

# PENNYRAIL

FEBRUARY 2003

VOLUME 7 NUMBER 2

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## COOPER'S LEGACY



## Chapter News

### CHAPTER MEETING

MONDAY, FEBRUARY 24

7:00 PM

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

### FEBRUARY PROGRAM

This will be the **first Annual Member' Favorite Slide Night**. Come and bring a few of your favorite slides for all to enjoy. Rick Bivins will provide the refreshments

### JANUARY MEETING

Seventeen hearty souls were on hand for the January Chapter meeting. Bob McCracken presided over the traditional President's night and presented a three part video program featuring steam operations in the 50s, scale steam and diesel operations in Missouri and some back yard railroading at Casa McCracken. Jackie provided the usual outstanding munchies, which disappeared with alarming speed. All-in-all, a great evening! Thanks McCrackens!

CSX provided a pair of trains for the member's enjoyment. The first was southbound unit coal loads, T113, which loads east of Madisonville at Cimmaron Mine and goes to Seminole Power south of Jacksonville, Florida. A pair of CSX CW44ACs were

*(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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historical notes and  
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When the trailer pulled up to Don Clayton's house Don, or no one else for that matter, knew what was to be un-loaded. David Cooper had bequeathed his entire collection of railroad memorabilia to our Chapter with no strings attached.

The first order of business was to determine what we had. The Thursday night group took on the task of sorting through some 50 boxes and cartons. (David never threw anything away) Don was anxious to get the sorting completed and to be able to move about his house. As the Chapter has no permanent home it was decided to find the best possible homes for the materials. Some NC&StL material will go to Paducah and several boxes of West Tennessee materials went to author, Dennis Mize. Chapter members have been encouraged to visit the collection and ad particular items to personal collections.

Never forget that these materials represent the life long collection of a dedicated railfan, Chapter member and friend.

**David Cooper, may  
he rest in eternal  
peace!**

## Chapter News

moving the loads. Q645, a southbound Chicago-Nashville manifest was the final train of the evening and had a pair of C40-8Ws still in Conrail blue paint.

## CHAPTER NOTES

The favorite watering hole and eatery for the out-of-towners attending the Chapter meeting has been closed. Cody's locked their doors and the Hopkinsville troops were scrambling around town looking for a place to eat and maybe a cool one. Chuck and Wallace wound up at Bart's while Bob and Louie were guests of Captain D's.

## NEW MEMBER

The Chapter's newest member is James A. Kemp of Dixon, Kentucky. Jim is the Webster County Superintendent of Schools. He like all kinds of trains - models and the real stuff. Jim moved to Webster County from Florence, Kentucky. **Welcome Jim!**

James A. Kemp  
112 Highway 41A North  
Dixon, KY 42409  
270-639-5935

Donnie Knight has moved, his new address is:  
2222 State Route 2838  
Clay, KY 42404

## 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.

Chapter Only - includes 11 issues of "Pennyrail." \$10.00 per year.

# MORE PHOTOS



An eclectic string of power resting in the snow strewn P&L North Yard at Paducah. The lead unit is a Raillink GP38 #2122 in fresh blue, white and yellow paint. The trailing units are LLPX GP38s that VMV has been preparing for long term lease to UP. Ron Stubblefield made the photo on 1/27/03



A set of three engines from West Kentucky Railway pulls a load of covered hopper cars outside of Providence on Friday afternoon. The crew was working on moving the 47 cars which were toppled during last years tornado that swept through the community. The cars were recently uprighted and put back on the tracks by R. J. Corman Construction Company. (Photo/Jim Pearson)

**NEW MILES  
IN  
GEORGIA**  
Don Clayton

A new tourist line started this year, so I had to try it out.

Thursday, December 19 - the first opportunity to head for my annual trip to Florida for the Christmas - New Years holiday. I drove as far as Wartrace, Tennessee and stayed at the beautifully restored Walking Horse Hotel. The hotel was built in 1917 for railroad passengers changing trains from the NC&StL main line running from Nashville to Chattanooga to the branch line to Shelbyville. The rooms are large and comfortable. The hotel overlooks the CSX double track main line and several trains were heard during the evening.

Friday, December 20 - On the road again! By the time I got to Ringgold, Georgia, it was time for lunch. The perfect place for a \$5 plate lunch is Aunt Effie's at exit 348 (I75). Aunt Effie served up a delicious lunch of chicken and dressing, crowder peas, okra, tomatoes and cornbread. In about 4 hours of 80-90 mph driving, I arrived in Cordele, Georgia, home of the Heart of Georgia Railroad and the Savannah - Americus - Montgomery shortline  
(Continued on page 4)

**SUBSCRIPTION  
RATES**

**PENNYRAIL**  
11 issues  
**\$12 PER YEAR**

**A  
ROCKY MOUNTAIN  
ADVENTURE**  
Wallace Henderson

*This is the conclusion of Wallace Henderson's account of his trip to Montana and Canada and travel on some rare and first class trains*

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, plus gourmet meals (we were extremely well fed!) with wine and open bar. And what a delightful experience riding in these business cars, several of which have carried such distinguished persons as Winston Churchill, King George VI & Queen Elizabeth, and the current Queen. Also included are several oft train visits to Lake Louise & Chateau,

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**PENNYRAIL**

Cranbrook Railway Museum, old Fort Steele (a recreation of a 1870 \$ town), a Indian world heritage site, Head Smashed in Buffalo Jump, where the Indians slaughtered buffalo by driving them over a cliff and Spring Meadows, a world class horse jumping facility. We were also able to photograph the RCP on the Lethbridge trestle, the longest and highest steel trestle in the world - one mile, 47 feet in length, 307 feet high - and then ride across it.

Our circle trip on the RCP took us over Kicking Horse Pass, down through the spiral tunnels, then down the Columbia River valley from Golden to Cranbrook, and back east over Crowsnest Pass, CP's coal route, and north to Calgary.

Driving home (in 3 and a half days), I followed the abandoned Milwaukee Road main line from Harlowtown to Miles City, then on across North and South Dakota through Mobridge, where it is operated by BNSF. After Aberdeen, with its huge Milwaukee Road station/division headquarters, I turned south down the inters a e to St. Joseph, Missouri. Here I turned east and worked my way across northern Missouri via Marceline me (preserved Santa Fe station is now a Walt Disney museum - it was his hometown), Moberly (small remnant of Wabash station is now a rail museum, but it was closed) and Mexico, where the former Wabash and Alton stations sit across the tracks from each other. There is also a former Alton freight station still standing there, too.

And so a outstanding trip closed after two really great train rides through beautiful scenery in mostly good weather, one behind the beautiful Northern Pacific design 4-8-4 and the other with vintage diesels. Can I ever top this again?  
WH



## NEW MILES

*(Continued from page 3)*

excursion operation. The Savannah to Montgomery line is former Seaboard Air Line Route trackage. The last passenger service was in the early 1950s. Cordele is home to both NS and CSX with 80 trains per day, and was home to four railroads 40 years ago: Albany & Northern, Southern, Atlantic Coast Line and Seaboard Air Line

Saturday, December 21- following a restful night at the Hampton Inn, it was time for the **NEW MILEAGE**. The day was beautiful, mild and sunny. Our train consisted of a Heart of Georgia Geep, power car, several coaches and a 1939 Budd-built observation. This was the First Class car with table seating for the reasonable price of \$30 for the day. We headed west toward Montgomery. The first highlight was the bridge over the Flint River. Other highlights were pecan groves, harvested peanut fields, swamps and pine trees. Wildlife included an alligator egrets and cranes. Passenger stops were made at Georgia Veterans State Park, Leslie, Americus, Plains and Archery. Archery is President Carter's boyhood home and farm. After touring the home and farm, it was time to head back to Cordele.. The one-way mileage is about 43 miles.

Back on the road to Bradenton, Florida for several days of visiting relatives, eating out, shopping and picking oranges and grapefruit is was time to get back to reality..I arrived back home on New Years day. A most enjoyable holiday trip.



## UP Meets BNSF . . . . at Kelly!

by Wallace Henderson

*I'm sure some of you have experienced three-way, maybe even four-way, but how about a five-way meet? On December 14, 2002, such a very interesting one occurred at Kelly.*

*Frequently, on sunny days, I drive up to Crofton for lunch, doing railfan photography en route. On this particular Saturday, the scanner was quiet but as I arrived in Crofton at 10:55, I met southbound Q557 with a pair of Conrail blue GE widecabs splicing a Helm GE in blue and maroon. With the prospects of such a colorful lashup,*

*I hurried back to north Kelly for a sunny side photo. Q557 took the siding there with a 132 car train pulled by 7309/HLCX 6900/7374, (C40-8W/C36-8M/C40-8W~8W).*

*At 11:45, northbound Q581 arrived and stopped, holding the main, and led by BNSF power. The units were BNSF 48831 BNSF 5281/HLCX 6221, exQNS&L/8123 (C44-9W/C44-9W/SD40-2/SD40-2). Very soon, southbound Q651 from Indianapolis arrived and headed into the long siding behind Q557. 651's power was a pair of UP units, 5053/4253, both SD70Ms, but the 5053 being brand new with the new tier I emission control system's slanted radiators and a big American flag on the long hood.*

*It was now noon and 518 headed north as soon as 651 cleared. Hearing on the scanner that northbound Q588 was coming up the hill, I raced down to the south end of Kelly to catch it and also get shots of the two in the siding as they departed. I just made it as Q588 arrived at 12:09 behind 8426/CP 6059/8043/7345 (SD40-2R/SD40-2/SD40-2/C40-8W). This train also stopped at the north end of Kelly, awaiting the arrival at 1 2:37 of southbound grain extra G562, led by AC440OCWs 7 and 22.*

*Thus, in a hour and a half, five trains with power from four different railroads plus one leasing company and six different diesel models. And I arrived back in Crofton for a late lunch just before Q121 came south at 1:12 with 7365/7666/562 (C40-8W/C40-8W/AC440OCW).*

*Also, the next morning, northbound Q518 had another flag bedecked new UP unit on the point, SD70M 5076*



## Little Gray Buildings

Rick Bivins

The Illinois Central Railroad is one of my favorite railroads. Of greater interest is the ICRR's KY Division. The KY division runs through my home in western KY on its way to Louisville from Fulton and Paducah. This line is unique in that it splits at Dawson Springs and rejoins at Central City. The old line via Nortonville was completed in the late 1800's. The other line via Madisonville was built around 1919 to 1926 and was called the JK Line. This line runs behind my house and gave me a view of the railroads old GP-7 and GP-9 green diamonds as well as the various Paducah rebuilds. While the motive power of the ICRR is very interesting, I really liked the railroads structures.

The JK Line was dotted from one end to the other with neat little buildings that were used for everything under the sun. All of these building were portable or semi-portable. A railroad employee told me that if a building were not in use the railroad would load it up on a flat car and send it where needed. All of these buildings were of the same construction and style all along the line.

Soon after I received my driver's license I started a ritual of driving to Dawson Springs to watch trains. I watched empty tracks most of the times I was there. I was never bored though as Dawson had several of those neat little buildings and one very large one. The train station at Dawson was a fabulous brownish red brick structure built in the thirty's. All one level and very long with loading ramps and freight doors too. The building was destroyed by fire one fall night in 1984(?). A couple members have a few items from the old station in their possession though.

While the station was grand, the little buildings along the tracks across from the station were really to my liking. Among them was a handcar shed, a crew office, a bunkhouse and storage sheds. Also at Dawson was a

large water tank that was used to fill steam locomotive tenders. There was a separate pump house for the water tank. All of these little buildings were built the same way and painted ICRR gray, neat.

Just up from the station and its assorted buildings was a locomotive servicing complex that would rival any on a big western road. This was the point where the two lines split. One would find another big water tank with standpipes, more buildings and not one but two huge concrete coaling towers located here. These two towers spanned four tracks and stood over two more. There were several buildings to support the coaling towers, some were concrete and some were the old trusted wood structures. The concrete towers still stand and are not accessible with out trespassing.

Moving on up the JK Line brings us to Charleston and more neat little buildings. The tracks actually went just north of Charleston via a deep cut. Coal mining gave the little town its reason for being. Several were along the tracks while more were on spur lines sprouting out from Charleston. One of these structures was a train station. This diminutive little building would show its portability in the future.

A school friend lived in Charleston and one visit with his dad led to some neat to know information about Illinois Central's little buildings. He said when the IC decided to remove the buildings no longer in use at Charleston; they loaded them on a flatcar and hauled them away. One, the passenger station, would find its way just a little farther up the line to Madisonville. It was converted to a double handcar shed with workspace to boot.

The next town on the line was my hometown of Richland. Richland is still my hometown as well as member Jim Pearson. This little rural community was a bustling place on the railroad many years ago. Richland was a camp-town for the ICRR. There was a passenger station here, it was small and open on one side, but one could flag a train here. There were a few maintenance

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buildings for track crews too. More interestingly was the crew houses located here. Seven houses in a row, all the same size and shape. Each one was 24 by 28 feet and with four rooms. The living room had an indention so as to make a front porch. Each one had a privy and every two houses shared a coal shed for heat. OK, don't jump just yet! The seventh house shared a coal shed with the foreman's house, which was quite larger. Three of these houses are still standing two are in bad shape and one is so-so. The foreman's house is standing too and was lived in until 2001. Perhaps the most interesting thing about the crew houses at Richland is the origin of the structures. The Sears, Roebuck and Company built the seven smaller houses. Are you surprised? Sears offered complete turnkey houses in their catalog on up into the 1920's. Both the Illinois Central RR and Sears were headquartered in Chicago thus the logic behind the buildings. The houses were built in Chicago as sub assemblies and shipped via flatcar for final assembly in Richland.

One other structure exists in Richland and is the heart of a dispute. There is a second coal shed for the foreman's house and is not like the others. This little building is most definitely an ICRR building as it is built of the same materials and of the same style as all the other buildings on the railroad. However, it only has three sides, each with a window. Two elderly Richland residents told me that this little building is the original train station from Richland. However, the resident of the foreman's house has lived there for over sixty years and she told me the building was there from the very start. I would like to believe the building is the old train station. I have never seen a photo of it to compare it to. I do know where the pole for the train order board is located. It still resides in Richland, first as a basketball goal, now as a birdhouse support.

Leaving Richland behind we continue on to Madisonville and more little gray buildings. Madisonville plays host to West Yard and its associated complex of tracks and structures. As best I can recall

*(Continued on page 7)*

**JANUARY MINUTES SUMMARY**

Western Kentucky Chapter, NRHS  
Badgett Center Madisonville KY  
Monday, January 27 7:00 pm

President McCracken called the meeting to order and the minutes of the November meeting were approved. The current treasurers report deferred pending reconciliation of 2003 dues.

**TREASURER'S REPORT:** in preparation

<b>MEMBERSHIP:</b>	<b>Full</b>	<b>45</b>
	<b>Chapter Only</b>	<b>18</b>
	<b>Total</b>	<b>63</b>

**DIRECTORS REPORT:** Wallace Henderson gave a brief preview of Spring Board meeting activities in Richmond, VA and reminded the Chapter of the costs involved in representing the Chapter at these meetings. Chapter members were also reminded of the pre-registration deadline for the Convention in Baltimore.

**OLD BUSINESS:** None

**NEW BUSINESS:** President McCracken appointed Clayton, Carnal, Kittinger, Watts, Bivins and Hinrichs to a committee to oversee the dispersal of the Cooper memorabilia collection. The chapter agreed to, once again, give financial support to a Regional scholarship to the NRHS RailCamp.

**ANNOUNCEMENTS:** Train Show in Bowling Green on Saturday, February 22.

**ATTENDANCE:** No details (17 total)

**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.**

**NOTICE**

We will be publishing a new member directory in the April *PENNYRAIL*. As we have done for the past several years, we have included an e-mail directory as well as the regular address and phone information. I'm sure we do not have all your e-mail addresses so would you take a moment and drop me an e-mail and include your e-mail address. We do not distribute this information outside the Chapter. My e-mail address is:

**chuckrail@charter.net**

**TIMETABLE #69**

**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**

**Great American Train Shows**

Memphis, TN March 8-9 MidSouth Fairgrounds  
Nashville, TN March 22-23 Municipal Auditorium

**Division 8 NMRA**

Louisville, KY March 15 Trains Show and Sale. 4809 Poplar Level Road (VFW)

**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.

**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 May 2-4 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

"Returning from the Illinois Central Historical Society annual meeting in New Orleans on September 24<sup>th</sup>, 2000, my scanner came to life as the City of New Orleans was pulling out of the Crescent City. The dining car crew discovered that there was no coffee on board! The day was saved when arrangements were made to have the Southbound City of New Orleans stop alongside the Northbound City (spotted dining car to dining car) and transfer the vital commodity. The after dinner cup of coffee was particularly good that evening!" *Internet provided by Rick Bivins*

Sending communications from a moving train wasn't always easy. Flags and whistles could be used to send basic signals from a train -- but in order to send detailed messages or ask for instructions the train would have to stop at a station, where telegraph messages could be sent and received. There were some attempts to improve this system in the late 1800s, including a kind of telegraph invented by Granville Woods that allowed a moving train to communicate telegraphically via a wire near the tracks; it was an ingenious concept, but it didn't catch on.

Only with the invention of radio would communication with a moving train become really practical. The first successful test of a radio system for sending messages from a moving train took place exactly 88 years ago in New York State.

Radio messages had already been received on moving trains at least a year earlier. Sending radio signals, however, required more power, and hence special equipment had to be set up -- a process that took four months. A mail and baggage car was gutted so that it could accommodate an electrical generator. The generator used a steam turbine to draw power from the locomotive. The actual radio apparatus was set up in a compartment in an adjacent car.

It took two weeks of experimentation before the successful test on February 7, 1915. Messages were sent from a moving train to a station in Binghamton, New York; the train sent signals from 26 miles west of the city, 26 miles east of the city, and points in between. "All of these messages were received and copied at Binghamton without difficulty," according to a contemporary newspaper account.

The newspaper story also mentions that further experiments would soon extend the range of the radio signal to fifty miles, which was all that would be needed for railroading anyway, since "divisional stations are usually about 100 miles apart." Also, there were plans to allow passengers to send personal messages with the train's radio, through a complicated system wherein the radio signals would be received at a telephone office, transferred onto a phonograph record, and then played over the telephone to the passenger's acquaintance.

*Internet Railroad List*

**In these stressful times there are those who are suspicious of any un-natural actions - like railfanning. Be careful out there and avoid trespassing.**

*editor*

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## Little Gray Buildings

*(Continued from page 5)*

there were four structures on the north west side of the hi-way crossing and two on the north east side. We already know about one of the four, the others were smaller and of various uses. The other two consisted of the yard office and a storage shed. I am sure there was a privy for the yard office at one time.

The yard office presents a very interesting story. First, hi-way 70 crosses the railroad right at the yard throat on the west end. At one time hi-way 70 was just a gravel road. Of more importance was what is now a dead end street called Legion Dr. This was once a major road albeit for Ford model T's and the sort. This road was once called Airport Road and still is on some new maps. The yard office was located here first and on the south side of the tracks. Some time in the early 1920's the building was added onto for more room. Then about 1933, when the aforementioned gravel road on the west end was paved and given a more important status, the railroad moved the yard office from the south east end to the north west end, via flatcar. The versatility of the design was ever so prevalent. The yard office at West Yard would be added onto again before being razed by the Paducah and Louisville RR in the late 1980's

The stretch of railroad described here is the part I became most familiar with. There were more buildings all along the line and I am sure each one had stories to tell. One more neat to know tidbit is the ICRR phone boxes. These little shacks looked like outhouses and were located roughly about a mile apart all along the line. They were of the same type material and construction as all the other structures on the line. Each one had a phone so the crew could call the dispatcher as to train locations long before the radio was widely used.

I wish the P & L had left a few building here and there but I suppose they had lived out their usefulness. But, if I were to get some of the correct siding material and a set of plans.

# 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

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

**Sell or Swap** Extra 2200 South complete set from #20 (Jan 1970) to #123. Will sell or trade for L&N, IC, GM&O or Rock Island lanterns (see above). Also have The Short Line from #59 (1985) through #153. Both publications are excellent reference sources. Chuck Hinrichs 270-886-2849 e-mail chuckrail@charter.net

**Sell or Donate** Railroad magazines, including - Trains, Model Railroader, Railfan & Railroad, Passenger Train Journal, Model Railroad Craftsman, L&N employee magazines and Historical Society Journals. All in excellent condition - many still in shipping wrappers. These items are from the estate of David Cooper and were donated to the Chapter. For details contact Dennis Carnal 270-825-0693

**Sell** Railroad Books from the estate of David Cooper. Most in excellent condition. Contact Dennis Carnal for details 270-825-0693

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 first class adventure shared by chapter members in the not-to-distant past. Turner, Henderson, Downey, the Hinrichs and Clayton enjoy the amenities of the private car Hollywood Beach on a TVRM trip over Nashville and Eastern tracks to Cookeville. A great time was had by all.

*Photo by Chris Dees*



Since the announcement early in the week of the deployment of major elements of Ft. Campbell's 101st Airmobile Division there has been a flurry of rail activity on and off the post. Here the conductor of a military train is placing the EOT and getting a lift back to the head-end by the work train. February 8 at Casky siding. Digital photo taken with Sony Mavica MVD-CD400 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.

*Chuck Hinrichs*