

# PENNYRAIL

JUNE 2002

VOLUME 6 NUMBER 6

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS NATIONAL NEWS



## Chapter

### CHAPTER MEETING

MONDAY, JUNE 24

7:00 PM

**Badgett Center  
Madisonville, KY**  
Arch Street at the Railroad

### PROGRAM

“Baltimore” Bob Moffet and Chuck “Colorado” Hinrichs will present a twin video program depicting steam operations in lands of their childhood's - Bob on B&O and C&O in the east and Chuck on D&RGW in the high rockies. The videos are short but spectacular. Rick Bivins will provide the refreshments. This should be an excellent program so come and bring a friend.

### MAY MEETING

Fifteen members and two guests were on hand at the L&N depot in Hopkinsville for the Chapters annual visit. CSX missed a great chance to entertain the membership and no trains ran during the meeting. Wallace Henderson presented and interesting program on his recent visit to Cuba and the remnant steam operations in the sugar cane operations on the island. Wallace, Chuck Hinrichs, William Turner Louie Hicks and Bob Moffet provided the refreshments. Everyone seemed to enjoy the

*(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  
Wallace Henderson

“PENNYRAIL” is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

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The Officers and Board of Directors are considering a proposal to offer a discounted membership to young men and women. This, in my opinion, is a step in the right direction.

Our organization is a bit long of tooth and during my years as you National Director I, at



an age of 70 plus or minus, felt like a youngster at NRHS meetings. We need the enthusiasm and new thinking of the younger generation to assure the continuation of our organization beyond the range of our current aging membership. Summerail and a discounted young people's membership are initiatives that will help maintain a vigor and growth to our society and to perpetuate the search for items of railroad

## Chapter News

(Continued from page 1)  
evening.

### CHAPTER EVENTS

Chapter member, Harold Kniffen, has moved again. His new address is:

Harold & Barbara Kniffen  
6606 Fountain Blvd #5  
West Chester, OH 45069  
513-759-0830

Also on the move (again) is Chris Dees. He is returning to Kentucky and will be living in Franklin. Chris is still in the process of moving so no new adorners yet but the e-mail address, kd4ygg@msn.com, is still valid. Welcome back to Kentucky, Chris!

Chris' move will not hamper his scheduled ATCS program for the Chapter at our July meeting.

There is also a story being circulated that Chris's move from Indiana to Kentucky will raise the average IQ of both states.

The Chapter members are on the move as the weather warms. Don Clayton was on a Canadian adventure, Tom Wortham was sampling some of Pennsylvania's pleasures, Wallace Henderson was chasing steam in Ohio and Bob McCracken was a bit closer to home working on his garden railroad. Louie Hicks has been on the East Coast for several weeks and will soon be back

(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



**An idyllic setting in Pennsylvania's Pocono Mountains.** Jim Thorpe, Pennsylvania is becoming quite a tourist attraction. Some of the interest is no doubt due to the railroad history of the area and the nicely preserved station and, according to Wallace Henderson, quite a collection of cabooses. This scene was caught on April 11 2002

*Color print by Wallace*



A bit north of it's original stomping grounds is ex Norfolk & Western 4-8-0 #475. The 1906 Baldwin is pulling an excursion at the Strasbourg Railroad on April 12, 2002. Wallace Henderson caught this bit of rail nostalgia during his trip to the NRHS Board Of Directors meeting.

*Color print by Wallace*

## Chapter News

*(Continued from page 2)*

home working on his garden railroad. Your editor has been struggling with a golf game that has turned from bad to worse (it's time to get out train riding again.)

President McCracken will be in Florida in early July to help his parents celebrate their 75th wedding anniversary and his father's 99th birthday. Congratulations to Bob's parents on these significant milestones.

Don Clayton, Wally Watts and Mike Keipp will soon be heading north for the UP Challenger trip from St Paul to Kansas City.

Mark your calendars for the July Chapter meeting. Chris Dees will present a computer program depicting CSX's ATCS system and how to access this fascinating source of railroad operations information.

**DEADLINE FOR SUBMISSION OF MATERIAL FOR THE JULY ISSUE OF PENNYRAIL IS THURSDAY JULY 11, 2002 YOUR HELP IS NEEDED IN KEEPING OUR NEWSLETTER CURRENT AND DIVERSIFIED.**

### SUBSCRIPTION RATES

**PENNYRAIL**

11 issues

**\$12 PER YEAR**

## Mixed Trains and a Lot of Fat

by  
**Bob Moffet**

Union Pacific engine #4333 looked good on the point of Amtrak train #6 as it rolled into Reno, NV on Monday March 18. Leaving Reno one hour and 24 minutes late behind the SD70M and two Genesis locomotives, we traveled the three miles to Sparks making up 20 minutes. (Crew change points can be handy.)

Neither the westbound California Zephyr on Saturday or Sunday at Reno nor the Monday turn around had lounge cars. The Zephyr leaving Chicago the previous Thursday did not have a smoking car. Passengers on #6 reported that the train left Emeryville 40 minutes late. The Union Pacific Engine was required due to an Amtrak engine breaking down on the trip into Emeryville. The starting point for my trip was Carbondale. Arriving early to

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<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>

avoid driving late at night, I checked in with the agent at 9:05 PM on March 13. He informed me that the northbound City of New Orleans lost an engine shortly out of New Orleans and was two and one half hours late at Yazoo City. Certainly, deferred maintenance to save money has created an additional problem for Amtrak. Also, hauling roadrailers and express cars has thrown the schedules out the window. At the time of this trip, Amtrak President George Warrington had just announced that he was jumping ship; no funding had yet been approved, and morale among employees was obviously low.

Meanwhile back at the ranch, (make that Carbondale) there was one bright spot! Leaving Carbondale at 5:30 AM behind one Genesis engine, the sunrise was beautiful, and I ended up getting only about two hours sleep. The wait in Chicago was shorter, and we left about 10 minutes late. The sleeping car attendant informed us that we would make a brief stop in the yard to pick up the rest of our cars. Forty minutes later, we were speeding along fifty minutes late, and the attendant quipped, "lot of fat in the schedule." The Zephyr uncoupled its freight cars in Denver, spotted the passenger consist, then the Genesis locomotives switched the freight cars, and the "mixed train" headed West slightly over two hours late but still with a "lot of fat in the schedule."

During the second night, I was awakened by the pounding of big diesels next to my sleeper window. We were creeping upgrade somewhere East of Salt Lake City. Opening the curtain, I noticed what appeared to be a coal train slowly moving ahead of us. Leaving Salt Lake City about three hours late gave the passengers the opportunity to have breakfast while going through Elko and view the spectacle of Eastern Nevada. During a fast part of the schedule

*(Continued on page 4)*

## MIXED TRAIN

(Continued from page 3)

on double track, we were blasting along about 30 miles per hour behind a freight train. Finally reaching single track, the freight took a siding, and we arrived in Reno at 1:30 PM, three hours and fifteen minutes late.

The return trip arrived in Chicago slightly less than two hours late. I closed the Superliner door leaving Denver. The attendant was not in the area, and we were up to about 20 miles an hour. It did not appear that any connections were missed, accommodations were adequate, and the food was good. The Southbound City of New Orleans boarded about 30 minutes late,

## CIRCLING TO HARRISBURG

Wallace Henderson

I represented the chapter at the NRHS spring board meeting in Harrisburg, Pennsylvania. My friend Dale (St. Louis Chapter) wanted to see some of the museums in the area, so he took a weeks vacation and we made a circle trip getting there. En route across Indiana, we detoured south off the interstate to Connersville where the tourist line Whitewater Valley keeps their equipment which includes a pair of Lima diesel switchers, a Alco 5-1, Erie and B&O wooden cabooses plus more cabooses and passenger cars (I've got to go back and ride this line). Also at Connersville is the shop of the Connersville & New Castle (ex Indiana Hi-Rail) and there we found the ex-UP wrecker the P&L had for some years in Paducah plus a couple of ex-IC GP1Os (and more were coming there), a Central of Tennessee GP7r, a IHR Alco C-425, and more. Definitely worth a visit.

# BITS OF HUMOR

A railroad superintendent was quizzing one of his new tower operators on the railroad's rulebook.

He asked the operator, "The train in your block can't clear it before the next train arrives. What do you do?"

The operator quickly replied, "I immediately set my signals to STOP."

"The signals don't work," said the superintendent, "What do you do now?"

"I run up the track waving a red flag to stop the approaching train."

"It's dark," replied the superintendent.

"Then I'll light a red fusee," said the operator. "The fusee doesn't work," said the superintendent.

"Okay," replied the operator, "then I'll run back to the tower and call my Father."

"Call your Father?" the superintendent said with astonishment, "Why would you call your Father?"

"Because he's never seen a train wreck," the operator said with a smile.  
*Internet*

A bum, who obviously has seen more than his share of hard times, approaches a well dressed gentleman on the street.

"Hey, buddy, can you spare two dollars?"

The well-dressed gentleman responds, "You're not going to spend it on liquor, are you?"

"No, sir, I don't drink," retorts the bum.

"You're not going to throw it away in some crap game, are you?" asks the gentleman.

"No way, I don't gamble," answers the bum.

"You wouldn't waste the money at a model train store to improve your layout, would you?" asks the man.

"No, never," says the bum, "I don't play with trains."

The gentleman then asks the bum if he would like to come back to his house for a home cooked meal. The bum accepts eagerly. While they're heading for the man's house, the bum's curiosity gets the better of him.

The bum asks: "Isn't your wife going to be angry when she sees a guy like me at your table?"

"Probably," says the man, "but it will be worth it. I want her to see what happens to a guy who doesn't drink, gamble or play with train s."  
*Internet*

### Poland At Night

The engineer of a train passing through Poland could see no lights because the power had been knocked out by a severe ice storm. "We're running out of coal," he said to his trainman, "but I think we're coming to Gdansk or Danzig, or whatever they call it now. Let's stop and send the porter out to buy some more fuel.

Can you see a sign on the depot that says Gdansk in this dim light?"

The trainman replied, "It appears to be Danzig in the dark." And the engineer shouted, "Buy coal, Porter!"

# HARRISBURG

*(Continued from page 4)*

We had planned to stop at the Conneaut, Ohio museum in the NYC station but heavy rain nixed that. The next morning we stoooped at North East, PA. at the museum also in the NYC passenger station and CSX ran a couple if westbound intermodals past, one with all Conrail power, while we were there. They have a nice selection of equipment including a South Shore "Little Joe" electric motor, G N diner "Lake Wenatchee", NYC U25B #2500, a fireless 0-6-OF, observation car "Central Park", wooden NYC and P&S cabooses, plus wooden box and reefer cars. Both the NYC (CSX) and Nickel Plate (NS) mains are in front of the nicely preserved depot.

We then headed across the New York Southern Tier Parkway (a pretty drive) to Binghamton, stopping at the B&O (ex-BR&P) depot museum in Salamanca. A beautiful small building with interesting displays, they also have several cabooses including a wooden P&WV one. Across the tracks is the huge abandoned Erie station as we followed the old Erie main across the state.

In the afternoon, we caught up with the previous days rain, so we headed straight for Scranton. A visit to Steamtown would not be complete without staying in the Radisson Lackawanna Station Hotel. It is a magnificent station which also housed the operations offices of the DL&W. The large central waiting room area's ceiling is two stories high with stained glass covering both ends and small tile murals around the ceiling depicting scenes along the Lackawanna just after the turn of the 20th century.(It. was built in 1908.)

The next day we spent touring Steamtown and although excursions up the mountain had not yet begun, there was still plenty to see. We had a extensive shop tour where we saw B&M 4-6-2 #3713 and PRR K-4 #1361 (from the Railroaders Museum in Altoona) being rebuilt. This work is only done as the funds become available, so it takes some years. Besides an IC 2-8-0, Steamtown also has on display L&N RPO car #1100 with a mail slot for Hopkinsville!

It being a sunny day, in mid-afternoon we backtracked north to Erie (now NS) Starucca Viaduct, the huge Erie station just west of it in Susquehanna, and the Lackawanna (now D&HICP) Tunkhannock Viaduct soaring above Nicholson, PA. (I had ridden across this viaduct to and from Scranton on the pre-convention special of the Syracuse convention.) Both of these viaducts were engineering marvels of their day and remain most impressive.

The next morning we visited the new trolley museum opposite Steamtown in the remaining building of the former Dickson Locomotive Works. Although small, it is nicely done and contains some nicely restored cars. Then we rode a Philadelphia Suburban Transportation ("Red Arrow Lines") center door car on a few miles of the former Lackawanna & Wyoming Valley ("Laurel Line"). This trip will soon be extended to ten miles as more of the former interurban line is restored.

Heading south from Scranton, we turned back north into the Lehigh Valley and were soon at the interesting town of Jim Thorpe. I new there was a nice and unique CRRofPA (Jersey Central Lines) restored depot there but we were surprised to find a pair of F3s (ex Bangor & Aroostock) painted in Jersey Central colors plus a fine

## PENNYRAIL

collection of a dozen or so cabooses. Turning west, we stopped to look at the former Reading station in Tamaqua, now being renovated and then on to the Reading & Northern's headquarters in Port Clinton. Their shops are located here and a SW1 500, ex UP 5D50, and ex Grand Trunk (exx DT&I) 5D38 were parked out front. The two steam locomotives were locked away in another building but we learned that the former Gulf Mobile & Northern 4-6-2 #425 may be back in service in another year or so. The R&N people were friendly here and we happened to meet the former president of the Reading Technical & Historical Society who told us to stop and see their collection of equipment down the road at Leesport.

The RT&HS does indeed have a nice collection former Reading locomotives, cabooses, and cars. Present were a Alco C630, GE U3OC, GP30, FP7A, NW2, Baldwin DS44-75, RDC-1, and electric m.u. At Hamburg, just north of Reading, they had a "Big Hook", R53, and Baldwin DS44-1 0 switcher, and more passenger cars.

That night, we spent the night at the Red Caboose Motel in Strasburg. Most of the cabooses are ex-PRR but are painted and lettered for different railroads. Its a great place to stay when visiting there. And for Pennsy fans there's no better place than Strasburg with the Pennsy collection of historic locomotives in the Railroad Museum of Pennsylvania (they have a few others such as a Nickel Plate Berkshire, geared locos, and Virginia & Truckee 2-6-0 "Tahoe"). Then there is the Strasburg Railroad across from the museum where we rode behind and photographed ex-N&W 4-8-0 #475.

On to Harrisburg and a Saturday triangular trip pulled by Mr. Levin's Juniata Terminal

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**MAY MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 L&N Depot Hopkinsville KY  
 Monday, May 20 7:00 pm

Vice President Bivins called the meeting to order and the minutes of the April meeting were approved. The current treasurers report was also approved.

**TREASURER'S REPORT:**

<b>Opening Balance</b>			1773.14
<i>Income</i>			
Dues Chapter	0.00		
Dues National	0.00		
Donations	0.00		
Video	28.00		
Raffle	11.00		
Total	39.00	1812.14	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	27.75		
Print	23.85		
Supplies	0.00		
Misc	0.00		
Total	51.60	1760.54	
<b>Ending Balance</b>			1760.54
<b>MEMBERSHIP:</b>			
Full	4	3	
Chapter Only	17		
Total	6	0	

**DIRECTORS REPORT:** No Region Railcamp candidates were found and scholarship funds will be held over by Dr. Ross for 2003. The "Fair of the Iron Horse" is scheduled for next year in Baltimore. The NRHS Convention will be held in conjunction with the year-long celebration the B&O's 175th anniversary. details later.

**OLD BUSINESS:** No action on Government Center Display until after the primary elections.

**NEW BUSINESS:** The display cabinet donated to the Depot last year is in full use. Chuck is checking on getting a small plaque indicating our donation of the case. Rex is planning another Ice Cream Social - date to be announced later. Ricky reports that the REA truck restoration is progressing. Guests were introduced. Jim Burton is a dedicated IC fan and Major Pat McDurmon is stationed at Ft Campbell and has visited before.

**ATTENDANCE:** William Turner, Jim Pearson, Wallace Henderson, Tom Wortham, Keith Kittinger, Rex Easterly, Richard Knapp, Chuck Hinrichs, Rich Hane, Dennis Carnal, Greg Utley, Bob Moffet, Rick Bivins Wally Watts and guests Jim Burton and Pat McDurmon..

**REMEMBER .....**

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

**CONTACT DENNIS CARNAL TO PLACE YOUR ORDER - 270-825-0693**

**CHUCK HINRICHS HAS A FEW PACKAGES**

# TIMETABLE #61

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**

**August 15-18 Decatur IL ICHS Annual Meeting** Holiday Inn Select. Tours of Caterpillar and ADM's Hydroponic Division. Railroadians Show, Banquet and slide and video shows. Check with Chuck Hinrichs for details.

## MODEL RAIL EVENTS

**July 6 Chattanooga TN Lionel Collectors Club of America.** Olph Church Parish Life Center 11am to 1:30 pm. Admission \$5 423/894-1284 for details.

## RAILFAN EVENTS and EXCURSIONS

**STEAM July 4-7 Kentucky Railway Museum New Haven KY L&N Pacific 152** will be operating all four days. Fare \$15 call 1-800-272-0152 for details and reservations.

**August 10 Cincinnati OH SUMMERAIL at CUT** A full day and evening of spectacular railroad photography plus a railroadians show and an opportunity to visit the Terminal building and Tower A Admission \$15

**July 4-7 Grafton WV** A 4 day celebration of Grafton's 150 years as a railroad town. Railroadians, a parade, musical events, slide shows and a visit to the B&O depot (undergoing renovation). 304/265-1412 for details.

**September 21-22 Monticello IL Monticello Railroad Museum's Railroad Days.** Passenger and freight trains and motor car rides. 217/762-9011 for added information.

## VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

The Carbondale, IL IC passenger depot has been officially placed on the National Register of Historic Places. It comes after many years of work towards this goal by the Carbondale Preservation Commission.  
*Internet*

Those of you who have local Kroger stores just may want to pay a visit if you are not a regular. The Tullahoma Kroger just remodeled and as part of the decor is including photographs of local history. Two pictures in the store are of NC&StL 409 a Consolidation with crew probably for the branch (now CF&W) and a steam powered freight charging through downtown in the 1940's.  
*Lee Yoder*  
*I n t e r n e t*

On Wednesday, June 12, 2002, the St. Louis Steam Train Association Board of Directors met in a special Board meeting to assess the current situation and future prospects for continued operations of locomotive SLSF 1522. The Board decided that this would be the last season of operations for the 1522 by the SLSTA.

The action of the Board was in response to the spiraling costs of insurance, the limited accessibility to major railroad mainlines for excursions, required work on the engine to comply with newly enacted Federal boiler regulations, and the volunteer nature of the SLSTA's membership. "No matter how hard we try, how much our group wants to continue operating the engine, or how businesslike we attempt to run our organization, the simple fact is we can no longer sustain the economic requirements for operating and maintaining this remarkable piece of equipment in today's world," said Robert C. Meier, President of the SLSTA.  
*Internet*

Wallace Henderson was the first Chapter member to photograph one of CSX's new paint scheme locomotives. He spotted SD50 8503 as the second unit on Q557 at North Kelly on May 16, 2002. 8503 was the first unit in the new paint scheme and was pictured in the February "**PENNYRAIL**" so we will not use Wallace's photo in this issue - but our congratulations to him for being in the right place at the right time with the right equipment.

Several weeks ago, Amtrak changed the equipment on the Kentucky Cardinal #850-851 between Louisville and Chicago as well as the equipment on the Cardinal #50-51 between Chicago and Washington, D.C. The change was a result of the Auto-Train derailment near Crescent City, FL in the spring. The Cardinal now arrives with an Amfleet coach and a Viewliner sleeper. In the past the sleeper was often removed from the Kentucky Cardinal in the summer months for use on more patronized trains but it appears the sleeper will remain in the consist through the summer of 2002  
*David Hayes*  
*Internet*

*Roundhouse Notes* - the Paducah Chapter newsletter - reports that National Railway Equipment Co. of Dixmoor, IL is the apparent high bidder for the bankrupt VMV facility in Paducah. NRE owns 4 locomotive shops including the exPrecision shop in

## PENNYRAIL

### Gandy Dancers Rick Bivins

Before the time of mechanized labor came into being, track work on the railroad required men and tools. This work was laborious and difficult at best. Some of the chores necessary on the railroad included but not limited to: Replacing worn or rotted ties. Tamping the loose ballast or stone between the ties. Aligning rail to maintain proper track gauge. This work was done by a group of men known as Gandy Dancers.

There were many tools in use by these men for their respected jobs, most of which were manufactured in Chicago IL by the Gandy Manufacturing Company. This gives us the first half of the name, Gandy Dancers.

Much of this work was back breaking and impossible for one man to perform. However, a team of men working together could accomplish the tasks at hand. Much of the heavy work of moving rail and ties into place was done in unison. This timing of movement was accomplished by performing the work to a song or a "holler". One man was designated as the caller and provided a rhythm of movement as he called out these hollers. As the men moved to the call of the holler they appeared to dance. Thus we have the second half of the term Gandy Dancer.

These were proud men with much regard for their work and the railroad. For the most part they were African American and were literally the backbone of any railroad. Personally, I would love to work on one of these old-fashioned track gangs just to hear the songs and calls of the hollers.

# HARRISBURG

*(Continued from page 5)*

E8As restored in all their tuscan and gold Pennsylvania glory. The trip ran east to Zoo Tower (30th Street Station), then south on the Northeast Corridor to Perryville, MD., where we turned back north to follow alongside the Susquehanna River (the PRR "Port Road" line) past Three Mile Island and Enola Yard and across the famous Rockville Bridge, celebrating its 100th anniversary and the reason for this trip and the meeting being held in Harrisburg. (At the banquet that night, the NRHS presented a memorial plaque to NS to be affixed to the bridge.) The banquet speaker that night was a NS VP who gave a candid, amusing, and very interesting talk about taking over Conrail and their future plans.

After the board meeting the next morning, it was off to Altoona to the Railroaders Memorial Museum, following the PRR Middle Division most of the way and checking out a few remaining stations. The museum is most interesting and deals with the people that made the railroad run - the "railroaders" - rather than the engines and equipment. A visit to Horseshoe Curve in twilight and gathering gloom - and rain - wound up a most interesting and fast-paced week.

See you at the Grand Canyon



# PHOTO SECTION



**Strangers in Paradise.** Wallace Henderson caught this northbound BNSF detour train 2-980 (the detour is due to floods along the Mississippi River) hustling through Crofton on CSX's Henderson Sub. C40-8 #909 still sports the Santa Fe warbonnet paint scheme - a scheme that is being phased out in favor of the BNSF green/orange/yellow. May 21,2002  
*Color print by Wallace*



This pair of old soldiers was spotted on a P&L siding near Grand Rivers, KY. These EMD SW1s are both over 50 years old and started life working on the Illinois Central Railroad. They were sold in 1987 to Kentucky Lake Docks (BRT 3) and have been stored at the Vulcan facility for several years. Destination and new ownership is not known (hope it's not a scrappers torch)  
*Photo by Ron Stubblefield*

"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.