

PENNYRAIL

NOVEMBER 2002

VOLUME 6 NUMBER 11

The official publication
of the Western Kentucky
Chapter, NRHS.

**A BUSY
THREE**



Chapter

CHAPTER MEETING

MONDAY, NOVEMBER 25

7:00 PM

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

NOVEMBER PROGRAM

Jim Pearson and Chuck Hinrichs will present a slide program depicting two different views of a recent rail fan trip through Indiana and Illinois. The guys spent four days chasing trains and other interesting stuff near the tracks. Featured locations are Rochelle and Pontiac, Illinois. Dennis Carnal will provide the refreshments. This should be a program 'change of pace' and a fitting end to the Chapter's year. Come and bring a guest.

OCTOBER MEETING

Twenty-one people were on hand for the October NRHS Chapter meeting in Madisonville. Wally Watts was to provide the program for the meeting. but, once again problems with the video equipment put an end to the program before it even started. Better luck next time. Steve Miller provided the refreshments for the group and they were enjoyed by all. Thanks Steve.

CSX provided two trains during the meeting. The first train was northbound manifest Q556 which

(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:

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
270-886-2849

e-mail
chuckrail@charter.net

**SATURDAY
NOVEMBER 23**

**The Annual Clayton/
Watts Holiday Open
House**

**7 PM
750 Wilson Drive
Madisonville**

* * *

**MONDAY
NOVEMBER 25**

Chapter Meeting

* * *

**MONDAY
DECEMBER 9**

**Chapter
Christmas
Dinner**

**Madisonville
Country Club**

**Hors D'oeuvres
Cash Bar 6 PM
Dinner 7 PM**

Let Bob McCracken know by
December 2 if you will be in
attendance at the dinner.
270-821-6246
trains@madisonville.com

Chapter News

operates between Radnor Yard in Nashville and Howell Yard in Evansville. Motive power on this train was a CSX C40-8W and a CSX (ex CR) SD60. The last train was northbound manifest Q592 powered by a pair of CSX SD70MACs. This daily train operates from Waycross, Georgia and Chicago

CHAPTER NOTES

There will be no Chapter meeting in December and no PENNYRAIL. The Chapter Officers and your PENNYRAIL editor take this opportunity to wish each one of you a very merry Holiday Season and a Happy and Peaceful New Year



All incumbent Chapter officers were nominated for another term. The election will be confirmed at the November meeting. Nominees are: President, Bob McCracken; Vice President, Rick Bivins; Secretary/Treasurer, Wally Watts; National Director, Wallace Henderson and Director-at-large, Ron Stubblefield

Rick Bivins reports that the display cabinet originally offered
(Continued on page 7)

MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$30.00 per year.
Family membership	\$34.00 per year.

MORE PHOTOS



This Sperry Inspection Railcar went through Richland on the Paducah & Louisville Railway headed toward Louisville. Jim Pearson got this shot of it passing the bridge on the levy. It was at 11:15 AM on November 1st, 2002. Shot with a Canon EOS D30 Digital Camera. *Digital image by Jim*



A portion of the luxurious but affordable La Posada Hotel from trackside. The hotel has been delightfully restored to conditions recalling the days when La Posada was the crown jewel of the Santa Fe - Fred Harvey railroad and hostelry empire. (see Wallace Henderson's article on the La Posada on page 4 of this issue of PENNYRAIL.) Wallace stayed in this hotel during his trip to the NRHS Convention in Arizona. *Color print by Wallace Henderson*

**A Stranger
From
Kinghorn's Court
by chris dees**

A little more than a year ago, a chance encounter between the Professor (Don Clayton), Sir Wallace Watts, and a young gentleman named Steve Kinghorn led to the start of a friendship based on the love of steam and diesel locomotives, and railroading in general. In June 2001, these three foamers met up on a steam trip in Wisconsin. A little more than a year later, these three would join up with another traveling companion in late October for a wonderful weekend of railroads, railfanning, history, and good "shut my mouth" Southern cooking.

I left out from work at Harman Becker about 4:30 PM on Friday, October 25th and made the quick jaunt from Franklin down I-65 to Nashville. Traffic wasn't bad for a Friday afternoon, and soon I was arriving at Nashville Union Station, my home-away-from-home for the evening. After a short check-in, it was up to the penthouse suite on the 7th floor overlooking the crew change point and CSX tracks. Steve had flown in from Minneapolis earlier in the afternoon, and Don and Wally had treated him to a tour of

Music City, USA including a visit to the NC&StL locomotive in Centennial Park. Soon after my arrival, Don, Steve, Wally and myself met up for a short visit and tour of the hotel before heading for dinner.

Taking charge away from Don, I had made reservations at the 101st Airborne Restaurant which sits near one end of the runways at Nashville International Airport. This establishment is decorated as a French farmhouse converted into a US Army NCO club, set in Allied-occupied France just after D-Day. It is HIGHLY RECOMMENDED and not that expensive. It is complete with old Army jeeps, mine field signs, memorabilia, and beautiful young French maids. As we enjoyed a wonderful meal of prime rib, steak, and stuffed pork roast, Steve commented that this definitely was better than the pretzels on the plane, and that this definitely wasn't the McDonald's crowd. Soon we were handed our "Discharge Papers" (the bill) and it was back to Nashville Union Station.

Back at Union Station, we studied and gawked at the

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\$12 PER YEAR

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architectural wonders that include a beautiful stained glass roof, carvings of locomotives, and the old L&N/NC&StL arrival/departure board at the front desk. We visited a little while longer, including an inspection of Steve's DRG&W Alco RS unit in G-scale as well as photos of his other love, restoring John Deere farm equipment (I think we can get Steve hooked on MKT real easily). We said our goodnights and soon it was time to turn in for the night, lulled to sleep by the sound of idling CSX GE's outside the window.

Our departure for the Tennessee Central Railway Museum's excursion on the Nashville & Eastern between Nashville and Cookeville began early at 6 AM with checkout and an ill-fated search for the Pancake Pantry. With no luck for pancakes, we decided to drive down toward the TC depot and see if we could find something else - we did, in the form of the Hermitage Café, a truly "suuthen" lunch counter where grits are as common as the greasy stains on the cook's apron. We knew this was a good place by all the celebrity photos on the wall and the cook's TC Railway cap - and it definitely was good cooking!!! One of the things Steve soon came to realize - trains and good food go hand-in-hand when traveling with Don and Wally. Soon it was off for our 8 AM departure.

The weather was cool and overcast, but not a bad day for riding. Our power for the day was one of the ex-Broadway Dinner Train E units, two 4 axle B units, and the two NYC gray-and-lightning stripe E units. Steve already started foaming at the mouth before we even boarded. Former Chapter member Mike Keipp was on board as brakeman for the museum, taking a day to "play trains" versus working on trains around CSX's Radnor Yard and the lines

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Kinghorn's Court

(Continued from page 3)

radiating from Nashville. We soon settled into our 1st class accommodations in an ex-PRR diner/lounge and departed for the 90 mile run east to Cookeville.

The miles went by fast, and soon Wally, Steve and I were hanging out the vestibules, watching the five engine consist wind it's way through the hills toward the Cumberland Plateau. Hearing all five locomotives in Notch-8 as we tackled the 3.17% grade up Buffalo Valley and through Caney Fork was a sound (and a sight) to behold. Rock bluffs on one side and a 300-foot drop on the other side makes one wonder how Mr. Baxter's crews carved this route across the state - but what a beautiful carving it is!!!

Arriving at Cookeville, we were greeted by the restored Depot, an L&N and a TC Caboose, and a new acquisition for the Cookeville Depot - a Louisiana & Arkansas steam locomotive recently purchased from TVRM in Chattanooga. As usual, the first order of business after arrival was finding an eating establishment - we decided on more "suuthen" cooking, actually way "suuthen" in the form of CrawDaddy's. Gumbo, Catfish Po Boy's, and Crawfish Etoufee, spiced up with a little Tabasco hit the spot and we topped it off with s o m e Bread Pudding with Bourbon sauce. Steve and I admired some of the hot stuff as we viewed the poster portraying a wide variety of hot sauces: Scorned Woman, Texas Tonsil Elixir, Shut My Mouth, Satan's Revenge, and Capital Punishment (Steve's favorite except for the other hot stuff in the establishment - our hostess).

With still time to look around, we toured the nicely restored Depot with it's HO scale layout and many items of railroadiana. Across the street, Wally and Steve eyed a

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A BIT OF HISTORY

THE LAST GREAT RAILROAD HOTEL

The year was 1929. The economy was booming. The prospects seemed bright that Winslow, Arizona, the gateway to the Painted Desert and the Petrified Forrest, would become the economic powerhouse of northern Arizona as Santa Fe, New Mexico, was to its region. Winslow was already the headquarters of the Santa Fe Railroad in Arizona and so to the railroad and Fred Harvey, Winslow seemed the perfect spot for a new hotel.

The hotel was designed by Fred Harvey's in house designer, Mary Elizabeth Jane Colter, well known for her design of El Tovar Hotel and other buildings at Grand Canyon as well as other Harvey locations. Later, she would become famous as the designer of Santa Fe's Mimbreno china for the Chief and the Super Chief. The cost of the hotel was over one million dollars with the total budget, including landscaping and furnishings, at nearly two million (in 1929 dollars). La Posada was the only project for which Miss Colter designed the buildings, planed the gardens, decorated the interiors, and oversaw the construction. She considered it her masterpiece.

Named La Posada (in Spanish "The resting place"), this last Harvey hotel opened in 1930: alas, just as the economy was sliding towards the depths of The Great Depression. This was followed by World War II, then the changing patterns of travel in the 1950s. Thus the hotel never really became the success ft was envisioned to be. It dosed in 1959. Still, many famous people were guests there, including Howard Hughes, Albert Einstein, movie stars such as John Wayne, Bob Hope, Dorothy Lamour, et al., and Presidents FDR and Harry Truman. It was the finest hotel built by the Santa Fe Railroad and the pride of the Fred Harvey chain. It was their most elegant hotel; designed as a magnificent Spanish hacienda.

But closure did not mean destruction as the railroad converted part of the hotel into offices (and even today there are still some offices in the easternmost section). Although much of the original interior decorations were lost in this process, the building was saved and in 1997 new owners began the restoration to return La Posada to its former glory. They have succeeded and today it is a step back into the gracious and unhurried travel of another time.

La Posada adjoins the former Santa Fe passenger station, now used by Amtrak, connected by a long columned walkway leading to the front door (when built). What was the back door opens out into the parking lot on historic US 66 (one way east). The stone floors, exposed beams, Spanish arches and antiques, and a eclectic collection of art, both old and contemporary, overwhelm the visitor with a sense of serenity and relaxation. There is an upstairs ballroom with open fireplace for relaxing, a sunken garden, and several cozy nooks for quiet reading. Outside is the beautiful front lawn and majestic cottonwoods leading to the tracks, which are the east end of Winslow yard.

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History

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There the railfan can enjoy the almost constant parade of trains in a atmosphere not unlike being in your own front yard!

The Turquoise Room Restaurant looks out at the tracks from one corner of the building and the food is gourmet in every sense of the word. And yes, there is a small bar/lounge on the left before entering the restaurant.

All this atmosphere and nostalgia is available for the modest price of \$79 a night. Its a real deal and especially so if you're a railfan. There may not be steam anymore and the Chiefs of the Santa Fe are gone but the trains are still running just outside. And the best rooms for you are 201 and 202 overlooking the tracks. so the next time you're headed for the southwest, treat yourself to a night (you'll regret not making it two) at La Posada or take Amtrak out there for a short vacation. You won't regret it!

Kinghorn's Court

(Continued from page 4)

newly opened hobby shop - Central Tennessee Hobbies. Soon, Steve was wheeling and dealing with the owner for a HO scale SP Daylight and, in a few minutes, the Daylight was on it's way to Minnesota (our first known run of this beautiful engine that far north). I picked up some HO scale N&E decals, and we waited for the arrival of the NYC locomotives to return.

They say miles go by quicker if it's old mileage, and it did as we rolled into the depot on time. Not wanting to go home hungry, I again took

charge and led the expedition north to Goodlettsville to the Market, Café & Takeaway - a local restaurant and gourmet grocery advertised on the local Nashville TV stations. As expected, this was a GREAT meal. I got the Dijon pork, Steve got the Jerusalem chicken, and Don and Wally got Snake Bit (a spicy Mexican chicken salad with pasta). This place is about 3 blocks from the CSX mainline and, like the 101st, is HIGHLY RECOMMENDED. Shying away from the Elvis "Whole Lotta Shakin Going On" chocolate cake, I settled for the Strawberries & Cream cake as

The ALVA

Cornelius (the Commodore) Vanderbilt was a steamship operator turned railroad tycoon in the New York City and up state New York area. At the time of his death in 1877 he was the wealthiest man in the nation. He would leave a ninety million dollar estate to his oldest son, William H Vanderbilt. The Commodore told his son to never divide the fortune during or after his life. William H. feared his father and as a result never crossed him, until after his own death that is. The Commodore's son did indeed divide the family fortune in his will. William H. died only eight years after his father, but during those eight years he turned the family fortune of ninety million into two hundred and fifty million. His will stated that this fortune was too great a burden for one man to manage. He willed the railroad empire equally between his two sons, Cornelius Vanderbilt II and William K. Vanderbilt. That empire was of course The New York Central and Hudson River Railroad. Later called the New York Central Lines.

Cornelius II was a brilliant

PENNYRAIL

railroader and the most greatly respected of the Vanderbilt's. However, a falling out with his father and depression after the death of his son deprived the Central of his great leadership.

William H. Vanderbilt's second son William Kissam Vanderbilt was a very capable railroader. Willie K. as he was called led the Central to be a great and modern railroad system. Willie K. did have one vice. He loved to live life to the fullest. And he did so with the one thing he had the most of, money. Even though, the Central would continue to grow and develop in spite of his high spending.

One of his greatest loves was his modern all steel yacht, Alva. Alva was his wife's name and one that also has a place in history. Willie K. it has been told would rather spend more time with the yacht Alva than the wife Alva.

Alva, the ship, was 285 feet long, 32 feet and 3 inches a beam and displaced a total of 1151 tons. Alva was a three masted screw steamer capable of crossing the Atlantic Ocean direct to European ports. The vessel crewed 52 men and was launched Oct. 15 1886. It was common for a ship to have both sail and steam power during the late eighteen hundreds. This made the vessel more efficient on long oceanic cruises. She was the largest privately owned vessel a float at the time.

On July 24 1892, Alva was at anchor 4.1 miles east of Monomoy point near Cape Cod waiting for fog to lift. At 8:20 am, the 300-foot, 2625-ton steam freighter H. F. Demock struck Alva. Alva survived as did her crew and passengers but the ship was unrepairable and sold for scrap to Perkins and White for \$3500. Within a year the ship was judged a shipping hazard and the Alva was sunk. It was said that as soon as Willie K. reached land he wired the shipyard where Alva was constructed and ordered a new

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OCTOBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville KY
 Monday, October 28 7:00 pm

President McCracken called the meeting to order and the minutes of the September meeting were approved. The current treasurers report was also approved.

TREASURER'S REPORT:

Opening Balance		1587.53	
<i>Income</i>			
Dues Chapter	10.00		
Dues National	0.00		
Donations	0.00		
Misc.	40.00		
Raffle	14.00		
	Total		64.00
1651.53			
<i>Expenses</i>			
Dues Paid	0.00		
Postage	29.60		
Print	31.80		
Supplies	0.00		
Misc	0.00		
	Total		61.40
Ending Balance		1590.13	
MEMBERSHIP:			
Full	4	5	
Chapter Only	18		
Total	6	3	

DIRECTORS REPORT: National is in some financial difficulty - \$48,000 shortfall for 2002. Membership drop of 5% is contributing factor. 2003 budget will reflect revised membership estimates. Two sessions of Railcamp are still anticipated. A proposed fee for attending BOD and Conventions was not favorably received by the Chapter.

OLD BUSINESS: Christmas banquet will be at the Madisonville Country Club on December 9. Menu is prime rib at a total cost of \$15.95 per person. The Badgett Center did not want the display cabinet and it was given to Nortonville. Chapter dues were raised to \$10.

NEW BUSINESS: Approved purchase of a gavel as a memorial to David Cooper. Approved purchase and donation of an L&N communication console and scissor phone for the Nortonville Museum. Cost \$375 and offset by donations of \$150. Chapter officer nominations resulted in all incumbents being re-nominated.

ATTENDANCE: Wally Watts, Steve Kinghorn, Steve Miller, LeRoy Cobb, Dennis Carnal, Rick Bivins, D A Fraser, Terry Bunner, Bob McCracken, Don Clayton, Tom Wortham, David Millen, Harold Bell, Jim Pearson, Wallace Henderson, Chuck Hinrichs, Bob Moffet, Rich Hane and guests Rob McCracken and Lou Cobb.

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

TIMETABLE #66
FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

- April 4-6 Richmond, VA** NRHS Spring BOD Meeting
- June 30-July 6 Baltimore, MD** NRHS Convention
- October 17-20 Ronkonkoma, NY** NRHS Fall BOD Meeting

MODEL RAIL EVENTS

- Every Thursday Evening Clayton/Watts RR** Whistles, smoke, great trains and fellowship. 750 Wilson Dr Madisonville
- December 8 Carbondale, IL** Southern Illinois Train Club Model Railroad Show and Sale Carbondale Civic Center 11 AM-4 PM \$2 618-984-4474

December 14 Nashville TCA Music City Chapter Toy Train Show Tennessee State Fairgrounds 9 AM-4 PM \$6 615-754-0442

RAILFAN EVENTS and EXCURSIONS

GREAT AMERICAN TRAIN SHOWS

November 30 - December 1 St Louis Gateway Center, Collinsville Illinois

December 14-15 Memphis Mid-South Fairgrounds

January 11-12, 2003 Louisville Kentucky International Convention Center

January 15-16, 2003 GREENBERG TRAIN SHOW Norcross, GA North Atlanta Trade Center

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

The ALVA

UP Chicago Communications

Recently Union Pacific has moved to a commercial two-way service provider in the Chicago area for their communications. Allegro Communications operates a 900Mhz Motorola Type II Trunking System

Frequencies: 935.2625, 936.6875, 936.7375, 938.7625, 938.7750, 938.7875, 938.8000, 938.8125, 938.8250, 938.8375, 938.8500, 938.8625, 938.8750, 938.8875, 939.1375, 939.1625, 939.1875, 939.6375, 939.7625, 939.7750, 939.7875, 939.8000, 939.8125, 939.8250, 939.8375, 939.8500, 939.8625, 939.8750

Motorola Trunking Talkgroups
 6608 Union Pacific Railroad Police (Chicago)
 6672 Union Pacific Railroad
 6736 Union Pacific Railroad

Chris Dees internet

AAR Drafts List of "Indicators of Terrorism"

The Association of American Railroads (AAR) has put together a list of "Indicators of Terrorism" to help railroad employees increase awareness of suspicious activities on railroad properties. Employees are encouraged to look for: 25-35 year old males extremely interested in specific railroads and resources. People soliciting detailed railroad information in casual situations. People showing up immediately prior to a train's arriving and departing immediately after it leaves. People who are in the wrong place or dressed inappropriately along the rail line. Suspicious vehicles, motorcycles or mopeds at crossings and along right-of-way. Automobiles that move with you along your route. Unusual occurrences like disconnected brake hoses and a b n o r m a l s i g n a l s .
Internet

Looks like us railfans fit the profile but what the hell is inappropriate dress??? Be careful out there and don't wear your turban. CFH

NASHVILLE, Tenn. (AP) - A railroad engineer stopped a sightseeing train after noticing tampered-with tracks that could have sent the train and its 400 passengers off a bridge, officials said.

Nashville & Eastern Railroad engineer Brent Thompson was in the cabin of the fall-foliage excursion train when he spotted extra tie plates wedged against the rails, the company said. Officials said the plates - which are normally used to stabilize tracks - could have plunged the train into the river below.

"It was like a ramp that was used to get the wheels off the rails," said Craig Wade, vice president and general manager of the rail company. "There's no doubt in our mind that it was a deliberate

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and larger vessel. He did not however wire his wife Alva until after the news made headlines around the nation. The new ship was much larger and was called... Alva II. Alva II would serve the military during WW I as a coastal patrol vessel. A German U-Boat off the coast of Rhode Island sank her. Willie K. died July 22 1920 at age 71.

Alva lives on. The wreck of Alva is a favorite dive location for would be treasure hunters. She rests, upright in 45 feet of water. Shifting currents constantly cover and uncover the ship with sand and visibility is usually about twenty feet. After more than 100 years divers still bring up artifacts from the ship as they are dislodged and surface around the vessel.

As for the Demock, well history repeats itself. Seventeen years after the collision with Alva, Demock struck and sunk the 297-foot long Horatio Hall...in the same spot as Alva!

Chapter News

to the Badgett Center is now installed at the Nortonville Museum. The Chapter voted to acquire and donate to the museum, an L&N communication console and scissor phone. Rick has also donated a significant number of IC and L&N items to the new museum. If you get a chance to visit the museum it is worth the time. They have an impressive collection for such a new venture. Several Chapter members made significant contributions to defray the cost of the donation. Dennis Carnal located the console as well as another scissor phone from the Hopkinsville Depot which was

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Chapter News

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acquired by the Hopkinsville Museum.

DEADLINE FOR SUBMISSION OF MATERIAL AND ADS FOR THE JANUARY ISSUE OF PENNYRAIL IS THURSDAY JANUARY 16, 2003 YOUR HELP IS NEEDED IN KEEPING OUR NEWSLETTER CURRENT AND DIVERSIFIED.

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, CE&I, CRI&P lantern, any style but must have RR 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
wortham@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



The old Nortonville grade school is now a civic center including a library and a museum. Our Chapter, and individual Chapter members have made rail related donations to the museum. The Chapter has also donated at L&N communication console to the museum. Rick Bivins and Dennis Carnal pose with some of the donated items.

Digital image by Chuck Hinrichs



Florida East Coast SD40-2 (an ex UP unit) is likely on it's way to home rails on southbound CSX Q651 manifest at South Kelly. Q651 is a manifest running from Avon yard in Indianapolis to Nashville on CSX's Henderson Sub. FEC 714 was caught on October 3, 2002.

Color print by Wallace

"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.