

PENNYRAIL

MARCH 2003

VOLUME 7 NUMBER 3



Chapter

CHAPTER MEETING

MONDAY, MARCH 24

7:00 PM

Badgett Center
Madisonville, KY
Arch Street at the Railroad

MARCH PROGRAM

Wallace Henderson will present the program for the March meeting. David Goodheart's tape "3751 Grand Canyon Special" which Wallace rode will be the feature along with some of Wallace's own shots. Refreshments will be served. Come and kick off the Spring railfanning season with a great program. As always, guests are welcome.

FEBRUARY MEETING

Sixteen members were on hand for the February meeting and they were treated to the 1st Annual Members Favorite Slide Night. We led off with Bob McCracken and some Pennsy excursion shots behind steam, then a few shots from Tom Steiner of more recent happenings in the local area (some nice stuff), then Rick Bivins with some early 90s UP action in Wyoming and then more UP action on the River Line. I had a mix of pre-1980 shots ranging from Korea, Colorado (C&TS and D&RGW), Oklahoma (KATY and Frisco), Peabody action in Kentucky and Indiana and vintage L&N and ICG from right around home. New

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The official publication
of the Western Kentucky
Chapter, NRHS.

CONVENTION UPDATE

The National Railway Historical Society, Washington, DC Chapter, Inc. and the Railway and Locomotive Historical Society, Inc. are pleased to announce the events for Star Spangled Rails, the joint NRHS/R&LHS convention to be held in Baltimore in July 2003. A variety of exciting events will be held featuring both vintage and current day equipment in a red, white and blue patriotic celebration of the Baltimore and Ohio Railroad's 175th Anniversary and our nation's 227th Independence Day!

Main line excursions will be offered over three routes associated with Baltimore's railroad history. The Baltimore and Ohio Railroad is featured on Wednesday, July 2nd, with Cumberland and Frostburg, Maryland as the destination of the Potomac Valley which will travel via Washington to the Western Maryland Station in Cumberland. There, passengers will make a rare train-to-train connection with a special steam-powered Western Maryland Scenic Railroad train to Frostburg. On Sunday, July 6th, the Western Maryland's 'Dutch

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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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to:

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Chapter News

member Steve Miller had some great shots of CSX action in and around Mitchell, IN, Keith Kittinger showed some of David Cooper's vintage slides and Jim Pearson closed out the program with a series of spectacular shots in and around Budapest, Hungary.

Rick Bivins provided the refreshments for the assembled throng and all-in-all a pretty good evening.

CSX ran only one train down the Earlington Main during the meeting. X587 was southbound from Blue Island to Nashville with a CSX SD40-2 and a CSX C40-8W pulling the loads.

CHAPTER NOTES

A goodly portion of the David Cooper railroadingiana has been placed with individuals or groups that will truly appreciate the quality and quantity of David's materials. Several boxes of historical paper dealing with L&N/NC&StL's Memphis Line were sent to author-historian Dennis Mize. Additional NC&StL material from Paducah was donated to the Paducah NRHS Chapter's museum. Photos and Timetables were donated to the Rail Museum (in an L&N Caboose) at Guthrie. Books, magazines, prints, photos and some model railroad equipment were displayed and sold at a rail

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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



This is the ex-IC depot in Mattoon, IL which is undergoing renovation. The depot is presently only an Amtrak stop. It is the goal of the Coles County Historical Society, through the use of grants and donations, to renovate the Illinois Central Railroad Depot to its former grandeur and use in long range Illinois Transportation planning. Photo courtesy



This is a portion of the damage to the B&O Museum in Baltimore done by the accumulation of an unusual amount of snow on the roof of the roundhouse and the subsequent collapse of a portion of the structure on Monday February 17. The above photo, from the B&O Museum website, shows some of the damage to the structure and B&O No. 117 "Thatcher Perkins," a ten wheeler locomotive.

**THE
MYSTERY
AT
MANGO**
by
Louie Hicks

Chapter member, Louie Hicks has recorded the remarkable circumstances surrounding the deaths of his grandfather and his father in train service on the Atlantic Coast Line Railroad. The complete text of Louie's account is beyond the scope of our newsletter but the salient facts are presented here for your study and wonderment. Ed.

John Edwin Hicks, Louie's grandfather, was an Engineer for the Atlantic Coast Line Railroad and on October 10, 1925 he was protecting ACL train second 82, a passenger train running between Tampa and Sanford, Florida.. He left Tampa Union Station ten minutes late at 9:40 pm, with three passenger cars and steam engine No 457.

Southbound passenger train No 89 departed Lakeland, Florida at 9:00 pm, three hours and ten minutes late, with seven cars and steam engine No. 473. At Plant City, No 89 received form 19 train orders 137 and 139. 137 read "First No 82 meet No 89 on

double track at Uceta" Order 139 read "No 89 pull by and back in siding, meet first No 82 at Seffner instead of double track at Uceta" Seffner is 2.5 miles north of Mango.

Train No 89 left Plant City at 9:33 pm, 3 hours and 23 minutes late. On arrival at Seffner it pulled by, backed in the spur and met first No 82, which was displaying signals for the following section. Instead of waiting for the following section, train No 89 departed Seffner, and on reaching a point about 2.5 miles beyond collided with second No 82 at a speed estimated to have been between 25 and 30 miles per hour. The front ends of the engines were locked together and raised about a foot off the rails. The drivers remained on the rails. The Engines were badly damaged. There was one fatality, an ACL employee, and injuries to 16 passengers and 15 employees. The fatality was Engineer of train No 82, John Edwin Hicks.

The incident was caused by the misreading of a meet order, resulting in train No 89 departing Seffner against

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second No 82 without authority for which the Conductor and Engineer of No 89 are responsible. The error causing the incident was the failure to note a thumb covering the "1st" on the train order 137 and the subsequent incorrect assumption that train 89 was to meet first 82 at Seffner and second 82 at Uceta.

Louie's father, Louie E Hicks, Sr., was 49 years old when he died. He had 33 years seniority as an ACL Engineer. He worked road, yard and hostler assignments out of Tampa, Lakeland, Sanford, Jacksonville and Clewiston. He worked the sugar cane jobs out of Clewiston during the harvest season. These were some of the ACL's best paying jobs and the 33 years of seniority was a help in holding the spot. After the cane season the Hicks family returned to Tampa and Louie Sr. marked up for the Bone Valley job working phosphate between Winston and Mulberry. During vacations Louie Sr. stood for and worked the South End Passenger Gang, protecting all passenger service between Tampa and Sanford. This was a very lucrative assignment and even his 33 years of seniority were not enough to hold a regular assignment when vacation were over.

The ACL had an engine that was involved in several fatal incidents; a hostler ran over an engineer, a rear end collision that killed several passengers and crew and another incident when a brakeman on his first day was thrown under the engine as it turned over due to a washout. The engine was Light Pacific 1605 and was often called the "Ghost Engine." It will be heard from again.

On Thursday, September 23, 1948 a regular Passenger engineer marked off sick and Louie Sr. was called to protect 76 at 10 pm. At about 11 pm the Hicks family received a phone call from a

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MANGO

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Tampa newspaper reporter who asked if Mrs. Hicks was the wife of ACL Engineer, Louie Hicks. She said she was and why did he want to know? He said that Engineer Hicks had been in a train wreck at Mango. She inquired as to Louis's condition and the reporter said he knew nothing and hung up. The family listened to the radio hoping for news and finally at about 4 am the radio news said that ACL train 76, known as the Havana Special had collided with a phosphate train at Mango and that both the engineer and the electrical supervisor had been killed instantly.

76 had a pair of EMD E7 diesel locomotives and 9 cars. As diesels were fairly new on the ACL it was not uncommon to have an electrical supervisor on board to assist the crew. Opposing 76 that night was a phosphate train from Bone Valley. This train had a Light Pacific #43, 39 loaded hoppers and a caboose. The phosphate train was running extra and was inferior to scheduled trains. By now you might have guessed that the Light Pacific was the "Ghost Engine" 1605. The extra was required to clear the time of 76 by no less than 5 minutes. The crew on 1605 was holding train order No. 164 which read: No.76 wait at North Freight Yard lead switch Uceta until 1026 PM.

Extra 1605 left Winston at 9:29 pm and departed Plant City at 9:58 pm. The 1605 engineer figured he had time to run to Uceta and clear 76 by 5 minutes. The Conductor disagreed. As the train passed Mango, the conductor dumped the air with the caboose stopping on the main line 1400' south of the south siding switch. This was before radios so everything was done by hand, lantern or whistle signal. They lined the south siding switch to the siding and backed in. During the backing move the

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MAKING STEAM

As rail fans or model railroaders, we all love, or at least like, steam locomotives. Wally Watts often quizzes me on the subject when the Thursday Night Bunch gets together. And usually, I can answer his questions with at least a somewhat correct line of bull. But many times Wally will lay one on me and I just have to say "well...uhhh...I don't know". I like this situation! Now I have to look up the answer in one of my books, video's or some other source of info. Usually, Wally would ask a steam question of some sort, so I decided to write an article about steam locomotion in general.

Galileo is credited with discovering the power of steam in the 17th century. About 150 years later Welsh miners tried a crude steam powered contraption to hoist ore cars out of the mine. 150 years after that we would see the greatest examples of steam in use on the world's railroads. To make steam one only has to put a pot of water on the stove, add heat and watch. Yes a watched pot will boil. To harness that steam and use it is a very different matter altogether.

The key elements needed to make steam are water and fuel of some sort to make heat. In our case we will say good ole' Western KY coal. I will list each part of the locomotive in *italic* for identification. Coal is laid on the *grates* of the *firebox* and burns to create a fire bed. Heat of course rises and heats the *Crown Sheet*. The crown sheet is the top and hottest part of the firebox. Water must cover the crown sheet at all times or it will rupture and cause the boiler to explode. There is a *Brick Arch* inside the firebox to deflect heat to the rear of the firebox before reaching the crown sheet. This improves combustion of the fuel by keeping the gases in the firebox longer. Modern locomotives also had a *Combustion Chamber* after the brick arch to further improve fuel usage. The area under the brick arch is the *Furnace Area*. The area where the firebox ends and the boiler begins, is called the *Firebox Throat*. At this point the upside down U shape of the firebox turns into a circle and mates with *Back Tube Sheet* of the boiler. The back tube sheet supports the ends of the *Flues* and *Tubes*. Heat then travels through the *Boiler Tubes*, which are surrounded by water thus heating the water to produce steam. Steam also travels through *Boiler Flues* if the locomotive is equipped with a *Super Heater*. Super Heater tubes allow steam to pass through the heat of the flues one to three more times depending on design and needs. The temperature of the steam will rise from around 400 degrees to as much as 750 degrees F. This does not raise the steam pressure but does however use more of the heat produced therefore saving fuel as well as causing the steam to expand providing greater volume. The gases from the fire exit the flues and tubes into the *Smoke Box*. The *Front Tube Sheet* divides the *Barrel* of the boiler from the *Smoke Box* area. The barrel is the entire wet area of the boiler. Here (the Smoke Box) gases are exhausted out the *Stack* into the outside air. A vacuum is created under the stack every time the locomotive exhaust steam from the cylinders after having been used to move the driving wheels. The boiler is never completely full of water. There must be room at the top of the boiler for steam expansion and collection. This is accomplished with a *steam dome*. The steam dome is the point where the steam is collected and directed to the cylinders and/or the appropriate appliance as needed or directed by the crew. The locomotive will have a throttle either in the steam dome or in the smoke box depending on the design and needs of the locomotive. The throttle of course directs the steam to the cylinders to produce motion.

These are by no means all of the appliances on a steam locomotive. There are many more steam driven accessories on a steam locomotive other than the ones mentioned here. For example, the New York Central's mighty Hudson locomotive had over fifty steam-operated appliances. Most of the equipment was operated from a *steam turret* located in side the cab or just ahead of the cab in an easily accessible cover. The steam turret is a manifold equipped with valves to control and direct the steam to the appropriate appliance. These

Chapter News

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meet in Bowling Green. Individual Chapter members have added some of David's materials to their own collections and made appropriate donations to the Chapter's general fund. There are some 35 or 36 books, timetables from Amtrak and other roads, about 20 L&NHS "Dixie Lines" and several cartons of Railfan and Trains magazines that still need to find good homes. Dennis Carnal will have a list of these materials for inspection at the Chapter meeting. As of March 10 donations received by the chapter for items in David's collection total some \$824.

The Chapter owes a special "THANK YOU" to Dennis Carnal for the many hours of hard work he has done in sorting, organizing and moving the great volume of material in the Cooper collection.

NEW MEMBERS

We offer a warm welcome to two new members of our Chapter:

David Dugger, Sr
 PO Box 433
 Madisonville, KY 42431-0433
 270-821-4141

MEMORIAL

Bob McCracken's mother passed away at the McCracken home in Florida. There will be a Memorial Service at First Christian Church in Madisonville on Saturday, March 22 at 11:00 AM.

Remember the McCracken family in all your prayers.

CONVENTION

(Continued from page 1)

'Line' is the featured route of the Blue Mountain Limited. This train will travel over a CSX freight-only line through the bucolic Maryland countryside to the railfan-friendly town of New Oxford, Pennsylvania. Former Pennsylvania Railroad rails provide the route for the Harrisburg Circle on Saturday, July 5th. This train, lead by Juniata Terminal Company's restored PRR E-8s, will travel Amtrak's Northeast Corridor to Perryville, then north on the 'Port Road' along the scenic Susquehanna River to circle Harrisburg area sights including Three Mile Island, Enola Yard and the Century old Rockville Bridge. Vintage equipment and photo opportunities abound in another series of convention trips to regional rail attractions.

Convention-goers will have the chance to enjoy covered wagons on the Gettysburg Scenic on a run to Mt. Holly Springs, Pennsylvania; steam and a doodlebug on the Wilmington and Western in conjunction with a visit to Amtrak's Wilmington Maintenance Facility; and a two-day extravaganza of steam, diesel and an Edwards Motor Car on the Cass Scenic Railroad and the West Virginia Central in West Virginia. A fun ride on the railfan's favorite local railroad the Ma and Pa via track speeder, is also an option in combination with a ride on the Stewartstown Railroad. Electric traction fans can take in the city's two modern day operations the Metro Subway and the MTA Light Rail line, including a behind the scenes tour of shops on both lines, in combination with a visit to the Baltimore Street Car Museum to ride some of the city's historic street cars. A night photo session lead by Railfan

and Railroad's Steve Barry rounds out the convention rail activities.

The Star Spangled Rails Convention Banquet will be held on Thursday, July 3rd. Mr. Gilbert Mallery, Vice President Business Development, Amtrak, will be the keynote speaker. Earlier in the day, a bevy of fascinating seminars will be held including a panel discussion on Intercity Passenger Rail on the Baltimore & Ohio in the years prior to Amtrak; and, presentations on B&O railroad history, modern and historic photography, and operating steam locomotives. A new seminar feature this year will be two 'Rolling Seminars' which will visit in-the-field sites in order to better illustrate the subject. These seminars will cover railroad historical resources in the Mid-Atlantic region, and 'The First 13 Miles' a look back at the very beginnings of the B&O. The two-day, B&O 175th Anniversary Railroadiana show will be open to convention-goers, free of charge, as well. Plans are also now being developed in conjunction with the B&O Railroad Museum to afford convention-goers a special opportunity to learn about the progress of the building and equipment restoration at the B&O Railroad Museum since the February 17, 2003 collapse of the roof of the 1884 Baldwin Roundhouse due to heavy snow. As a result of this tragic event, the B&O Railroad Museum's fete in honor of the 175th Anniversary of the Baltimore and Ohio Railroad



FEBRUARY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville KY
 Monday, February 24 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		1376.38
Income		
Nat. Dues	\$1,147.00	
Chap. Dues	\$166.00	
Donations	\$472.00	
Raffle	\$16.00	
Video	\$120.00	
Other	\$512.50	
TOTAL	\$2,433.50	
Adjusted Balance		\$3,809.88
Expenses		
Nat. Dues	\$764.00	
Postage	\$84.45	
Printing	\$69.28	
Flowers	\$27.50	
Supplies	\$0.00	
Other	\$613.26	
TOTAL	\$1,558.49	
Ending Balance		\$2,251.39

MEMBERSHIP:	Full	4	4
	Chapter Only	17	
	Total	6	1

DIRECTORS REPORT: Damage to B&O Museum reported. No word yet on Convention impact.

OLD BUSINESS: Bowling Green RR show netted \$279 from Cooper items.

NEW BUSINESS: Dennis gave a report on Video sales and a purchase of additional P&L tapes was approved.

ANNOUNCEMENTS: Louie Hicks reported on ACL Historical Society meeting.

ATTENDANCE: Don Clayton, Rick Bivins, Bob McCracken, Tom Wortham, Dennis Carnal, Chuck Hinrichs, Bob Moffet, Louie Hicks, Wallace Henderson, Keith Kittinger, Jim Pearson, David Dugger(new member), Steve Miller, Wally Watts and Jim Kemp.

VIDEO SALES SUMMARY

Henderson Sub	\$2175 gross	\$870 net
Cadiz RR	\$560 gross	\$392 net
P&L RR	\$660 gross	\$462 net

Total Gross Sales \$3395
Total Net Profit \$1724

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 #70
FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

NRHS Spring Board Meeting

Richmond, Virginia April 4-6 Contact Wallace Henderson (1-270-885-6503) for details

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

Nashville, TN March 22-23 Municipal Auditorium

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

5th Annual Southern Appalachian Railroad Photography Weekend

March 28-30 Barthell (Stearns) Kentucky. Rides on the K&T, night photo sessions, slide and video presentations. \$59 for the weekend. Train and lodging details 1-865-241-2140.

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

"I finally got out tonight and I saw a Q-217 at La Grange, Kentucky with 3 BNSF engines. 2 were Yellow Santa Fe and the other was a Burlington Northern. They were still in their old paint scheme and I followed it to OBannon where it dogged between OBannon and HK Tower. I saw a Q-517 and a Q-204 and a J-757 and a Q-241. But the most exciting train was the Q-217 with the BNSF power. I thought the group might want to know. Heads up in Louisville(Osborn Yard)"

Scott Boyles from La Grange, Kentucky - Internet

"Yesterday was just the worst manifestation of severe timekeeping problems that have been going on with both the **City of New Orleans** and **Illini** for the last several weeks ever since the Tamaroa incident in southern Illinois. It has become so ridiculous that I have even sent complaint letters to BOTH CNIC and Amtrak saying that they need to get things resolved. I was one of about 80 people stranded on Sunday night in Champaign because Amtrak had fuse problems on the train which was running for some reason with Superliner rather than the normal Horizon fleet equipment. The conductors would not let anyone board the train from Champaign and since no buses were available locally due to a basketball game, the alternate transportation was the next day's 58 which came through that area at about 8 AM--the full two hours late that this train has been normally manifesting of late.

What was the most problematic to me on the handling of the Sunday situation was the fact that I don't understand why someone could not have been sent south on 391 with the proper fuse since they knew at the time the train was about to leave there was a problem with 392 and could have replaced the fuse when the trains met and swapped crews."

Tom Reiser Chicago IL - Internet

CSX G195-11 was at Winchester, Kentucky called to go north to Garrett, Indiana through Cincinnati and Deshler. Power is Canadian Pacific 5797, 5687, and 5663.
Internet

(2/23) Tonight our local CBS affiliate in Nashville did a news story on the memorial service held yesterday in Waverly. The Caboose was actually the backdrop for the speakers there. They also said that they decided a new museum on the exact spot of the disaster to commemorate the victims, and the Caboose is part of that Museum. I am not sure of the street address, but I know the derailment happened dead in the middle of downtown Waverly. There is a WebPages with photos, done by the Tennessee Emergency Management Agency, and a report of what happened, but I noticed that under the heading "Day 1" They actually refer to the L&N as the "Louisville and Northern RR" Who knows who wrote this stuff?

I was only ten when this accident occurred but I can still remember watching this on the news, and worrying about my aunt and uncle who lived in Waverly at the time, until we heard from them later that afternoon. *Troy Simpkins, Nashville TN - Internet*

PENNYRAIL

MANGO

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brakeman walked south with flagman's signals to protect the head of the train against No. 76. When the front of the train cleared he whistled in the brakeman from the south. 76 Approached the waiting point at about 15 MPH at 10:29 pm. After passing the waiting point it accelerated to 60 MPH. The fireman on 1605 called the engineer's attention to the open switch. The fireman dismounted and started toward the switch, but 76 entered the turnout before the fireman got to it. 1605's engineer crossed to the left side of the cab and saw the switch was open. The brakeman, meanwhile, concealed his red lantern and gave 76 a high ball (proceed) signal. The headlight of 1605 apparently blinded 76's engineer, Hicks, and prevented him from seeing the red reflector on the open switch. The brakes on 76 were thrown to emergency a few seconds before the collision. Engineer Hicks and the electrical supervisor were killed instantly. The wreck happened at 10:33 pm.

One of Louie Sr.'s engineer friends drove to the scene. He looked at what was left of 1605 and said "You will never kill another man again, you S.O.B." The 1605 was later cut up for scrap.

In spite of these tragic occurrences, Louie Edwin Hicks, Jr chose a career in railroading. Following graduation from the University of Florida, Louie had a two year military obligation and requested, and got, assignment to the Transportation Corp at Ft Eustis, Virginia and the 714th Railway Operating Battalion. Following the two years of military duty, Louie applied for, and was hired by the Atlantic Coast Line Railroad as a Transportation Assistant at Waycross, Georgia. Following three years at Waycross, he was promoted to General Yardmaster at Albany, Georgia

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



An unexpected set of power showed up on CSX in the form of BNSF SD75M's #8202 and 8268 on Q511. The lead unit was originally ATSF as shown by the hood lettering while the trailing unit was delivered as BNSF. Luckily the train sat at FX for a short time which allowed for plenty of photos. Photo taken by Bryan



Work is progressing on the relocation of US 62 and the Paducah & Louisville RR to accommodate the expansion of lock facilities at Kentucky Dam. The relocation will see the construction of both highway and railroad bridges. The base for the highway and rail is well underway on the west bank of the Tennessee River. Photo of the construction site was made by Ron Stubblefield.

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