooperation.

TRIPS With spring fast turning into summer it is time to get out trackside for some serious railfanning. It's been quite awhile since we have had a group trip. An outing to the Illinois/Missouri area to check on UP action is a possibility as is a trip to West Tennessee to check out CSX action on the Memphis Line as well as the expanded West Tennessee RR operations with both Alco and GE power on the line from Fulton to Jackson and south to Mississippi. It's been a long time since we have visited the areas east of the Pennyrail such as the Short Line, The Main Stem and the Rat Hole. We have also discussed the possibility of a Chapter trip to Chattanooga (TVRM), Nashville (TCRM), New Haven (KRM) or the R J Corman Dinner train at Bardstown. There is a lot to do out there! Lets get out amongst them!

JULY PROGRAM Chris Dees has asked to present the July Program and will feature his research results on the ACTS system on CSX's Henderson Sub. We heartily

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

RARE MILES VIA HIGH IRON chris dees

Back Home In Indiana, Longing For My Old Kentucky Home High Iron Travel In Indiana and Kentucky.

32 years ago this April, John & Mary Dees of Calvert City, Kentucky, were blessed with a small bundle of joy. Over the next several years, John & Mary raised this bundle of joy and provided numerous chauffeur trips to see the various railroad sights and sounds of western Kentucky and the surrounding area. Perhaps first contributing to this rather juvenile delinquency notion of chasing and riding trains, Mrs. Clemmie Allgood used to haul her grandson down to the IC main at Calvert in his little red Radio Flyer to watch black-and-green-diamond geeps thunder through town. Well, almost 32 years to the day, John & Mary were able to see things come full circle as they watched their

RAILROAD EMERGENCY

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little boy ride through Calvert on private varnish with long-time friend Don Clayton and several other of the mileage collecting foamers.

This adventure began April 11 in Madisonville as Don Clayton, Wally Watts, and myself departed for Carbondale so Don and I could ride the northbound Illini to meet the southbound Illini at Effingham. Plans were to meet up with High Iron Travel to begin the journey here instead of Chicago. In order to blend in with the rest of the High Iron crowd (who had a pizza party dinner enroute), we indulged in a thorough dousing of garlic at Benny's Italian Restaurant in Marion. Soon, it was off to Carbondale to join the sparse Thursday exodus of SIU students to ride north, while Wally r e t u r n e d with Don's car to Madisonville for the weekly bull session at Don's.

Although slightly under an hour late, southbound Amtrak 391 came into Effingham with four beautiful cars: Former L&N Observation Lounge "Royal Street", Former Frisco Sleeper "Cimmarron River", Former New Haven Buffet Lounge "Pine Tree State", and Former Frisco Converted Business Car "Caritas." Many of our mileage collecting friends from across the country were on board, and we were soon off for our first short excursion of this trip - the Effingham Railroad.

The Effingham Railroad is an industrial switching railroad serving several industries in the Effingham Industrial Park, including one industry of extreme important to Rex and Ron: Krispy Kreme Donuts!!! (Sorry fellas, no samples). Using a former Amtrak coach, we operated push-pull between a switcher and a GP 10, with some of us riding in the cab. Talk about great start to a great trip. Meanwhile, mileage collector and CN dispatcher Keith White pulled rank in order to make the deadhead move to

(Continued on page 4)

RARE MILES

(Continued from page 3)

Newton happen quickly (for some reason, CN did not want passengers on the ferry move from Effingham). A short motor coach ride to Newton completed Day 1 of our trip as Don, myself, and the rest of the mileage collectors settled down for a good night's rest.

Day 2 greeted us with rain showers, but INRD cheered us up by coupling it's latest repainted SD40-2 #45 to us and began proceeding east to Indianapolis. The west end is definitely busy, as we took the siding at Robinson to allow a westbound coal train to CIPS to pass. UP is shuttling these trains down CSX to Terre Haute, then CP to Jasonville, then INRD to CIPS near Newton. Nearing lunchtime (a great time on High Iron Travel), we pulled into INRD's Switz City locomotive shop and dispatching center. The latest issue of *Trains* discusses the technology being used on INRD and it is simply amazing to be able to pull up a GPS-coordinate map of the railroad and see real time where each train is.

Soon it was time to depart eastbound toward Tulip Trestle, have a short photo runby, and continue onward toward IU in Bloomington and finally to Indianapolis. Fellow mileage collector Thom Sulanke even chased us around Bloomington, photographing Carol on board the train as it passed near there home. Day 2 ended with a nice dinner of fresh salmon, rice, asparagus, and some decadent cream puffs with fresh fruit and chocolate sauce.

Day 3 started with a bang, literally, as CSX took us from our earlier tie-up point in Hawthorne Yard over to Union Station to meet the southbound Kentucky Cardinal. Rocking and rolling through the night, we were

(Continued on page 5)

BITS OF HISTORY

Western Tennessee from Paris to Memphis was cotton country. The east end of the Memphis Line around Guthrie and Russellville was into grain elevators with a lot of corn grown, etc.

pp. 74-76 of L&N's Memphis Line detail a section called 'Agricultural Traffic' dealing with the subject. Cotton was a major commodity grown in West Tennessee and shipped in 500 lb. bales to cotton compresses at Brownsville and Milan. Three inbound loads of cotton (24 - 36 bales per car) were compressed into a single car saving rail cars for reuse. Memphis was the "Cotton Capital of the World" and had a unique market for trading cotton. Cotton gins were also located at Milan and Humboldt.

During the 1880's, fruits and vegetables also began to be shipped by rail as perishable shipments. Tomatoes in 1886 were followed by strawberries in 1890, and in following years, cabbage, sweet potatoes, Irish potatoes, okra, beans, English peas and other berry crops.

Recollections of L&N agent J. W. Gatewood are included with mention of the development of icing bunkers in refrigerator cars. Emergency and regular icing stations are mentioned along with the development of Fruit Growers Express Co. taking over L&N's perishable business in 1923.

To model west Tennessee on the Memphis Line, you need station platforms loaded with baskets of fruit and vegetables, and bales of cotton being moved on hand trucks into box cars. That was L&N's main sources of freight traffic to a previous generation.

My dad got a penny a bale for loading 500 lb. bales into box cars.
Dennis Mize - Internet

Injured Engineer, Sam Hackney, while jumping from his engine last week, had one of his legs broken below the knee. Sam is one of the best engineers on the Henderson division.

Wreck A misplaced switch caused a wreck on a branch of the L., St. L., & T last week. Three cars loaded with lumber were dashed into by an engine doing great damage to both cars and the engine.

Examining Court Superintendent Dickson and other officials held an examining court here last Saturday, and the result was that some of the boys will seek work elsewhere, as they were found guilty of attempting to make too great a distance in too short a time

Superintendent Dickson inspected the Providence Branch last week.

From the Earlington Bee May 19,

RARE MILES

(Continued from page 4)

unaware of some more "shaking" that would happen later in the day. The tingling of n e w mileage soon began as I crossed the K&IT bridge on the southbound KY Cardinal for the first time. After arriving at Union Station to let the 6 regular Amtrak passengers off, we backed across the river again and were off by bus to ride the Louisville, New Albany, & Corydon's RDC's.

Another member of our entourage, Mr. Ralph Alvarez, was celebrating an April birthday - his 85th!!! Luckily for him, a Elvis impersonator on the LNAC sang him "Happy Birthday" and "Hound Dog" as a brief present for Ralph. Both being April birthday boys, Ralph and I soon bonded as the two young guns for the rest of the trip - as with all the other mileage collectors, Ralph's many stories made a lot more memories as the miles rolled by. After a catered lunch and birthday cake, it was back on the bus for our trip back over to Oak Street Yard for the icing on the birthday cake - 225 miles on the P&L Railway to Paducah, KY. Headed up by P&L 1978, the UK Wildcats engine, we departed for points south after backing up to the K&IT/Union Station track to get the all-important connection. Passing through suburban Louisville, we were soon climbing Muldraugh Hill and into Fort Knox. Although no photos were permitted on t h e base, we did assure our tax payments had been received prior to leaving the base as we came within view of the great depository on Bouillon Boulevard. Reliving those scenes from Neff Video's tapes, it was off to Central City and Paducah on my home road.

(Continued on page 7)

TO CUBA FOR STEAM

Last year Trains Unlimited Tours began running trips to Cuba, with a US government license, to visit sugar mills still using steam locomotives during the cane harvest from January through April. So, this year I decided to make a return visit.

The trip left from Miami on American Eagle for the short hop over the Florida Straits. Our first several nights were spent in Havana at the Mafia-built Riveira Hotel. Using this as our base, we visited a 30" gauge operation, a 30" gauge/standard gauge mill, and two other standard gauge mills. At one of these, we rode out to an acopio (a loading place where the cane is brought by tractor or oxen to load onto the cars) in a caboose on the end of a string of empty cars. Our locomotive was an Alco built (1920) 2-8-0 and we had several photo runs on the return with the loads. At another mill we saw the oldest operational steam locomotive in Cuba: a Baldwin 0-4-2T built in 1878.

Before leaving Havana, we also had a tour of the National Railways shops where we saw several of the just arrived (from Mexico) GE C30-7s. These shops maintain the Montreal built (1975) M-624s, and the GMD-1s purchased from CN two years ago.

We spent one day on the former Hershey Electric with a charter train of two Brill built cars pulled by a GE rebuilt steeple cab motor. We had a shop tour at the midpoint mill and town of Hershey (the chocolate company formerly owned all of this) and then down a branch to a town with street running where it was fun to photograph the Brill cars with the 1950's automobiles going past. Here I need to

PENNYRAIL

point out that Cuban people are very friendly and often will pose their vintage cars with the trains for photos. The next day, we again had our electric charter and this time we went eastward to the end of the line in Matanzas. On both days, I got to operate the motor and that was a lot of fun!

Next we spent several nights at the beach resort of Varadero and visited another mill with two of the prettiest Baldwin 2-8-0s (1925) I've ever seen, with another caboose ride behind one of them. This was standard gauge as was our next visit (to Cuba Libre mill) where we also had a caboose ride out to a acopio, pulled by a Baldwin 2-6-0. In this area we stayed in the city of Moron, we visited the FC (national railways) shops where the RDC cars and the EMD export units of 1955 are maintained. After our shop tour, they ran one of each out on the roundhouse turntable and spun them around for the photographers.

Another beach resort hotel was outside of Trinidad on the south coast, a city founded in the 16th Century. After a morning's walking tour of this most interesting and picturesque World Heritage City, we rode the standard gauge tourist train in the afternoon with a Baldwin 2-6-0 of 1907 as power.

Our most enjoyable caboose ride was at the mill Mal Tiempo where we spent all afternoon on a long ride out to two acopios with numerous photo stops and photo runs on this scenic 30" gauge operation. All the engines here were Baldwin 2-8-0s.

Our last city visited before returning to Havana was the large port city of Cienfuegos, also on the south coast. The main square is very beautiful and our newly restored 5-star hotel, "La Union" - was only a block away. Here we went to the passenger station and the locomotive shed and walked through a train of Russian built passenger cars which would go to Havana that evening.

Three more standard gauge

(Continued on page 8)

APRIL MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, April 22 7:00 pm

President McCracken called the meeting to order and the minutes of the March meeting was approved as corrected. The treasurers reports was approved as presented.

TREASURER'S REPORT:

Opening Balance		1902.34	
<i>Income</i>			
Dues Chapter	0.00		
Dues National	0.00		
Donations	0.00		
Video	25.00		
Raffle	23.00		
Total	48.00	1950.34	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	27.20		
Print	0.00		
Supplies	0.00		
Misc	150.00		
Total	177.20		
Ending Balance		1773.14	
MEMBERSHIP:			
Full	4	3	
Chapter Only	17		
Total	6	0	

DIRECTORS REPORT: Lee Deitrich is now in an assisted living facility following his stroke. Survey indicates 163 roundhouses still standing in the U.S. The Bulletin should be back on schedule by August as the new editorial team settles in. Rail Camp is filling up but there are still spots available for both sessions. NRHS is a co-sponsor of a youth photo day at the RailPark in Rochelle, IL on April 26. Washington DC Chapter will host the 2003 Convention in Baltimore as the Baltimore Chapter is tied up with the B&O 175th celebration.

OLD BUSINESS: With elections on the local agenda it is not likely that any action will be taken the Chapter display at the Government Center.

NEW BUSINESS: Chuck reports that we will get a rebate on next months newsletter printing due to poor quality of the April issue. Rex reported that Bowling Green's Railfest Days will be on the May 11-12 weekend.

ATTENDANCE: David Hayes, Bob McCracken, Ron Stubblefield, Wally Watts, Tim Moore, Dennis Carnal, J D Farris, Tom Wortham, Jim Pearson, Cliff Downey, Chuck Hinrichs, Greg Utley, Ricky Bivins, Tom Steiner, David Millen, Bob Moffet, Louie Hicks, Rich Hane, Don Clayton, William Turner, Keith Kittinger, Richard Knapp, Rex Easterly, Wallace Henderson and guests Hugh and Carolyn Ridenour.

REMEMBER

THE CHAPTER STILL HAS VIDEOS OF CSX'S HENDERSON SUB, THE CADIZ RR AND THE PADUCAH & LOUISVILLE'S FIRST YEARS OPERATION FOR SALE.

TIMETABLE #60

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

August 18-26 2002 William's AZ NRHS Convention

November 1-3 2002 Mt Pleasant IA NRHS Board of Directors

September 26-29 Kingsport, TN L&NHS Convention

MODEL RAIL EVENTS

June 8-9 Oroville, Ohio Depot Days Train show, 10 am to 4 pm Free admission

RAILFAN EVENTS and EXCURSIONS

June 22 1225 Steam Excursion Lake Central Rail Tours will operate the excursion from Owosso to Mt. Pleasant, MI, with a side trip to Clare. over the rails of the Tuscola & Saginaw Bay Railway. Tickets are available from Lake Central Rail Tours. For more information, call us at (810) 638-7248, or visit us on the web at: <http://www.lakecentralrailtours.com/>

The **Ohio Central** has just announced a photo special with 4-8-4 #6325 on **June 9th**. Trip information will not be disclosed to anyone without a ticket, Check with Wallace Henderson for details (270-885-6305) or wroadrunner@apex.net

June 19-20 Take a Ride on the Burlington. Milwaukee 4-8-4 #261 will pull a 2-day special running from Minneapolis to Chicago with a layover at LaCrosse. Check with Chuck Hinrichs or Don Clayton for details.

June 15 Milwaukee Challenger Round-trip - Chicago/ Milwaukee behind UP Challenger #3985. Check with Chuck Hinrichs or Don Clayton for details.

June 22-23 Spine Line Excursion St Paul, Des Moines, Kansas City behind UP Challenger #3985. Overnight in Des Moines. Check with Chuck Hinrichs or Don Clayton for further information.

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

PENNYRAIL

RARE MILES

I just returned from the 44th Annual Old Timers' Day in Dickson, TN. Their theme this year was "Remembering Our Railroad Past". Lyle Key with CSX in Nashville was instrumental in having CSX name SD40-2 #8077 for Colonel Philip Hooper, a well-known L&N employee who lives in the Dickson area. He was a vice-president of L&N in Nashville for many years until his retirement back in the 1980s. Col. Hooper and several other retired NC&StL/L&N employees from the area were presented with HO scale CSX locomotive models and honored as Grand Marshals of the Old Timers' Day parade.

The locomotive was recently painted at Huntington in the new CSX paint scheme of dark blue with gold ends. The name was painted on below the cab in yellow this past week at the diesel shop at Radnor Yard in Nashville. It was quite fitting that this is an original L&N locomotive, with its as-built number, although I'm sure the choice of unit by CSX was purely coincidental. Right after the naming ceremony, a westbound freight passed by, with three of the #8077's sister SD40-2s as power. No. 8077 was in the spur next to the Dickson Fire Dept. and across the street from the depot, which is still used by CSX. *internet from Steve Johnson*

ATCS Monitor update (04/26/02)

More success on the ATCS Monitor front - man this is addictive - more so than vestibuling along the P&L behind 765. I've got the initial signal indications mapped to the ATCS control points of the Henderson Subdivision - assigning which signal/switch indications go with the correct data from the radio signal. Using the two activity log files from my first two trips I'm actually able to see progression of trains through the blocks on my PC. Everything's not totally correct, but I've gotten some successful occupancy, switch, and signal indications so far. Now for the field testing and more research!!!

Due to program limitations, I'm only able to plot FS Tower through S Crofton. Work starts next on creating the south end of the HD from N Kelly through Amqui. Who knows - maybe even south to Chattanooga or Atlanta *internet from Chris Dees*

CSX NEW PAINT A CSX locomotive in the new blue and gold paint was finally spotted on the Henderson Sub. Your editor caught Q651 at Hopkinsville on May 3. Lead unit was SD80MAC 808, still in Conrail "white front" paint followed by ex EMD/LLPX SD70M 4097 in the new CSX paint. Sorry no photo, this was not a good picture day, cloudy with showers. The two CSX F40s, in the new paint, were on the Governors Derby Special - Frankfort to Louisville and return. *Chuck Hinrichs*

The "Cardinal" will convert to single-level cars (including Viewliner sleepers) beginning with westbound Train 51 of May 5, and eastbound Train 50 of May 7. NARP is requesting extension of the run to New York, but logistical problems--including construction at Washington Union Station--may prevent or at least postpone such a move.

The "Kentucky Cardinal" will convert to single-level cars (including Viewliner sleeper) beginning with southbound Train 850 of May 5 and northbound Train 851 of May 6. *internet*

(Continued from page 5)

Tie-up for the night was the Paducah City Lead at Kentucky Avenue, right behind two Paducah landmarks: the foundation of the IC roundhouse, and the now sleeping giant, VMV Enterprises/Paducah Shops.

Day 4 was destined to be short, but it was better logistically for Don and I to depart at West Yard. Thanks to another NRHS member, Rich Hane, we were able to pick up Don's car at West Yard... but not before our daylight trip back eastbound through Calvert where John & Mary Dees witnessed their little boy ride through his hometown. John had a little tear in his eye as he remembered a trip he made in his late teens on this same line behind steam - coming home a WWII veteran after serving in Europe - a trip some of his boot camp buddies never got to do.

After waving at Mom and Dad, it was off to breakfast with none other than Mr. David Ingles, Senior Editor of **Trains**. David and I hit it off immediately, especially with everyone knowing the local expert was on board. The miles went by quickly, and soon it was time for good-byes, as well as s a y hello to the welcome wagon headed by Jim Pearson and David Hayes. A lot of well wishes and good-byes to the mileage collectors, with "see you on the next trip" being said a lot.

But our excursion was not over. Two of the mileage collectors wanted to get home earlier, so Don drove them to Evansville Airport, with the second section of the northbound Dixie Flyer close behind. After dropping our friends off at the airport, it was a nice time for Don and I to reflect over the past days during a buffet at The Acropolis in Evansville, as well as planning for our next trip. But regardless of our latest mileage plans, this trip surely

CUBA

(Continued from page 5)

mills were visited, at one of which I ,for the first time, ran a steam locomotive - a Alco 2-8-0 - pulling our charter down to the FC mainline.

Our last mill, Ifrain Alfonso, a standard gauge operation, is a MUST for any steam trip to Cuba as it has the largest and the newest steam locomotives on the island. The Alco built 2-8-2 of 1925 and the newest, a Baldwin built 2-8-2 of 1935. First was a "caboose hop" out to the FC branch connection, pulled by a pretty little Alco 4-6-0 of 1920. Then we went out to the crossing of the four lane expressway and waited for the big Baldwin to cross with a string of empties. Soon, it was returning with loaded cars and the crew performed three photo runs for us across the highway while a flagman held up traffic! Of course, all the crews are well tipped by the tour operator (and this is part of the cost of the trip) but still you can see why I think Cuba is a great place to go for steam.

Returning to Havana, we again stayed at the Riveria and went out to Lenin Park and rode the narrow gauge (30") tourist train behind a former sugar mill 2-6-0. We also had a walking tour of Old Havana, which is being restored. There are many interesting and beautiful buildings there and we went up to the roof garden bar atop the hotel where Hemmingway once lived. We also visited the main passenger terminal which houses Cuba's first locomotive: 4-2-2 "La Junta" built by Rogers in 1843 (standard gauge).

Our final night featured a superb dinner at an outdoors restaurant in Old Havana, complete with Cuban singers. One of the singers even taught me how to dance Cuban style! I can't wait to go back!

PHOTO SECTION



Illinois Central Mikado 1518 has been moved to a new river front site about a block east of it's old location. The locomotive has been cleaned up and painted (they painted everything including the running gear) and the baggage car and caboose are also receiving some badly needed TLC. Finish work - numbers, etc. - will be completed shortly. 1518 and the Paducah Chapter museum in the old NC&StL freight house make a nice addition to downtown Paducah.

Digital image by Ron Stubblefield



CSX SD40-2, 8077, in new blue and gold paint, was the featured attraction at the May 4 "Old Timer's Day" in Dickson, Tennessee. The unit is named for Colonel Phillip Hooper, an ex-L&N employee and Nashville Vice President. Colonel Hooper and several other ex-L&N or NC&StL employees were honored. See additional information on page 7.

Photograph by Steve Johnson

"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.