

# PENNYRAIL

JANUARY 2003

VOLUME 7 NUMBER 1

The official publication  
of the Western Kentucky  
Chapter, NRHS.

**DUES  
DUE!**



## Chapter

## CHAPTER MEETING

MONDAY, JANUARY 27

7:00 PM

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

## JANUARY PROGRAM

The January Chapter meeting is, by tradition, President's night. Bob McCracken is still working on a program but you may rest assured of two things - the program will feature steam (odds are good the it will be Pennsy steam) and that the refreshments (with a major assist from Jackie) will be first class. This is super way to kick off the new year. Come and bring a friend.

## NOVEMBER/DECEMBER MEETINGS

Twenty people were on hand for the November Chapter meeting in Madisonville. They enjoyed a joint slide show by Chuck Hinrichs and Jim Pearson. The show covered their recent railfan trip to Northern Illinois. Nice job guys! Dennis Carnal provided the refreshments for the meeting.

CSX provided three trains for our viewing pleasure. The first train was southbound manifest train Q645.

*(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.  
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other rail information  
to:

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Treasurer Wally Watts has distributed the 2003 NRHS and Chapter dues notice to all members.

Please take a few moments to fill out the dues form and send the form and your check to Wally as soon as possible. If you pay your dues promptly we will avoid the expenses of a mail or phone follow up.

Members who fail to submit their dues by March 1, 2003 will be dropped from the Chapter rolls and the **PENNYRAIL** mailing list.

You will notice a modest \$2 increase in Chapter dues. The increase covers the increase in **PENNYRAIL** publication and mailing costs and puts the Chapter on a break-even basis. Special projects and programs are covered by Chapter fundraisers (raffles, video sales, etc.) as well as donations from members.

**PUT A SMILE ON  
WALLY'S FACE.  
PAY YOUR DUES  
PROMPTLY.**

## Chapter News

This daily train operates from the Belt Railway of Chicago Clearing Yard to the CSX Radnor Yard in Nashville. This train was powered by CSX C44-9W, EMS Leasing C40-8w and CSX GP40-2/GP35 slug set. The next train was southbound loaded unit coal train U231. Two CSX AC44CWs were pulling seventy-five rapid discharge hoppers lettered JHMX. These cars are eased by Alabama Power Company. This train loads at the Kerr McGee Freedom Mine, north of Harrisburg, Illinois. This underground mine is served by Canadian National/Illinois Central Railroad. The train was loaded by a CN/IC crew and delivered to the Paducah & Louisville Railway at Paducah. Then a P&L crew operates the train back to CSX at Atkinson Yard in Madisonville. Here a CSX crew takes the train southward to Nashville. Another CSX crew at Nashville takes over for the trip to an Alabama Power Company power plant near Birmingham. The empty trains follow a reverse routing back to the Freedom Mine. CSX locomotives power the train set for the entire trip. The final train was northbound manifest train Q556. This daily manifest train operates between CSX Radnor Yard in Nashville to CSX Howell Yard in Evansville. Power on this train was a pair of CCFX Leasing SD40-2s, a CSX SD40-2 and a CSX SD60.

The Clayton/Watts Holiday Open House was an un-qualified success. Nearly 70 friends and

*(Continued on page 5)*

### MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$30.00 per year.
Family membership	\$31.00 per year.

# MORE PHOTOS



SP&S Northern (4-8-4) #700 struts her stuff on a pair of photo run-bys on the October trips from between Standpoint, Idaho and Billings, Montana. The Northern had 17 post-war Budd cars in tow with an MRL F45 tucked in behind 700 for insurance. Wallace Henderson rode the "Steam Across Montana" and took the pictures with his trusty and well traveled Canon.

## **BIRTHDAY ON THE RAILS**

Don Clayton

For the first time that I can remember, I spent my birthday riding the rails!

On Monday night, October 7, 2002, I drove the trusty old Toyota to the Carbondale Amtrak station. I bought the obligatory \$2 per day parking sticker and took a nap in the car waiting for #58 "The City of New Orleans" to arrive from New Orleans. About 3AM on Tuesday, October 8, the double deck train arrives a few minutes early into Carbondale. After unloading and loading passengers, we were off for a smooth ride to Chicago. I slept a few hours then headed for the dining car for a delicious bacon and egg breakfast accompanied with the usual southern grits. We arrived Chicago a few minutes early. I checked into the Metropolitan Lounge and headed down Adams Street to walk off my breakfast. I checked out Marshall Fields, Bennett Brothers, and The Art Institute.

Two of my fellow faculty members from Madisonville Community College (Marlena West and Debbie Wright) were also in Chicago on this day shopping (What else?). We agreed to meet at Berghoff's for

*(Continued on page 4)*

## **SUBSCRIPTION RATES**

# **PENNYRAIL**

11 issues

**\$12 PER YEAR**

## **TRIP TO FALL BOARD MEETING MT PLEASANT, IOWA**

Wallace Henderson

I represented the chapter at the fall board meeting in Mt. Pleasant, Iowa. This meeting was held the first weekend of November due to the national convention being in late August. The selection of Mt. Pleasant was due to the two rail operations at the Midwest Old Threshermens fairgrounds.

In selecting a route to Mt. Pleasant (35 miles west of Burlington), I wanted to go via Hannibal, Missouri, to check out the NS' ex-Wabash Mississippi River bridge and tunnel, similar to the IC's at East Dubuque, Illinois. I also wanted to go through Vandalia, Illinois' first state capital and the town that gave its name to the railroad from Indianapolis to St. Louis that became part of the Pennsylvania Railroad (and is today CSX). What I didn't realize was that the route I would take north of Centralia would parallel the IC's original "charter line", now mostly

## **RAILROAD EMERGENCY**

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<b>CN/IC</b>	<b>800-465-9239</b>
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<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>

abandoned.

Vandalia proved to be a pretty town and very interesting, railfanwise. There is a short switching line on the old IC named the Vandalia Railroad and I photographed their SW9 plus the former tower at the PRR/IC crossing that now houses their offices. The depot is there, too, across the tracks and now a restaurant but so heavily modified that it hardly resembles a station. Also on display are a IC steel caboose with coupola and center half door and a transfer caboose whose wheels are lettered "GM&O".

Next stop up the road was a big surprise: Ramsey, with a large tower which once controlled the IC's crossing with the now abandoned Nickel Plate main line to St. Louis. Also present was a Nickel Plate caboose and boxcar. Next stop was Pana with its handsome brick and wood tower that once controlled the IC's crossing with the New York Central's Big Four mainline to St. Louis and the junction where the C&EI's trackage right:to St. Louis began. Today, the only trains are the UP's on the Big Four-C&EI route. Beside the tower, the abandoned C&EI station remains along with a small brick building that perhaps once served as a IC station

As I headed cross country from Taylorville, the road paralleled the former C&IM, now the Illinois & Midland, a member of the Genesee & Wyoming family. At a huge power plant, I came across a runthru UP coal train, a I&M train with a pair of SD-1 8s and a I&M SW-1 500 plus caboose, unloading local coal. It was dark by the time I arrived in Hannibal.

Next morning, I spent several hours near the bridge, watching three NS trains, two BNSF and one tow boat and barges go under the new vertical lift span. Then it was north to Mt. Pleasant where

*(Continued on page 5)*

## BIRTHDAY

(Continued from page 3)

an early lunch. We had a delicious lunch and then drove to The Field Museum to see "Sue" the dinosaur and the Pearl exhibit. Both were very interested. Debbie wheeled her BMW SUV right down the busy streets of Chicago and dropped me off at Union Station. They headed for the expressway and the suburbs to meet another teacher friend. I boarded the 'Capitol Limited' for an enjoyable ride to Washington, DC. The fall colors on Wednesday, October 9 in the Potomac River Valley were spectacular. I enjoyed delicious meals (dinner, breakfast, and lunch) in the dining car. The 'Capitol Limited' is the only Amtrak train that offers an exclusive 'First Class' section in the dining car.

Upon arrival in Washington, I met fellow rail fan Phil Bush. We had dinner together in one of Union Station's many restaurants. This station has been restored to its original beauty with marble floors, columns, etc. Mr. Bush's home is a few doors from Mr. Ashcroft's and the neighborhood is closely watched!!

Next, it was time to board another train! This time it was 'Twilight Shoreliner' with a 'Viewliner' sleeper. This was the night of October 9. In about an hour and a half after midnight, I'll be celebrating my birthday. However, I never knew it. I slept right through it!!!

October 10-the big #53. I arrived Boston and immediately went to the new Metropolitan Lounge on the second floor of the station. This is by far the largest and nicest Metropolitan Lounge in the entire Amtrak System!! After a short wait, another rail fan, Al Butler met me for a walking tour of Boston and some new mileage on the Boston commuter routes. We

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(Continued on page 7)

## A ROCKY MOUNTAIN ADVENTURE

wallace henderson

*Wallace Henderson took a three week rail adventure in October. His account of the the first portion of the trip is covered in this issue and the conclusion will be featured in the February issue of PENNYRAIL. ed*

"I drove out to Billings, left my car, picked up a rental car, drove to Spokane, then rode "Montana by Steam" with the SP&S #700 back to Billings. Then I drove up to the Isaac Walton Inn outside of Glacier National Park for two nights, then on to Calgary for a circle trip through the Rockies on the Royal Canadian Pacific tourist train. It was all quite a memorable trip: I drove over 5,300 miles (including the rental car) - all by myself!"

"En route, I tried to do as much railfanning as possible, stopping first in Davenport, Iowa to check out the former Milwaukee Road freight and passenger stations plus Nahant Yard, now the IC&E yard). There were still several I&M Rail Link SD9s and SD40s in service plus former Soo Line GP9s at the roundhouse. A few LLPX SD40s were present, which I have read will replace all former I&MRL units. The next morning in Iowa City, I went by the Iowa Interstate shops. Of the half dozen units present, all but one were IC/ICG rebuilds, one still in orange and white paint. Later that day, in Mason City, I found the DM&E's executive train in the now IC&E yard and photographed three traction motors out on the line. The next day, I detoured north to Huron, SD, the DM&E's operations center, to photograph all the power there, then followed the DM&E west to Pierre, SD. DM&E's power is mostly GP40s and SD40s, the later are former Canadian Pacific units, some still in CP red. On one track were five ex C&NW SD9s, plus a former Milwaukee Road SD10, all apparently retired. Switching the yard was a rebuilt GP38 whose ancestry went all the way back to ICG. En route west, I caught up with a DM&E train with a pair of SD40-2s making a set out at a grain elevator."

"The drive west from Billings along Montana Rail Link yielded several BNSF trains but only a MRL local and work train. I photographed the NP and Milwaukee depots in Butte, caught a Montana Western unit switching and then a MW train west of Butte. The next day, I spent the morning On MRL's river line west of Missoula shooting the remaining semaphore signals but with few trains."

"**Montana By Steam** was a great trip. The SP&S 4-8-4 #700 put on a magnificent show. The 1938 Baldwin Northern had a 17 car consist on it's draw bar including 3 exNP domes. An MRL F45 was tucked in behind 700 but was needed only infrequently as the 4-8-4 was able to move the 2200 ton train over some tough grades on the run over the ex Northern Pacific line from Sandpoint, Idaho to Billings. I was in first class, which meant that I slept on the train and took all my meals (gourmet, too) on it as well. We had two dozen of us in a sleeper and a pair of open observation cars with domes, where I spent

(Continued on page 5)

## Chapter News

*(Continued from page 2)*

railfans enjoyed a great buffet and a basement full of train smoke and rail chatter. Special guests were Wes and Shirley Ross. Wes is the NRHS Regional Vice President. Thanks to Don and Wally for a superb evening.

Twenty eight Chapter members and guests gathered on December 9th at the Madisonville Country Club for our annual Christmas Dinner. Bob and Jackie McCracken were our hosts for the evening and the decorations - with a distinct rail flavor - and the munchies were a great prelude to the prime rib dinner. Don Clayton presented Bob McCracken with the gavel purchased as a memorial to David Cooper who passed away last year. Thanks to the staff of the Country Club and Bob and Jackie for a delightful evening.

## CHAPTER NOTES

A damper on the Holiday season was the sudden passing of Chapter member Harold L. Bell on December 18. Harold was a retired Navy veteran with service in Korea and Vietnam. He was a B&O admirer. Our prayers are with Harold's wife and family.



## ADVENTURE

*(Continued from page 4)*

most of my time. We had good weather every day and three photo runs. Montana is a exceptionally beautiful state and especially so in the autumn. (I think they plan to do it again in 2004, so don't miss it.)"

On my drive up to the Isaac Walton, I photographed the huge and well preserved GN and Milwaukee Road stations in Great Falls. Then I spent a full day and the following morning chasing BNSF trains over Marias Pass (easy on the east side and at the top but not so on the west side). Actually,



there were not as many trains as I expected but the scenery was grand. And the Walton is a great place to stay if you've never been there. Then it was on to Calgary and the RCP. This is truly a luxury train in every sense of the word "luxury", with a maximum capacity of 26 (to be increased next year with the addition of another sleeper) with a sleeper and three open observation former business cars for passengers and two more business cars used by crew. And pulled by a A-B-A set of F7s - quite a beautiful sight with the units in CP's original scheme of the 1950's and the cars all in dark red.

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## PENNYRAIL

### TRIP TO FALL BOARD MEETING

*(Continued from page 3)*

early arrivals were invited to the fairgrounds to watch and ride the trolleys on the electric line. It was a sunny afternoon but very cold.

I found out about a switching railroad in Burlington named the Burlington Junction from our regional VP, Wes Ross, so Saturday morning I went there first. The BJ's claim to fame is three rare Alco C-41 5s (2 ex SP) built with the high center cab option. Although not operating on Saturday, all were easily photographed in the bright sunshine.

The rest of the day was spent at the Old Threshermans grounds. There are two separate rail lines, each making a giant oval around different ends of the grounds. The steam railway is three foot gauge and has three locomotives: a 3-truck shay from California's West Side Lumber Co., and in operation a pretty little Henschel 0-4-OT plus a very fine 2-6-0 (built by Baldwin in 1891) from the Argent Lumber Co. of South Carolina. Also on hand is a White Pass & Yukon caboose.

On the electric side, the Queen of the Fleet is a Chicago Aurora & Elgin wooden interurban car built by the Jewett Car Co. in 1914, among the last wooden cars built. It has been beautifully restored, in part funded by a NRHS grant. The other cars were all streetcars: two large open cars from Rio de Janeiro, a closed car from Milan, Italy, a car from the Waterloo, Cedar Falls & Northern, a car from the Southern Iowa Railway, and two work/line cars. A very nice collection indeed, and the same for the steam operation.

So it was a very enjoyable weekend with sunny, though cold temperatures. Railfanning was precluded on the drive home by

**NOVEMBER MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 Badgett Center Madisonville KY  
 Monday, November 25 7:00 pm

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

**TREASURER'S REPORT:**

<b>Opening Balance</b>		1590.13	
<i>Income</i>			
Dues Chapter	26.00		
Dues National	60.00		
Donations	150.00		
Misc.	25.00		
Raffle	14.00		
	<b>Total</b>		275.00
1865.13			
<i>Expenses</i>			
Dues Paid	0.00		
Postage	55.50		
Print	36.65		
Supplies	6.30		
Misc	394.30		
	<b>Total</b>		492.75
<b>Ending Balance</b>		1372.38	
<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:** At the Fall BOD the 2003 budget was approved with a \$15,700 deficit. \$10 youth membership was approved. No mainline steam for 2003 Baltimore Convention.. 2004 Convention in Minneapolis and 2005 in Portland. All national officers were re-elected.

**OLD BUSINESS:** All incumbent Chapter officers were re-elected by acclamation. Christmas dinner firm for December 9 at the Madisonville Country Club. Personal and Chapter items on display at Nortonville Museum are on loan and remain the property of the lenders.

**NEW BUSINESS:** On motion by Wallace Henderson Chapter dues for NRHS national youth members will be waived. Approved.

**ANNOUNCEMENTS:** The "Royal Canadian" Pacific will pull a special to the 2003 Kentucky Derry

**ATTENDANCE:** Harold Bell, D A Fraser, LeRoy Cobb , Tom Wortham, Jim Pearson, David Millen, Chuck Hinrichs, Wallace Henderson, Ron Stubblefield, Keith Kittinger, Rick Bivins, Bob McCracken, Tim Griffey, Dennis Carnal, Wally Watts, Rich Hane, Don Clayton, Tommy Brown and guests Toni Wortham and Ray Brown.

**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**

# TIMETABLE #68

FOR THE GOVERNMENT OF RAILFANS ONLY

## HISTORICAL SOCIETY EVENTS

**NRHS Spring Board Meeting**

Richmond, Virginia April 4-6 Details later

**NRHS Convention**

June 30-July 6, 2003 Baltimore, MD Details later

**NRHS Fall Board Meeting**

Ronconcoma, Long Island, New York Date and details later

**L&N Historical Society Annual Convention**

Huntsville, Alabama September 18-21, 2003

## MODEL RAIL EVENTS

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

## RAILFAN EVENTS and EXCURSIONS

**Hootenanny 7**

April 26 Decatur, Alabama A daylong gathering of regional railfans for a healthy dose of CSX and NS action and railfan fellowship.

**Valentines Day Dinner Train**

Oak Ridge, Tennessee February and 15. Using restored Pullman diner built in 1926 for Southern Railway. \$125/couple Reservations 865-241-2140

**5th Annual Photography Weekend**

Stearns Kentucky March 28-30 Friday night video and slide show. Saturday, 2 round trips on Kentucky & Tennessee RR, night session and slide show. Sunday, railfan NS's "rathole" \$59 weekend pass. info and reservations 865-241-2140

**CALS 25th Steam Railroad Weekend**

Cass, West Virginia Cass Scenic Railroad, Shays, Shays, Shays! Info. CALS 19804 Spurrier Ave. Poolesville, MD 20837-2015

## VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

An inquiry on the Illinois Central list on the internet regarding the history of the the IC/ICG purchase and operation of the TC line from Nashville to Hopkinsville. Chapter member Cliff Downey provided the following reply:

*IC purchased that line in Sept., 1968 , just after the TC shut down. In the months before the TC shut down the IC actually had made several offers to acquire the entire TC. However, the deal was contingent on the city of Nashville and state of Tennessee providing money to build a new connecting line in Nashville between the Western and Eastern Divisions. A new connector was necessary because a part of the TC's Nashville Beltline, which formerly linked the two divisions, had been sold to the state and was to be torn up and used as the right-of-way for I-440. Several proposals were made to build the connector, but none could be funded in time before the TC shut down, so the IC deal fell through.*

*The Nashville-Fort Campbell segment was shut down around 1980, and the Fort Campbell-Hopkinsville segment was sold in 1981 to the U.S. Army and is operated as Fort Campbell Rail. Last year a new connector was built just south of Hopkinsville to link Fort Campbell Rail and CSX and the old TC track in Hopkinsville itself was torn up.*

*Way, way, way back in 1905, the IC and Southern Railway took over the TC (which was experiencing financial trouble way back then). IC began operating the Hopkinsville-Nashville segment, while the SR operated the Nashville-Harriman segment. IC and SR leased the line with an option to buy. However, after operating the line for three years and investing millions of dollars in new facilities and not turning a profit, the two roads gave up in mid-1908, ending the lease, and the TC returned to independent operation. During this 1905-08 period all of TC's locomotives and rolling stock was divided among the SR and IC, and was renumbered into the SR a n d I C ' s f l e e t s .*  
Cliff Downey

EOT Monitor Released

Okay, Okay... so the thought of ATCS Monitor to find trains has made you open up your prized scanner and break out the soldering iron. So now that you've accomplished decoding the ATCS signals along the CSX Henderson Subdivision, what next? Well, the inventor of ATCS Monitor is pleased to announce his latest invention, EOTMon - a program to decode EOT device data.

That's right, a program to see exactly what the engineer sees in his locomotive cab: Time of transmission, EOT Unit ID, EOT Battery Level, Air Pressure Level, In Motion Sensor, Marker Battery Level, and Marker Light Operation.

While perhaps not as exciting as watching ATCS Monitor displays, the EOT Monitor does allow those in non-ATCS territory to decode some train data signals. It might even bring back a long-forgotten aspect of train watching. Instead of writing down the caboose number, let's catch the EOT Unit ID!!!

*Scanning info from Chris Dees*

## BIRTHDAY

*(Continued from page 4)*

North Station and met Elaine and John Harmon from New Jersey for the Noon departure of Amtrak's new train "Downeaster" for Portland, ME. Lots of new miles here, too. A courtesy van took us from the train station to the Holiday Inn in Portland. John Wicks from Montana met us here. A f t e r a complimentary dinner in the dining room, it was off to bed. WOW!!! What a nice birthday! I spent the night in a sleeping car, visited with 4 friends, and got new mileage.

October 11 provided more new mileage with a new private train called 'The Acadian Railway'. This is a private train with a dome diner, lounge, dome coach, and ex-NYC Observation car. We started in the outskirts of P o r t l a n d and traveled on the ex-Grand Trunk Western to Montreal through Maine, New Hampshire, and Vermont. We spent the night in the fabulous Queen Elizabeth Hotel in Montreal, right above the train station.

October 12 was the day to head home. I rode as far as Albany with Elaine and John Harmon on Amtrak's Adirondack. A plus to today's ride along Lake Champlain was National Park Service Employees giving a lecture about t h e area as we went through it. A big surprise in Albany was a brand new station! I changed to the "Lake Shore Limited" for Chicago. Amtrak again provided delicious meals, nice employees, and a comfortable bed with choice of music or a movie in my room.

October 13 was arrival in Chicago. The Illini left right on the advertised at 4PM for Carbondale-FULL. No diner on this train. I had to settle for cafe car snacks. I shared a seat with a SIU student studying 'Infinite Series' in

**ADVENTURE**

*(Continued from page 5)*

In addition to three nights on the train, the tour package includes a night before and after in the five star former CP Palliser Hotel in Calgary, including dinner. And when the passengers assemble to board the train the first morning, they are welcomed by a RCMP "Mountie" and led to the train by a bagpipe player. Truly **FIRST CLASS!**"

*Wallace's Rocky Mountain trip report will be completed in*

**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 and Rock Island lanterns, any style but must have id on both lantern and globe. Chuck Hinrichs 270-886-2849 [chuckrail@charter.net](mailto: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](mailto: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](mailto: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 queen of the Old Thresherman's electric fleet is Chicago, Aurora & Elgin wooden interurban car built by the Jewett Car Company in 1914. The car has been beautifully restored, in part funded by a NRHS grant. Photo by Wallace Henderson*



One of the stars at the Old Threshermans museum at Mt. Pleasant, Iowa is this delightful 2-6-0 built by Baldwin in 1891 and last in service for the Argent Lumber Company in South Carolina. Wallace Henderson got this shot during the Fall 2002 NRHS Directors meeting.

"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.