

# PENNYRAIL

OCTOBER 2002

VOLUME 6 NUMBER 10

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS NATIONAL



## Chapter

### CHAPTER MEETING

MONDAY, OCTOBER 28

7:00 PM

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

### OCTOBER PROGRAM

Wally Watts will present the October program, a Pentrex video "Riding the High Line" depicting BNSF freight action on the northern California line from Keddie to Klamath Falls - spectacular scenery! Steve Miller will provide the refreshments. Remember that the October meeting is the time for nominations for officer for the coming year. Come and bring a friend.

### SEPTEMBER MEETING

Eighteen members were on hand for the September Chapter meeting. Vice President Bivins presided in President McCracken's absence. Following a brief business session and the refreshment break, Wallace Henderson presented the program, a travel log of his trip to the NRHS Convention in Arizona. Wallace had several photo albums with great pictures of the Convention trips and the sights coming and going. Wally Watts provided the refreshments as Chris Dees was unable to attend.

CSX provided only one train for the member's

*(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  
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One of the actions to come from the 2002 NRHS Convention was the approval of a Youth Membership classification with reduced dues.

While dues details are not yet available it seems likely that the Chapters will have the opportunity to make adjustments to local dues structure to entice younger



members to join our Chapter.

One thing is certain. We will have to actively recruit younger members - the word "historical" is not one that is attractive to the younger set. We need to tell the youth of our communities that we are about railroads and not just the old steam "puffer bellies", but also the trains running through our cities and towns.

Adam Parks is our only young member. Lets get Adam some contemporary

## Chapter News

enjoyment, a northbound empty grain train - G499 - with a CSX C40-W and a CSX/CR SD40-2. G499 operates on an as needed basis from Olney, IL to DeFuniak Springs, FL and return.

## CHAPTER NOTES

Several tributes to David Cooper and his railroad knowledge and graciousness have been posted on the internet. David will be missed by all who knew him.

Don Clayton, Bob Moffet and Wallace Henderson have been on extended trips. We look forward to reports on their travels and rail adventures.

The L&N Historical Society Convention in Kingsport was a reported success with over 100 in attendance and CSX's cooperation in having a train on the Hagans switchback. Keith Kittinger was complimented on another Convention well organized and set-up. Congratulations Keith!

**DEADLINE FOR SUBMISSION OF MATERIAL AND ADS FOR THE NOVEMBER ISSUE OF PENNYRAIL IS THURSDAY NOVEMBER 14, 2002 YOUR HELP IS NEEDED IN KEEPING OUR NEWSLETTER CURRENT AND DIVERSIFIED.**

### 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



One of the many photographs shown at the IC/ICG gathering at Paducah on the first weekend in October. The frog eye GP10 is shown in all it's tattered and rusty glory next to the coaling tower at the Central City yard. This photo was taken in the early 1980s at a time when it was not unusual to find 20 to 30 locomotives at the engine house.  
*photo by chuck hinrichs*



ICG GP10 8354 displays one of the several paint schemes employed by the Illinois Central Gulf. This is the solid orange -"pumpkin" - scheme seen on some of the GP8s, GP10s, GP11s and possibly on a GP38. Quite a controversy currently rages among ICG fans as to the color of the frame sill. Spec's call for black but some claim that brown is the color. Photo taken at Central City in the early 1980s.  
*photo by chuck hinrichs*

**PHOTO  
ODYSSEY**  
by  
**Chuck Hinrichs**

Jim Pearson and I made plans back in August, as we returned from Summerail, to get out and do some real photographic railfanning. The selected target was the Rail Park in Rochelle, Illinois and the selected date was the second weekend in October.

I picked up Jim at Richland late Friday morning and we headed north on US 41. CSX was pretty quiet though we did hear some chatter from Howell Yard. Our first train of the trip was an Indiana Southern freight making set-outs behind the Whirlpool plant in Evansville just as the sun was breaking through. Our next shooting location was at the Depot in Princeton, Indiana. We caught both CSX and NS trains in Princeton between burgers and freys. The next stop was in Vincennes but no trains. The next action was at Haley Tower in Terre Haute where CSX was the only game in town. The Haley Tower has been moved about 100 feet west of it's active location and is joined by the Spring Hill Tower which has been move to the future museum site. Both buildings appear to be in pretty good shape. The next

*(Continued on page 4)*

**SUBSCRIPTION  
RATES**

**PENNYRAIL**

11 issues

**\$12 PER YEAR**

**An ICG Weekend  
in  
Paducah**  
by  
**Chuck Hinrichs**

I received an e-mail from Chad Cowan several weeks ago inviting me to a small gathering of IC/ICG fans and modelers to be held in Paducah the first weekend in October. I told Chad I would be pleased to attend and I would bring several trays of slides of ICG motive power at Central City in the early 80s.

The group, some dozen hard-core IC/ICG fans, met at the Travel Inn at 10 am Friday morning and then proceeded to the NREC (VMV) shops for a tour. Our host, Mr. Pedersen, gave us a run down of the status of the shops following the change of ownership. There are about 100 employees currently working in the shops and NREC hopes this number will increase. Current programs include mainly prime mover rebuilding, finishing a

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| <b>NS</b>    | <b>800-453-2530</b> |
| <b>UP</b>    | <b>888-877-7267</b> |

group of LLPX GP38s to be leased to Union Pacific and some repair work. Pedersen said that NREC had just received renewal of an on-going contract with EMD for repair and modification of EMD locomotives. NREC does not own the locomotives on the back lot and is only providing storage.

Following the over view we were treated to a comprehensive shop tour. The un-planned highlight was the crane lift of a KCS SD40 and it's aerial movement the length of the shop building - impressive. We saw all the engine repair/rebuilding operations, the traction motor and generator rehab shop and the metal working areas where there were several cabs under construction. The electric shop was quiet. The paint shop is busy doing a UP scheme (without UP lettering) for the LLPX units going to UP on lease. The tour was a very complete one and the only draw-back was that cameras were not allowed.

Following a quick lunch we headed for the Paducah & Louisville Railway operations center for a tour of the yard and main line control center. What used to require a massive CTC machine complete with levers and relays, is now handled by a yard master and a dispatcher with four computer CRTs. The railroad seems very pleased with the new slug sets and is contemplating an addition of at least three more sets. The P&L is actively trying to dispose of the aged and retired GP8s and 10s.

We scattered for dinner (Stubby, Cliff Downey and I chose C C Cohen's in Downtown Paducah) before returning to the Travel Inn for an evening of slides and a review of old VMV and ICG shop photos and memorabilia provided by the shop photographer and SD20 project engineer. I showed the Chapter's P&L video and managed to sell a couple of copies. Lots of slides of the orange and white IC/ICG era.

*(Continued on page 5)*

## PHOTO ODYSSEY

*(Continued from page 3)*

stop was at the CSX Brewer Yard in Danville, Illinois. The late afternoon light was good and we were on the west side of the yard for good shots. No action on the NS mainline through downtown Danville. We checked the grain terminal at Henning, Illinois and the Alco switcher was still on the property. We got some early evening shots that included a rising moon. We found lodging in Rantoul, Illinois and ate at a local restaurant before calling it a day.

Saturday morning found us in light fog and with a quiet scanner. A hearty breakfast got us ready for the day. We headed north on US45 and saw on IC train before we arrived at Paxton, the site of the Illinois Central Historical Society Headquarters and Museum. I dropped off some materials I had collected from the old Cairo and Dawson Springs depots and some IC/ICG material from Jerry Mart's estate. We shot the breeze with Chuck Werner and Tom French at the museum and then headed north to Gilman, Illinois where we shot some IC action as well as the IC/TP&W depot at the diamond. We headed west from Gilman following US24 and hoped for some TP&W action but no such luck. We did catch a couple of TP&W units in a siding at Weston. No Bloomer Line action at Chatsworth and though we heard some UP chatter on the scanner at Chenoa we didn't catch any trains. (I was a bit confused about the heritage of this line running from Chicago to St. Louis, one Atlas had it as an ICG line and others had it as an SP line. Another had it as Chicago & Alton then G&MO. In any case the line is now UP and is being upgraded for high speed passenger service.) The trip west to I 39 was uneventful as was the run up to Illinois 38 and the short run to Rochelle. There was immediate UP action at the Rail Park and we cranked off some shots in spite of

*(Continued on page 5)*

## A BIT OF HISTORY

### 1977

By;

Rick Bivins

1977 was a very good year. I was 14 years old and Mom would take me shopping in Hopkinsville KY. I enjoyed these trips because I would go to The Hobby Shop and look at the trains on display. I would also go to Woolworth's Department store and see what they had in their train cabinet. I still have several of the models I bought on those trips with Mom.

1977 was a good year for movies too. My all time favorite movie was released that year. That would of course be Star Wars. Another movie that is high on my list of favorites is Rocky also released in 1977. I got my first car in 1977. Dad gave me his 1970 Chevy El Camino.

One other event took place in 1977, my first steam excursion. And this would be the high light of the year. This event was forever etched in my memory.

I had ridden on a few amusement park trains in the years prior to the big trip. One such ride was near Benton KY at a place called Kan Tuck Territory. This was a small park with a western frontier theme. As I recall it was not very well kept nor did it have much to entertain with. They did however have a steam train. This little railroad was meter gauge and ran in a large circle around the park. The motive power was two coal fired steam engines of a German prototype. These little tank engines had round windows and were painted a dull red. That trip with Mom and Dad to Kan Tuck Territory was not to ride the train but to see Dr. Hook and The Medicine Show in concert at the amphitheater.

That was on a Saturday night during the summer of 1975. That following Sunday we would be off to see Danny Davis and The Nashville Brass at Beach Bend Park. Now how is that for musical diversity? Beach Bend did not have a train to ride other than a small 15 or 16-inch gauge amusement park type train that looked like an EMD E-unit. The passenger cars were just wide enough for one adult and had locomotive style Blomberg trucks throughout.

I also got to ride the 3 foot gauge steam train at Opeyland in Nashville TN. These were steam powered in the early to mid Seventies, but would loose their fires soon after I got to ride them.

And now the day of the big trip. Don Clayton and Wally Watts were the key people here. My parents had known Wally for many years and I had ridden in the rumble seat of Wally's 1936

*(Continued on page 5)*

# 1977

*(Continued from page 4)*

Chrysler coupe on several antique car trips as early as age three. I had met Don in 1975 after answering a newspaper add "model trains for sale". My parents had entrusted their 14-year-old son to them for an overnight trip to Indiana. Their trust was not betrayed as I credit Don and Wally to the fact that I grew up with a good influence and I stayed out of trouble as a result.

The night before the trip proved to be one of endurance. Don's house was on Park Ave. in Madisonville and it was full. I do not recall how many people were there but Don often had guests from his high school class as well as the train group. Everyone there that night was going to ride the train. The aforementioned endurance was to make it through the night until morning, as I could not sleep a wink owing to sheer excitement.

I vividly recall Don's digital clock! Now remember, this is 1977 and a digital clock was not the liquid crystal or diode type we see now, OH NO. This thing was about a foot long and four inches tall and had numbers on a barrel like a Rolodex. As each minute passed one of these numbers would roll over from the top of the barrel to the bottom. The result was a click that at three o'clock in the morning when everyone else is asleep and one does not want to make any noise, sounded like the crack of a whip!

Finally at 4:00 AM in the morning we were to rise to the occasion. We loaded up and headed for Evansville IN. Our train was powered by a steam locomotive that has and would continue to give the general

public a glimpse of the past. Southern Railway No. 4501. This locomotive was the former Kentucky and Tennessee No. 12. Southern had part or complete ownership in the K&T RR and acquired the locomotive during the first half of the 20<sup>th</sup> century. Southern re-numbered her 4501 and worked her hard in the Eastern KY coal fields. She was brought to public light by the Southern as a public relations tool. Steam excursions were a good way to make the public aware of the railroad and how it plays a part in their daily lives.

4501 was a 2-8-2 mikado type locomotive of the USRA design. She sported a green with gold trim paint scheme that was a copy of the Southern Crescent passenger trains. We rode in period perfect passenger cars that allowed one to drift back in time. Crew members wore the proper attire for their respected jobs and the smells and sounds of steam would permeate ones senses.

Our trip would take us to Huntingburg IN and return to Evansville that afternoon. That one remarkable yet simple experience shaped my personality forever. The friends responsible for my involvement that day are all still very much a part of my life, as is the hobby of railroading.

I would go on to ride many more steam and diesel powered trains, as time would allow. Some of these would be remarkable; Amtrak through the Colorado Rockies, Frisco 1522 in Illinois, UP 844 in Nebraska, N&W 611 up Irondale Hill Birmingham, and the list could get longer from here. But that one, while perhaps not the best of them all, has one distinction that no other trip can match. That trip in 1977 was the FIRST one, the one that started it all!

**PENNYRAIL**

# ICG Weekend

*(Continued from page 3)*

We were on the road early Saturday for a run to Fulton and some railfanning and photography. Action was moderate. We headed back north for lunch at Grand Rivers and then a visit to the pair of ex IC SW1s rusting away on the P&L siding at Grand Rivers just west of Barkley Dam.

The group returned to Paducah and the Travel Inn for a full evening of slides, videos and old ICG promotional films. Several of the group brought either completed or work-in-progress models - both HO and N scale - showing an impressive level of modeling skills. Pizza provided a dinner break and then back to the visuals. The show broke up about midnight and a great time was had by all. Chapter members attending were Cliff Downey, Ron Stubblefield and your editor, Chuck Hinrichs

# PHOTO ODYSSEY

*(Continued from page 4)*

some intermittent rain squeezed out by a passing cold front. The parking lot was partially filled and we talked with one young man from Michigan who had been trackside for more than 24 hours. He said it had been a little slow with only 63 trains by the park in the past 24 hours. We found a nice motel and checked in before heading out for dinner. My previous visits to Rochelle had not produced any decent restaurants but this time was different. The Beacon on Rt. 38 in Rochelle is A-OK. My prime rib and Jim's steak were both superb and the bar tender made a great Manhattan. We check back at the Rail Park for a couple of more trains the off to

*(Continued on page 7)*

**SEPTEMBER MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 Badgett Center Madisonville KY  
 Monday, September 23 7:00 pm

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

**TREASURER'S REPORT:**

<b>Opening Balance</b>		1648.88	
<i>Income</i>			
Dues Chapter	0.00		
Dues National	0.00		
Donations	40.00		
Misc.	0.00		
Raffle	0.00		
Total	40.00	1688.88	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	29.60		
Print	32.65		
Supplies	0.00		
Misc	39.10		
Total	101.35		
<b>Ending Balance</b>		1587.53	
<b>MEMBERSHIP:</b>			
<b>Full</b>	<b>4</b>	<b>5</b>	
<b>Chapter Only</b>	<b>18</b>		
<b>Total</b>	<b>6</b>	<b>3</b>	

**DIRECTORS REPORT:** All national officers re-elected including Lee Deitrich, who is making a slow recovery from a stroke. The youth membership proposal was approved (dues details later).

**OLD BUSINESS:** .Still no definite word on display cabinet for the Badgett Center.

**NEW BUSINESS:** Membership advised that nominations for Chapter officers will be held in October. Chuck Hinrichs was complimented on the newsletter and particularly the photo reproduction. Chuck Hinrichs and Jim Pearson are working on a photo site directory and may include information in Chapter web site. A member's slide program was proposed for February. A discussion about the Christmas dinner was held. Wally will check on DiFabios's for either the 9th or 16th of December.

**ATTENDANCE:** Wally Watts, Tim Moore, Dennis Carnal, David Millen, Tom Steiner, Chuck Hinrichs, Richard Knapp, Steve Miller, Rick Bivins, Don Clayton, Wallace Henderson, Louie Hicks, Cliff Downey, Harold Bell, Keith Kittinger, Jim Pearson, Rex Easterly, Rich Hane.

**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 OF THE CROFTON DEPOT NOTE CARDS STILL ON HAND. PRICE \$2 PER PACKAGE.**

# TIMETABLE #65

FOR THE GOVERNMENT OF RAILFANS ONLY

## HISTORICAL SOCIETY EVENTS

**November 1-3 2002 Mt Pleasant IA NRHS Board of Directors**  
 Contact Wallace Henderson for details; 270-885-6503  
 wroadrunner@apex.net

**November 23 Annual Clayton Open House** Fun, food and fellowship plus a basement full of "O" gauge sound and smoke under the experienced hand of Wally Watts. 750 Wilson Dr. Madisonville 7 pm til ???

## MODEL RAIL EVENTS

**Every Thursday Evening Clayton/Watts RR** Whistles, smoke, great trains and fellowship. 750 Wilson Dr Madisonville

**November 2 Nashville, TN Fall 2002 Cumberland Division Meet** TC Ry Museum 9 AM - 4 PM Admission: adult \$4, children under 12 \$1

**November 30 Collinsville, IL Great American Train Show** Gateway Center 11 AM to 5 PM Admission \$7 630-268-1641

**November 16 Terre Haute, IN Terre Haute Train Show** National Guard Armory 10 AM - 3 PM Admission \$3

## RAILFAN EVENTS and EXCURSIONS

**November 9 Salute to Veterans Excursion Train** Nashville-Watertown-Nashville. \$29-56 TCRM web <http://tdry.org> phone 615-244-9001.

**November 23 Nashville, TN Victorian Christmas Train** Nashville to Lebanon and return with Victorian celebration at the square in Lebanon. TC Ry Museum Regular \$28, 1st Class \$35, Dome \$50 Phone 615-244-9001

**December 7 Nashville, TN Santa Excursion Train** Nashville to Watertown and return. TC Ry Museum Regular \$28, 1st Class \$35, Dome \$50 Phone 615-244-9001

## VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

There have been discussions, from time-to-time, regarding high speed rail corridors radiating out from a Chicago hub. It appears that at least one of these lines is getting the attention, and money, to make the idea a reality. The UP (ex SP) line from St. Louis to Chicago is getting a thorough up-grade including signaled and gated grade crossings at every crossing. Jim Pearson and I saw lots of work on the line south of Pontiac, IL. This line already hosts four Amtrak trains including the Texas Eagle and the Ann Rutledge.

*Chuck Hinrichs*

A new state study calls for adding passenger and freight service across Tennessee using the 3,000 miles of existing track. The service would link major cities in Tennessee at first but could be expanded to include other neighboring states.

The two-year study was done by the Tennessee Department of Transportation's Division of Public Transportation, Water and Rail. If funded, the project could bring passenger service and add more freight service from Knoxville through Nashville to Memphis. Currently, Middle Tennessee has no functioning passenger rail system, which prompted Congress to mandate a re-examination of the state's railroad system.

"It [the lack of railroad service] is very conspicuous. Particularly, it has a great impact on the Cumberland Plateau because they are essentially cut off from the national railroad system," said Ben Smith, the division's executive director.

*Nashville City Paper*

New Norfolk Southern SD70M's to wear modified logo Norfolk Southern will introduce a modified logo on an order of 50 General Motors SD70M's set for delivery in 2003, industry sources said today, confirming rumors that had been circulating this month. The redesigned NS speed-lettering logo will include an image of the NS Thoroughbred's head, neck and mane, similar to the logo that appears on the railroad's Web site, [www.nscorp.com](http://www.nscorp.com) <<http://www.nscorp.com/>> .

It will be the first change to the logo since it was designed in 1982, when Norfolk & Western and Southern merged to form NS. The locomotives - NS's first major order with GM in two years - reportedly will be built with flared radiators, North American cabs, and standard control stands. NS's last new EMD's were 10 SD70M's assembled at its Juniata, Pa., shops in the fall of 2000

*Internet*

CSX has made some operational changes on trains that work or pass through the Henderson Sub. The pickup of auto frame flats from the Dana plant in Hopkinsville is now handled by northbound CSX manifest, Q518. The pick-ups are made from the north leg of the Fort Campbell wye where the flats are set by the Guthrie Hopkinsville local, J722.

The routing of intermodal trains Q120 and Q121 has been changed. These trains now run through Atlanta rather than Birmingham on their runs between Chicago and Jacksonville.

*Chuck Hinrichs*

## PHOTO ODYSSEY

*(Continued from page 5)*

the motel for a night rest.

Sunday dawned cold and clear and after a continental snack at the Motel we were trackside at the Rail Park. We shot some action around the park and then headed west of town to Flagg where we shot two trains with a massive grain facility as a back drop. There was lots of UP action but so far no BNSF trains and only a trio of units tied up at the Burlington depot in town. We checked out before noon and after another pass at the Park and Flagg we headed east to try to catch some BNSF action. We shot another UP train by the depot in DeKalb and finally got our BNSF train at Plano, Illinois, just west of Aurora. There was a nice depot at Plano. From Plano we headed south and did not see much until we arrived at Streator where we caught another BNSF train and an NS train tying up east of town waiting for a crew to take it on east. We decided to spend the night in Pontiac, Illinois. We stopped by the Amtrak station and checked the schedule. A train was due at 6:38 PM so we checked into an old downtown tourist court (neat, clean and inexpensive) and then headed back to the station for the northbound Amtrak. A UP freight was holding just south of town so we caught both the Amtrak and the auto rack train. Talked with an NS employee and railfan and he said that this line is being converted to high speed passenger specifications and that freight traffic is quite limited. Grabbed a pretty good dinner at a local restaurant and then turned in.

Monday morning found us trackside at the station following a hearty breakfast. Caught another Amtrak plus another UP auto rack train plus the UP local. Shot an old grain elevator just across from the station both with and without trains. We continued south and

*(Continued on page 8)*

**PHOTO ODYSSEY**

*(Continued from page 7)*

caught another UP train, another old grain elevator and another Amtrak at speed. The rest of the trip home was fairly uneventful though we did stop for some depots and a sunset shot that caught both of our attentions. I dropped Jim off and was home by a little after 9 PM, tired but pretty satisfied with our 4 day photo odyssey!

Jim and I plan to present the fruits of our labors at the

**BUY - SELL - SWAP**

**Wanted Railroadiana...**L&N, IC, Santa Fe, etc. Lanterns, switch lamps, signs, etc. No china or model trains. Send list of items your selling to: Dennis J. Carnal, P. O. Box 212, Earlington, KY 42410-0212. Telephone number; 270-825-0693. After 7:00 pm please.

**For Sale** Numerous railroadiana items. Call Don Clayton at 821-0731 or inquire in person during the Thursday night sessions at my house.

**Wanted** GM&O lantern, any style but must have id on both lantern and globe. Chuck Hinrichs 270-886-2849 chuckrail@charter.net

**Wanted** Photograph of the IC depot in Central City. Will buy or borrow to scan. Tom Wortham 270-821-7874 tworthma@madisonville.com

**Wanted:** Any information about the L&N branch to Scottsville, Kentucky. Two bridge piers still exist for a rather large trestle span near the town of Petroleum, just south of Scottsville. Any info would be appreciated. Chris Dees kd4ygg@msn.com

BUY-SELL-SWAP is a new service of your Chapter newsletter "PENNYRAIL" and is for the the non-commercial use of chapter members. Please submit your ads by e-mail or letter (typewritten, please) by the normal newsletter deadline

**PHOTO SECTION**



A far cry from the days of crusty old veterans with green sun shades and cuff protectors running the railroad, is this personable young lady who is P&L's Yardmaster at Paducah. With a radio, a phone and a single computer screen she handles all Paducah yard operations. *digital image by chuck hinrichs*



The IC/ICG Modelers pose on the rusting hulk of BRT (ex IC) SW1 parked on a P&L siding at Grand Rivers, KY. The group spent a long October weekend at Paducah with visits to P&L, NREC (VMV) and Fulton in addition to slide and video watching.

*digital image by chuck hinrichs*

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. Your material will receive the best of care while being readied for publication. Your help is appreciated.