

# PENNYRAIL

JUNE 2003

VOLUME 7 NUMBER 6



## Chapter

## CHAPTER MEETING

**MONDAY, JUNE 23**

**7:00 PM**

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

## JUNE PROGRAM

Jim Pearson and Chuck Hinrichs will present a slide program featuring Henderson Sub action and some railroad critters and creatures. Wally Watts was originally set for the program but the video equipment at the Badgett Center is still out of service. Keith Kittinger will provide the refreshments. This should be an interesting program. Come and bring a friend.

## MAY MEETING

William Turner, Chapter Member and Christian County Historian, enthralled the 23 members and guests with a fascinating glimpse into the railroad history of Hopkinsville and Christian County. In addition to the excellent narrative, William also had a nice selection of historical photos to show the members. The Hopkinsville crew provided the refreshments and CSX cooperated by sending half a

*(Continued on page 2)*

The official publication  
of the Western Kentucky  
Chapter, NRHS.

# IMHO

by

The old adage "Work hard - save your money and security and happiness will surely follow" has been replaced by a more modern path to success -. "Screw up - do a bit of damage to your person - sue the nearest entity with a positive bank balance - retire and live in luxury right next door to your lawyer."

Another rail excursion operator (Ohio Central) is closing it's doors and mothballing it's steamers due to skyrocketing liability insurance premiums. It is becoming more obvious with each passing day that a nice Sunday afternoon rail excursion may soon be only a fond memory. The operators are faced with an un-enviable option of raising prices to the point where only a few can afford to ride or closing their doors and disposing of their assets.

The closure of excursion operations will also impact the preservation of historical rail equipment and infrastructure. Many museums (TCRM, KRM and TVRM for example) depend on excursion income for at least a portion of their rail preservation budgets.

Liability releases may be a stop-gap solution but I would

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

## Chapter News

dozen freights rattling by the old L&N Depot during the meeting. Northbound Q588 led the parade with CSX SD40-2 and CSX SD50 leading the way from Nashville to Chicago. Next was Q597, southbound with an ex Conrail SD70MAC leading a Helm SD40-2 and a CSX CW44AC. A northbound unit grain was next by the depot with a BNSF C44-9W, still in ATSF warbonnet paint, leading a BNSF SD40-2. Q595, a southbound manifest, then rumbled by with CSX C40-8W leading a BNSF GP60 (a rare bird in these parts.) Northbound auto racks, Q238, was the next visitor with a pair of CSX C40-8Ws on the point. The evening's action concluded with a southbound unit coal train, V236, with a pair of CSX CW44ACs lugging loads from Madisonville to TVA's Widow Creek Power Plant in northeastern Alabama.

One of the best programs in recent memory, good refreshments and lots of trains - hey! It don't get much better than this.

## CHAPTER NOTES

It was good to see David Millen at the May Chapter meeting. His leg is mending and he is mobile, but just barely. Hang in there David!

Wallace Henderson (leading a bus load of church members), David Hayes, Donny Knight and his wife and Shirley and Chuck Hinrichs represented the Chapter on the Southern Rail Excursions May 5th trip from Nashville to Cookeville. TCRM equipment, including the pair of E units in New York Central livery, was used and the trip was well run and the cars were in great shape. There was some grumbling about the food but all-in-all it was a most enjoyable outing.

*(Continued on page 3)*

# MORE PHOTOS



William Turner, Christian County Historian, presenting a history of railroads in Hopkinsville and Christian County to the May meeting of the Western Kentucky Chapter, NRHS. The meeting was held in the old L&N Depot at 9th St and the railroad in Hopkinsville. *digital image by Chuck*



The second train by the L&N depot in Hopkinsville during the May Chapter meeting was southbound CSX Q597. The lead unit is CSX's ex Conrail SD70MAC still sporting CR's blue and white paint. The old L&N freight station is in the background. May 19, 2003 *color print by Wallace*

## Chapter News

There are rumors circulating that TCRM's fleet of E units will not be used on excursion trains after this season. There is a gaggle of ex AMTRAK F40s on the N&E/TCRM property and these will likely be pressed into excursion service. It will be a shame to see the E units put out to pasture.

Chapter member, Tim Moore, is laid up with two broken legs. He would sure appreciate hearing from some of you. Tim's address is:

Tim Moore  
208 Richmond Drive  
Madisonville, KY 42431

Rail publication, CTC Board, runs an annual "Day in North America" photo program. Eligible photographs must have been taken on May 31, 2003. Jim Pearson and Chuck Hinrichs were out 'amongst 'em' on the designated Saturday. Jim covered a lot of territory - Evansville to Adam, TN before heading to Dawson Springs to cover a baseball game. Chuck spent most of the morning being in the wrong place but did manage some good shots in the afternoon. The guys will have some of the shots in their June meeting program.

## SUBSCRIPTION RATES

# PENNYRAIL

11 issues

**\$12 PER YEAR**

## THREE WAY MEET

by  
Rick Bivins

An article in the February newsletter by Chuck Hinrichs about seeing five trains at Crofton and Kelley reminded me of a railfanning trip.

In the very early Eighties, Keith Kittinger and I teamed up with a fellow Owensboro NRHS member, Richard Schock. The three of us headed for a totally new area to railfan, Southern Illinois. Specifically the Missouri Pacific (MO-PAC) line along the Mississippi River. Richard had been here before but this would be a first for Keith and I. We arrived late that morning after a three to three and one half-hour drive. The exact location was Gorham Illinois where the old ICRR branch to the river crossed the MO-PAC line at grade. This control point was called Chap and was no longer used by the IC. The track was still in place but removed from service. This control point was also the location where the MO-PAC ex-C&EI line to/from Chicago joined the river line. A small yard is in place here as well. All

## RAILROAD EMERGENCY

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

<b>BNSF</b>	<b>800-832-5452</b>
<b>CN/IC</b>	<b>800-465-9239</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>

## PENNYRAIL

this still exist except for the IC diamond and the MO-PAC blue, as we all know MO-PAC was eaten by the big Armor Yellow giant Union Pacific.

When we arrived trackside two trains standing still greeted us. One was north bound on the right hand track and one was south bound on their respected right hand track. To the north we could see the headlight of another south bound on the left-hand track. This train was opposed to the first train mentioned, the north bound. And further still to the north was yet a fourth train, we could not tell which track this train occupied

So there we were the four trains and three railfans, waiting. But what were we waiting for. The only open track was the right hand southbound main and the Chicago line. The Chicago line was right between the four opposing trains. Our question was soon to be answered. My hearing is less than good but at the time Keith had very good hearing. Keith sounded off with "I hear GE's pulling hard". GE's being a General Electric locomotive. And he was right. About a mile to the south of us was a right hand curve. The view was partly obstructed by a highway overpass. Then there they were four U series GE's grinding hard up the hill with a manifest load. The dispatcher had the track routed for Chicago and they were wasting no time getting there. They went by us and between the other trains as if to say (HA. HA. I get to go and you don't.) It was not long before the rest of the trains were under way. Five mainline trains in sight at one time.

We have made several trips to Illinois to see trains. There have been times when the trip would yield only a few trains and other times over a dozen would be seen in less than two hours. A few members have even ridden the line on a steam excursion pulled by Cotton Belt #819. I did so for the 1990 NRHS convention. This stretch of track has seen UP 844

*(Continued on page 4)*

## THREE WAY MEET

*(Continued from page 3)*

and I believe 3985 as well. The executive E-9's have graced this part of the UP road too.

On one trip in the early 1990's, several of us met up at a location just south of Gorham called Big Muddy River. This location is an operation bottleneck for the railroad. The two track mainline reduces it's self to just one track to cross the river then opens back up and becomes two again. There is a slow order here as a result and the bridge is a good place watch and shoot pictures of trains. We were there as a result of a phone message from one member in Louisville KY to another member in Madisonville. The message was the three UP E-9 locomotives were due over the line that day along with the UP executive passenger train. The locomotives were fresh out of VMV Shops after total rebuilding. We were there but the Louisville informant was not. We waited for a few hours and saw several trains, but not the executive train and the E-9's. When the train was about two hours over due, Rex Easterly used his then new cell phone and called the Louisville member. We were then informed the train was some where out west and not in Illinois at all. It seemed as though Bill (oops) had elected not to mention the change in plans. But then we did not confirm the railroads plan either. Anyway a fun time was still had by all that attended (the search for the elusive E's.)

The MO-PAC line through Gorham ended south of there just across the Mississippi River at Scott City MO. From there the railroad was the St. Louis & Southwestern better know as the Cotton Belt. The Cotton Belt was a subsidiary of the mighty Southern Pacific Line. This was one stretch of railroad with two different owners. MO-PAC north of Scott City to East St. Louis and Cotton Belt south of Scott City to Texas. The MO-PAC line broke away from

*(Continued on page 8)*

## A bit of L&N folklore

This bit of poetry was passed to Billy Byrd in 1968 by Louise Wulff. The prose was written by John Ed Polk of Goodlettsville. His father was an Agent, his brother a Dispatcher in Evansville and his mother may have been an OP at one time. John Ed was an Operator from Dec. 15, 1919 to Jan 1 1926. Dennis Carnal found this in some of Billy's things.

Mr. Arthur Bonham was a railroad engineer

When he came to turning wheel he had no fear

His hobby was "Being on time" - gave him something to talk about

Back in his early railroad days he acquired the name of Snout

Snout was called for L&N train number 93

Heading out of Evansville to Nashville, Tennessee

Waiting on a C&EI connection had him forty minutes late

Snout was all out of humor about having to wait

He was running a coal burner, the old 241

She was of the high driver type, and boy could she run

Down through the Rankin Bottoms he had her ears pinned back

She was running with the wind and blowing fire from the stack

The fire boy was shoveling coal the best that he could do

Most of it was catching fire and going out the flue

He got slowed down at Robards almost to a creep

Operator Ballard was getting him some sleep

"Forty minutes late" he said as he read his orders

Doing ninety miles per hour coming into Slaughters

He blew three times for the board loud enough to wake the dead

The old semaphore never winked - she stayed a pretty red

Snout closed his throttle and hit his engine in the face

He said "The way these OP's are sleeping is a damn disgrace"

He slid by the station for a good country mile

And just sat there cussing for a long long while

He backed his train back behind the board, still red

Then went into the telegraph office to see if the OP was dead

There on a caboose cushion, a nap he found him taking

A billy goat raising boy from down at Bakers Station

It was a rude awakening he got - old Snout was really raising cane

He exhausted his vocabulary most of it profane

The sleepy OP picked up a CO and filled in all the information

Handing it to Snout he said "What about a ride as far as Bakers Station

On the sharp curve south of Hanson his engine tried to climb the rail

The fire boy was praying on the deck, Snout was really setting sail

Passing through Pembroke paper, bottles and tin cans were rolling behind his train

The Trenton OP put him by and told the D the man must be insane

Snout finally got to Guthrie where he met northbound number 92

He took coal and water and signed a BBO or two

He also got a message that nearly blew his stack

It read "Slow through Bakers there are billy goats on the track"

He coasted down through Bakers and heard a billy goat bleat

He told the fire boy "That is kin folks of the OP that made us late"

Down through Goodlettsville his engine jumped the frogs and switches

Agent Bob Brown ran for his life and really wet his britches

Off Four Mile Hill he just let his train roll

He was out of steam and water and had burnt up all his coal

When he got to Nashville the sun was high and bright

Snout climbed from his cab and said "What one hell of a night"

# Pecan Encrusted HOG Roast Glazed with Canadian Peach Preserves

by

chris dees

With the threat of the real version of SARS up north in Montreal, early May saw Don Clayton and I headed somewhere to cure our own version of SARS - Severely Addictive Rare-Mileage Syndrome. Now if you've know Don or myself for any time, you'll know that the both of us enjoy rare mileage trips, as well as fine dining. The main course for this serving of rare mileage turned out to be the Pecan Encrusted HOG Roast Glazed with Canadian Peach Preserves. Yes, it was time to head to Georgia for a couple of excursion trains as part of the joint meeting of the Central of Georgia, Atlantic Coast Line, and Seaboard Air Line historical societies. Little did we know that even this far south of the border, Canada would still be a major influence on this trip.

Don decided to skip class early on Thursday afternoon and soon I was leaving early from work to meet up for a 4:30PM departure from my place in Franklin. I felt a little guilty going on this trip due to my sister expecting her second child to be born at any time during the weekend, but the cell phone was on ready for the news and my family is pretty understanding of my railroading hobby.

Don pulled into the drive about fifteen seconds after I did in a station stop that could not have been executed any better by another railroad. After a delicious meal at Chef's Market & Café in Goodlettsville, we were off to

our first stop for the trip - the Wartrace Hotel in downtown Wartrace, Tennessee. This former hotel which was built to serve passengers from the NC&StL branch to Shelbyville who stayed overnight for connections north to Nashville and south to Chattanooga. Located about 200 feet from the CSX mainline, this is an EXCELLENT railfan hotel. Business was slow this night for the owners, John and Bea, so we had the hotel all to ourselves. After a couple of hours sitting on the 3<sup>rd</sup> story covered porch watching CSX, it was time to turn in for a very relaxing sleep, except for the neighborhood dog who was more annoying than the sound of trains blasting through town.

Friday morning greeted us with sunshine, as well as a nice breakfast at the local diner across the CSX mainline - I've always liked my juice and coffee served with grits, biscuits and gravy, sausage, hash browns, and a nice slice of CSX mainline action. Soon it was off for a long road trip to Cordele, GA. At Cordele, we watched the Friday afternoon SAM Shortline excursion train pull in after its run to Plains, home of former President Jimmy Carter. The Canadian influence showed its first signs of this trip as the locomotives on this Heart of Georgia train were a former CN GP9M and GP40. Don and I decided to head west to Plains on a scouting trip for our Saturday train on the SAM, driving through Americus and on to Plains and Archery. As it was nearing supper-time, Don suggested the Windsor Hotel (is there a Canadian theme here???) in Americus. This hotel built in the early 1900's is true southern charm and the restaurant isn't bad either (you've gotta save room for the Praline Tulip Strawberry Sundae). Finally it was off to Albany for the ACL/SCL/CofG convention.

Saturday greeted us with a lot of the regular mileage collectors at breakfast, along

## PENNYRAIL

with Madisonville chapter member Louis Hicks and his wife, Anne - I believe we were the largest non-Georgian organization represented. Soon it was time to highball west from Cordele to Archery on the former Seaboard Air Line aboard the SAM Shortline. This route was used by several of President Carter's friends on an Amtrak charter to his 1976 inauguration, and was recently purchased by the State of Georgia and is run under contract by the Heart of Georgia Railroad (better known as the HOG). After stopping in Plains at the depot, it was on to Carter's boyhood home at Archery, and finally back to Cordele for a little train watching at the NS/CSX/HOG diamond. Back in Albany, Don and I drove over to the Greyhound station to pick up fellow mileage collector Ralph Alvarez before enjoying a nice Italian dinner and some train slides of the local area around Albany.

Sunday morning came early and it was off to Smithville to ride the Georgia Southwestern Railroad to Eufaula, Alabama behind (you guessed it) two former Canadian National FP-9 units, as well as a former Amtrak "Le Pub" car used in service to Montreal. After a couple of photo run-by's, it was time for lunch and a very nice surprise - a family reunion.

No, my sister hadn't delivered. However, in the chow line, I ran into Ron Dees from Albany, Georgia. A high school teacher, Ron grew up and railfanned the Albany area all his life. While I rarely ever see the Dees name, I've NEVER met another Dees who is a railfan. Needless to say, we are now emailing each other the latest railroad news of our appropriate areas and are trying to trace back through 11 generations of Dees's who migrated to Virginia in 1635 to see where we relate to each other - probably somewhere in the 6<sup>th</sup> or 7<sup>th</sup> generation when some of our family moved to Georgia. Talk about a nice family reunion - and on rare mileage!!!

Rather than riding the return

*(Continued on page 7)*

**MAY MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 L&N Depot Hopkinsville, KY  
 Monday, May 19 7:00 pm

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

**TREASURER'S REPORT:**

Beginning Balance		\$2,539.70
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
Raffle	\$0.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$0.00	
Adjusted Balance		\$2,539.70
Expenses		
Nat. Dues	\$0.00	
Postage	\$45.70	
Printing	\$42.93	
Video	\$0.00	
Supplies	\$6.30	
Other	\$0.00	
TOTAL	\$94.93	
Ending Balance		\$2,444.77

<b>MEMBERSHIP:</b>	<b>Full</b>	<b>3</b>	<b>9</b>
	<b>Chapter Only</b>		<b>21</b>
	<b>Total</b>	<b>6</b>	<b>0</b>

**DIRECTORS REPORT:** No report. Dr. Ross said that Bulletin #5 would be out in mid-June

**OLD BUSINESS:** Chuck said that the private car trip at Chattanooga was a bit pricey and that other trips are being checked out, including KRM and the Bardstown Dinner Train. Photo trip to the River Line was discussed but nothing firm

**NEW BUSINESS:** None

**ANNOUNCEMENTS:** Chuck reports that the structure on the Memphis line at Hampton Station Road is an old L&N waiting station called "Beldon." It is in very poor shape. Dr. Ors reports that the Kentucky Central Chapter has leased the L&N depot at Paris, Kentucky

**ATTENDANCE:** William Turner, Tom Wortham, Jim Pearson, Dave Millen, Bob Moffet, Steve Miller, Wallace Henderson, Rick Bivins, Keith Kittinger, Chuck Hinrichs, Louie Hicks, Bob McCracken, Dennis Carnal, Wally Watts, Wes Ross and guests Shirley Ross, Marilyn Miller, Ann Hicks, Chris Gilkey, Ben Woods and Ashbel Brunson

**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 #73**  
**FOR THE GOVERNMENT OF RAILFANS ONLY**

**HISTORICAL SOCIETY EVENTS**

**NRHS Convention**

June 30-July 6, 2003 Baltimore, MD

**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 Hilton Hotel (256-533-1500) Model and photo contests, model and photo clinics, Depot tour, intermodal transportation center tour, Railroadiana/ model show and sale, layout tours, excursion at Alabama RR Museum, open slide shows, Banquet and showing of movie "Flim Flam Man"

**IC Historical Society Annual Convention**

Urbana, Illinois August 22-24 2003 Park Inn (217-344-8000) Night photo session at Monticello. Model and photo contests. Clinics. Swap meet and a Saturday afternoon auction of company store surplus items. Saturday night banquet. 217-379-2261 (evenings) for info and details.

**MODEL RAIL EVENTS**

**Bartlesville/Dewey, OK June 28 The Mainline Train Show**

Washington County Fairgrounds info 918/333-7987

**Chattanooga, TN July 5 Lionel Collectors Club of America**

**Train Meet.** Members free, guests \$5 information 423/894-1284

**RAILFAN EVENTS and EXCURSIONS**

**Galesburg, IL June 28-29 Galesburg Railroad Days** Displays, model trains sale and show. Info 309/343-2485 ext 737

**Decatur, AL September 21 Railfan Hootenanny** at the old Southern RR Depot. Lots of trains (NS and CSX) plus fun and fellowship. This will be on the Sunday following the L&NHK Convention in Huntsville so there should be a good crowd

**VISIT THE CHAPTER WEB SITE**

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

END OF AN ERA  
May 22, 2003

The Ohio Central Railroad regrettably announces the end of regular passenger train service effective Saturday May 24, 2003. Daily Steam powered passenger trains based out of Sugarcreek, OH will make the final run at 3:30pm on Saturday May 24th.

"Rails to the Circus" train will run from Columbus to Coshocton, OH powered by Vintage Diesel on May 24th. On May 31st, 4-8-4 #6325 will pull possibly her last excursion from Dennison to Newark, OH and vintage diesel will be the return power. The very emotional and difficult decision was based mainly on skyrocketing liability insurance costs and a sluggish tourism economy. This was a very hard choice to make and one that we had hoped would never have to make.

At this time, we will be running the "Ohio Bicentennial" train ride on June 21st with vintage diesel. All Fall excursions are currently on hold pending further discussions with the insurance agent. All other excursions are canceled for the year including Pittsburgh excursions, Murder Mysteries, Riverboat Cruises, and all other trips planned for this Summer.

No decisions have been made as of yet what will happen with the steam locomotives, passenger equipment and tooling. The decision to shut down daily passenger operations is final.

We would like to thank everyone that came out and supported us over the past 15 years, without you, none of this would have been possible.

Regretfully,  
The Ohio Central Steam Department  
Internet

CSX has changed a couple of freight train assignments on the Henderson Sub. Q556 and Q557 which used to run between Nashville and Evansville now run between Atkinson Yard in Madisonville and Nashville. Pick up of auto frames from Dana Corporation in Hopkinsville is now handled by CSX freight Q518. The Guthrie-Hopkinsville local (J722) pulls the Dana loads from the plant off of Casky siding and spots the cars on the north leg of the Fort Campbell wye for next morning pick up by Q518.  
*cfh*

CSX provided a fairly rare treat to Henderson Sub train watchers on the afternoon of May 30, 2003. A 14 car passenger train (an OCS in CSX talk) was southbound from Evansville heading for Nashville. The pair of ex AMTRAK F40s were on the point of P950.. Jim Pearson gave the Hopkinsville foamers a heads up and Wallace Henderson and your editor hustled trackside to catch the action. I picked North Casky for my shot (the scanner said he was close) and sure enough the combination of poor light and a slow reacting digital camera shutter resulted in a shot that nicely cropped off the F40s. Wallace made it to John Rivers Road, a bit south of Casky siding with a lot more space to shoot. The light was still poor but Wallace got a shot (see page 8). According to the engineer on Q120, in the siding at Casky for the OCS, the President of CSX was on the train.  
*cfh*

Spotted on 5/31, a CSX train with 4 dead units bound for VMV

PENNYRAIL

## HOG

*(Continued from page 5)*

trip to Smithville, Don and I joined several others for the motor coach return to Albany from Eufaula. After dropping Ralph Alvarez back at the Greyhound station, it was off to the north toward Columbus up US27. We stopped for a quick photo of the depot at Parrot, Georgia (yes, we're both Jimmy Buffet fans) and then proceeded to Providence Canyon State Park via Richland and Webster County. The park, focused on beautiful canyon erosion, was formed due to poor farming practices in the 1800s. While the overnight primitive campsites were impressive, Don and I decided to head north to Atlanta for something a little more civilized. Arriving at the hotel, the cell phone rang with some more good news - Jacob Anthony Gray, my nephew, was born at 4PM and both mother and son were doing just fine. I can't wait until he's big enough to go railfanning - you can rest assured that Uncle Chris will influence him with Thomas the Tank Engine for Christmas and birthdays.

Monday morning arrived with stormy weather to our north, especially in Jackson, Tennessee. Don and I decided to ride out some of the rain by visiting The General in Kennesaw, Georgia. If you haven't seen her in a while, you'll want to stop by - she's now the star attraction of the Southern Museum of Civil War & Locomotive History. Newly reopened in March 2003, The General is joined by a number of new exhibits including an informative and entertaining 25 minute documentary on The Great Locomotive Chase edited from Disney's film, as well as an excellent display of the south's last great steam locomotive shop, the Glover Machine Works. Over \$7million was spent on the upgrades and it was well worth the diversion.

The rain followed us all the way back to Franklin, and it soon was

## THREE WAY MEET

(Continued from page 4)

the Cotton Belt near Dexter MO and made its way to Texas as well. As a result one could see locomotives from UP, SP and Cotton Belt railroads. During merger mania one could also see D&RGW, MKT and lease units aplenty. Whenever the Mississippi River was out of it

**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 270-821-0731 or inquire in person during the Thursday night sessions at my house.

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

**Sell or Swap** Extra 2200 South complete set from #20 (Jan 1970) to #124. 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 Swap** Complete darkroom outfit. Beseler B23 CII (color and/or B&W) with 50mm and 75mm lenses and several film holders (35mm,6x6,6x7,6x9), trays, timers etc. Some chemicals and enlarging paper. This is quality equipment and in good condition. \$250 or trade for RR lanterns. Chuck Hinrichs 270-886-2849 e-mail chuckrail@charter.net

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 Southern Rail Charter's train, using TCRM cars and New York Central painted E units is pulling into the depot at Cookeville to reboard passengers for the trip back to Nashville. The steam engine is a display unit at the depot and is not an original TC unit. May 5, 2003 *digital image by Chuck*



CSX's Office Car Special, P950, raced south through Hopkinsville on the afternoon of May 30, 2003. There were 14 cars behind the pair of CSX F40PH-2s. The train was past so quickly to get any car names. With the exception of two yellow cars (not UP) the consist was solid blue with gray trim *photo by*

"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.