

PENNYRAIL

JULY 2003

VOLUME 7 NUMBER 7



Chapter

CHAPTER MEETING

MONDAY, JULY 28

7:00 PM

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

JULY PROGRAM

The program for July will feature slides and/or 8mm movies from David Cooper's bequest to the Chapter. David's collection includes some vintage L&N shots along with more contemporary subjects from the L&N and other west Tennessee railroads. Rich Hane will provide the refreshments. It should be an excellent program. Come and bring a friend!

JUNE MEETING

Eighteen members and guests were on hand for the June meeting. A short business session was followed by some tasty refreshments provided by Keith Kittinger. Jim Pearson dazzled the members with a series of current slides taken on the Henderson Sub and Chuck Hinrichs followed with some local slides and a series of slides from the Tower 55 area in Fort Worth, Texas before a highway project destroyed

(Continued on page 2)

The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

by

Shirley and I managed a few events at the Baltimore Convention. Several visits to ailing members of Shirley's family took first priority.

The Harbor luncheon cruise was very nice and we did see some old B&O buildings along the waterfront. The Inner Harbor area was a lot more "touristy" than I remember from earlier visits. The railodiana show was well attended and I did find some old L&N timetables as well as a copy of Richard Steinheimer's book "Done Honest and True" that I have been searching for since late last year.

The banquet was well attended and the speaker painted a brighter picture for Amtrak than Congress is painting.

The Harrisburg Circle trip was most enjoyable. We rode in a beautiful SP coach which was a very smooth rider. The Pennsy E8s got a chance to really stretch their legs on the Northeast Corridor part of the trip with speeds estimated at 90 mph. 2003 has been a good time for vintage diesels - NYC E8s to Cookeville in May and the Pennsy E8s in July. Who needs steam? Don and Wallace will have more for the August issue.

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
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"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

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Chapter News

one of the country's prime train watching locations. CSX did little to disrupt the meeting as only one train passed the depot. It was Q556 on it's way north to the hard right at Trident and Atkinson Yard.

CHAPTER NOTES

The Chapter was well represented at the NRHS Convention in Baltimore. Wallace Henderson was there for the whole week as were Wes and Shirley Ross. Reid Adams, Chuck and Shirley Hinrichs and Don Clayton were there for some of the activities. Don Clayton and Wallace Henderson should provide some interesting stories for upcoming issues of "PENNYRAIL" as both men did considerable railfanning before, during and after the convention.

Rex and Melanie Easterley are getting settled in their new home in Mt. Juliet, Tennessee. Their address is:

1724 Wrencrest Drive
Mt. Juliet, TN 37122

615-773-4107

rexeasterley@comcast.net

A special thanks to Chris Dees for the Railroad Radio information included in this issue. If it had not been for some previous submissions by Rick Bivins and Chris' timely assistance the July **PENNYRAIL** would have been slim indeed.

I need input from all the members - either articles or photos or both. Grab a pen, pencil or your PC and put together some of your rail experiences or information on railroads you remember from years past or your favorite from last week. **You send it - I'll print it!**

MORE PHOTOS



A CSX meet at Crofton on March 19, 2003. A southbound molten sulfur unit train is in the siding with a mix of lease, CSX and UP power while a northbound manifest with UP power leading hustles by on the main. Nice action on a warm and sunny spring day. *digital image by chuck hinrichs*



A CSX manifest winds it's way slowly over the north approach to the Henderson Bridge over the Ohio River. This bridge connects Evansville, IN with Henderson, KY. Jim Pearson made this shot in the spring of 2003, as a part of his continuing study of CSX's Henderson Sub. *photo by jim*

SCANNER FREQUENCIES

- 160.410 CSX AH Dispatcher -
Nashville, S&NA Subs
- 160.980 CSX SA Dispatcher -
Henderson, O&N, LH&StL Subs
- 161.100 CSX AJ Dispatcher -
Chattanooga, Nash Terminal Subs
- 161.520 CSX SB Dispatcher - CE&D
Sub, CSX CL Dispatcher - Mainline
Sub
- 161.370 CSX Road Channel -
Henderson, O&N, LH&StL, CE&D,
Mainline Subs
- 161.265 CSX PBX Channel 1
- 161.430 CSX PBX Channel 2
- 160.890 CSX PBX Channel 3
- 160.785 CSX MOW Department
- 161.175 CSX Signal Department
- 160.440 CSX Howell Yard
- 160.530 CSX Howell Yard
- 160.770 CSX Howell Yard
- 161.550 CSX Howell Yard
- 160.260 CSX Radnor Yard
- 160.350 CSX Radnor Yard
- 160.380 CSX Radnor Yard

(Continued on page 4)

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

The New York Central Close To Home

By:
Rick Bivins

The New York Central System had an extensive rail network in the state of Illinois whose lines reached very close to my home state of Kentucky. The NYC did reach into KY via a nice bridge across the Ohio River at Louisville KY. But the lines of Illinois are of more interest to me than the Louisville line due in part to the many trips I and several others from the chapter have made to the area in the past 15 plus years.

One line of note is the Cairo Division of the Cleveland, Cincinnati, Chicago & St. Louis Railway (CCC&St L). This line begins at Danville IL as a junction with the CCC & St L line from Chicago via Gary Indiana and south through Indiana's western border with Illinois. I am not sure of this but I believe the Chicago to Danville line was called the Danville Sub.

The CCC & St L was a

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PENNYRAIL

subsidiary of the NYC and was the largest of all NYC subsidiary lines. The Cairo Sub ran south from Danville IL to Cairo IL by way of Lions, Paris, Mt. Carmel, Harrisburg and many other small Illinois towns along the way. I will use my CCC & St L Cairo Division timetable No. 68 dated Oct. 1, 1928 for most of the reference of this article. The Cairo Sub runs through the scenic Shawnee National Forest in the southern portion of the state of Illinois. The northern portion runs due south of Danville IL along the Illinois Indiana border. The distance from Danville to Cairo is 260.4 miles. This mileage also reflects two branch lines totaling 43.6 miles. There is one tunnel at mile 214.6. This ridge also presents a natural barrier for the Illinois Central RR's Edgewood cut off line a few miles to the west and south. There are 23 railroad crossings at grade and 8 railroad crossings that are not at grade along the route. Six of these rail lines were Interurban Electrics. There were 14 interlocking plants on the line. One other line located at Midland IL, 37.1 miles south of Danville IL was the CCC & St. L's St Louis Division which ran from Indianapolis IN to St. Louis MO.

As noted earlier, there are two branches on the line, one at St Francisville IL and the other at Mt Carmel IL. The St Francisville branch runs for 8.8 miles northeast to Vincennes IN. The line from Mt Carmel crosses the Wabash River just west of Skelton IN and passes through several small Indiana towns such as Cynthiana before the line terminates in Evansville IN. This line to Evansville is 34.8 miles long and is very interesting to study. I will have a separate article about this piece of the railroad at a later date.

At one time, Cairo IL was a major shipping point on the Ohio River. The Wabash River empties into the Ohio River several miles north of Cairo, between Old Shawneetown IL and Henderson KY. These two rivers provided

(Continued on page 5)

SCANNER

HENDERSON SUB FREIGHT

(Continued from page 3)

160.440 CSX Radnor Yard
 160.485 CSX Radnor Yard
 160.680 CSX Radnor Yard
 160.710 CSX Radnor Yard -
 160.950 CSX Radnor Yard
 161.130 CSX Radnor Yard
 161.220 CSX Radnor Yard
 161.310 CSX Radnor Yard
 161.550 CSX Radnor Yard
 160.770 CSX Kayne Avenue Yard
 160.740 P&L Road Channel
 160.695 P&L Yard Channel 1
 161.325 P&L Yard Channel 2
 160.290 P&L PBX
 160.830 P&L Mobiles - Used By NRE On Shakedown Runs
 160.215 P&L/NRE Common
 160.455 P&L CTC Electrocode Signal Data
 161.190 CNIC/UP Coal Trains On PAL
 160.845 RJ Corman - Base
 161.235 RJ Corman - Mobiles
 161.055 Hardin Southern Railroad
 161.190 CNIC Road Channel 1
 160.920 CNIC Road Channel 2
 161.280 CNIC Yard Channel 1
 161.460 CNIC Yard Channel 2
 160.860 CNIC Channel S5
 161.100 BNSF Beardstown Sub Road Channel

(Continued on page 7)

No	Origin - Destination	Freq.	HD Time*
Q120	Jacksonville - Chicago (TOFC)	Daily	Early PM
Q121	Chicago (TOFC) - Jacksonville	Daily	Late AM
Q124	Jacksonville - Chicago (TOFC)	Daily	Early PM
Q127	Chicago (TOFC) - Jacksonville	Mo-Sa	Late AM
L127	Chicago (TOFC) - Jacksonville	Su	Late AM
Q128	Fairburn GA - Chicago (TOFC)	Daily	Late AM
Q129	Chicago (TOFC) - Fairburn GA	Daily	Late AM
Q514	Nashville - Avon	Su,Tu,Fr	Early AM
Q518	Nashville - Avon	Daily	Late AM
Q556	Nashville - Atkinson	Daily	Late PM
Q557	Atkinson - Nashville	Mo-Sa	Early AM
Q585	Chicago - Nashville	Daily	Early PM
Q587	Blue Island - Nashville	As Req.	Late AM
Q588	Nashville - Bensenville	Daily	Early PM
Q592	Waycross - Chicago (Clearing)	Su-Fr	Late PM
L592	Waycross - Chicago (Clearing)	Sa	Late PM
Q595	Avon - Birmingham	We-Mo	Early PM
L595	Avon - Birmingham	Tu	Early PM
Q596	Nashville - Chicago	Tu-Su	Early AM
L596	Nashville - Chicago	Mo	Early AM
Q597	Chicago (Clearing) - Nashville	Daily	Late PM
Q645	Chicago - Nashville	Daily	Late PM
Q647	Chicago (Clearing) - Waycross	Daily	Late PM
Q651	Avon - Nashville	We-Mo	Late AM
Q686	Nashville - E St Louis	Daily	Early AM

* Approximate time for trains in the Madisonville-Hopkinsville area

Early AM	Midnight - 6 AM
Late AM	6 AM - Noon
Early PM	Noon - 6 PM
Late PM	6 PM - Midnight

Data compiled from the "Bull Sheet" web page www.bullsheet.com

These trains are the regularly scheduled CSX freights (TOFC and manifest) operating on the Henderson Sub. In addition to the scheduled freights there are also coal, grain and fertilizer unit trains as well as locals, work trains, detour trains and the occasional business train. It is not uncommon for upwards of thirty trains to pass over the Henderson Sub in any given 24 hour period.

CSX

NEW YORK CENTRAL

(Continued from page 3)

trade routes from central Indiana and Illinois with the fluent Mississippi River trade all the way to the Gulf of Mexico. Cairo also hosted other railroads such as the ICRR, the M&O, the C&EI and the St LIM&S RY. The principal commodities on the Cairo Sub were coal, agriculture, oil and building supplies. The NYC saw Cairo as a transfer point for it trains with the Gulf of Mexico shipping ports.

The railroad recognized the Illinois towns of Lyons at mile 5.3, Paris at mile 37.6, Mt Carmel at mile 127.4 and Harrisburg at mile 190.4 as major points along the line. I do not have access to a track profile, but I do have another source of elevation info. I can draw upon my aviation background by going to my sectional chart for reference. This will give me airport elevations in feet above sea level, of towns along the rail route.

The airport at Danville IL has a field elevation of 696 ft. 37.6 miles south at the Parris IL airport we have a field elevation of 654 ft. The airport at Marshal IL is at 452 ft. and is 52.7 mile from Danville IL. On south to Carmi IL, 157.8 miles from Danville and a field elevation of 388 ft. Carmi is the lowest point between Danville and Tunnel Hill IL. Harrisburg IL has a field elevation of 396 ft. and is 190.4 miles from Danville IL. On to Tunnel Hill and a field elevation of 810 ft. This makes Tunnel Hill the highest point on the line. Cairo IL is the lowest at 321 ft. above sea level.

So, if we look at the field elevations and transpose them to the railroad we see the line drop 308 feet from Danville to Carmi then gain 502 feet to Tunnel Hill and drop again for 489 feet to Cairo thus ending

at the river. That's a difference of about 500 feet on both sides of Tunnel Hill. Does that mean the line is up hill all the way there and back? HA. HA.

Danville and Cairo each had large classification yards, as did Mt Carmel. Located at mile 125.5, Mt Carmel was centrally located on the route. There was a large elevated locomotive coaling station there that required a hopper car to be shoved up an incline and spotted atop the tower. Coal was gravity fed through the tower to the waiting locomotive tender below. A very nice two-story passenger station was located in Mt Carmel to serve the lines two passenger trains. This structure still stands today and is used as a business.



One passenger train ran daily as No. 31 and was called The Egyptian. No 31 departed Danville at 2:35 AM and called on Mt Carmel at 6:37 AM after making 125.4 miles at an average speed of 31.3 miles per hour. While this seems slow consider this. There were no less than 42 station stops along the way. Most were flag stops, however, if the train called on all stops, well the engineer would have been hard pressed to maintain schedule.

The remaining 135 miles from Mt Carmel to Cairo were covered from 6:55 AM to 11:45 AM. This was a pace of just under 27 miles per hour. The Egyptian also ran from Mt Carmel to Evansville IN. No. 31 arrived at Mt Carmel from Danville IL at 6:37 AM and departed for Evansville at 6:45 AM, arriving in Evansville at 8:00 AM. Train No. 31 calls on Carmi IL at 7:59 AM. This of course means that the train from Mt Carmel to Evansville was a separate train and ran

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with the same name, The Egyptian and the same number, 31.

No. 31 wasn't the only passenger train on the line. No. 9 ran as the Cairo Mail from Danville to Cairo calling on all stations. No. 9 departed Danville at 11:45 AM and arrived Cairo at 9:00 PM. 260 miles in 21 hours. That means 12.3 miles per hour for an average speed on the Cairo Mail. No. 9 ran daily except Sunday and did not go to Evansville.

In reverse, The Egyptian departed Cairo at 7:45 AM and arrived in Danville at 5:10 PM. The Cairo Mail departed Cairo at 6:15 PM and arrived in Danville at 3:05 AM. It appears that passenger and mail was more important northbound than was the southbound business. The local people of south-eastern Illinois refer to the line as The Egyptian.

There were several scheduled freights on the line as well as eight locals, four in each direction, each from a different starting point. One train of interest is no. 74, Oil Special. This train ran from Mt Carmel Yards at mile 133 to Hobbs mile 254.3. Hobbs is 6.1 miles south of Danville IL. The line crossed and interchanged with the C&EI RR at Hobbs, providing an apparent route for these out going oil trains. Several other scheduled freights on the line also interchanged with the C&EI at Hobbs. There are several photos of these oil trains in various railroad books covering the NYC. Noted NYC company photographer Ed Nowak took many photos in Mt Carmel IL during WWII to promote the NYC's part in the war effort.

Most railroads count their route miles in one direction only. That is on a north south rail line miles are counted up south bound and down north bound. This makes any given location on the railroad have the same mile number regardless of the train's direction.

On the Cairo Sub, mile zero is at Danville IL for southbound trains and Cairo is mile zero for northbound trains. This gets very confusing when trying to locate a

(Continued on page 8)

MAY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, June 23 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		\$2,433.97
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		\$2,433.97
Expenses		
Nat. Dues	\$0.00	
Postage	\$25.90	
Printing	\$34.05	
Video	\$0.00	
Supplies	\$0.00	
Other	\$0.00	
TOTAL	\$59.95	
Ending Balance		\$2,374.02

MEMBERSHIP:	Full	3	9
	Chapter Only		21
	Total	6	0

DIRECTORS REPORT: No report

OLD BUSINESS: No chapter trips have been firmed up. The fall trip at TVRM was not viable due to cost. Several options were discussed as were several day trip options but nothing firm. Discussed repair of the video system at the Badgett Center but no action. Need contact with Mrs. Ferrel.

NEW BUSINESS: A show and tell meeting was discussed.

ANNOUNCEMENTS: . None

ATTENDANCE: Rick Bivins, William Turner, Rich Hane, Steve Miller, Wallace Henderson, David Millen, Dennis Carnal, LeRoy Cobb, D A Fraser, Tom Wortham, Bob Moffet, Chuck Hinrichs, Louie Hicks, Keith Kittinger, Wally Watts, Jim Pearson and guests Chris Gilkey and Crystal Cobb

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

There are still a few packages of 'Crofton Depot' note cards available. Contact Chuck Hinrichs at 270-886-2849 or e-mail chuckrail@charter.net The cards are \$2 for a package of 8 with envelopes.

TIMETABLE #74

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

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

St Louis, MO September 20 Boeing Employees Railroad

Club Swap Meet 10 AM - 3 PM Admission \$2 Information 636-668-6313 (after 3 PM)

RAILFAN EVENTS and EXCURSIONS

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

Chattanooga, TN September 20 TVRM Steam trip to Chicamauga. 610 will pull the train for this War Between the States day activities. Coach \$30 423-894-8028 for tickets or information

Monticello, IL November 1,2,7 Monticello Railroad Museum Throttle Times. Operate a locomotive Information and reservations 217-762-9011

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

Spotted "new" Nashville & Western motive power at the old Nashville & Ashland City yard office in Nashville today. Number 3901 (it's a U-Boat of some kind) has traded it's Nashville & Eastern colors of green and yellow for red and yellow in the same layout.

The Nashville & Western is a sister company to the Nashville & Eastern. It operates the ex-Central of Tennessee, exx-Nashville & Ashland City, exxx-Illinois Central Gulf, nee-Tennessee Central route from Nashville northeast toward Ashland City.

Last year's trip to Cookeville saw mention of a "possible" excursion on this line in the coming years, especially with the cooperation between TC Railway Museum and the Nashville & Eastern management. (See photo on page 8) *Chris Dees*

Cliff Downey sent the following concerning rumors that the Paducah Chapter's Museum will have to move.

The owner of the building (who also runs the antique store downstairs) has graciously donated space and utilities for the museum since it opened back around 1996. In recent years he has been having health problems, which apparently prompted his decision to try and sell the building. Presumably it would be easier to sell the building with no occupants (ie, the railroad museum) so the owner notified the club last month that they'd have to move. At that time he said the museum had 30-60 days to move, but that timeline is a little more flexible now. I missed the last meeting of the Paducah NRHS, when the topic of relocating was discussed, so I don't know what the club has decided.

*I do not know how much he asking for the building but would not be surprised if he was asking a large sum. Right behind the building is the new Four Rivers Performing Arts Center, or whatever the city of Paducah is calling their newest white elephant. The city of Paducah is trying to turn itself into the region's cultural arts center so they've gone heavily in debt to pay for this new building. Never mind that thousands of jobs have been lost in Paducah and the surrounding region in the last couple years, let's have some place where the rich can go to enjoy concerts and other crap that few people have an interest in. The mayor and most of the city councilmen have their heads up their **** and seem to think this building might attract new businesses to town. Well, that would be great if it does happen, but try explaining that to the folks who have lost their jobs and their homes recently.*

I doubt that the building (the former NC&StL freight house) is in any danger of being torn down soon. I believe it is listed on both the National Register of Historic Places and is located in a local Historic Preservation zone. So, there are several protections that should keep it from being torn down.

Pride Inc., a Hopkinsville civic beautification program, has apparently lost it's city funding and the Director, Penny Chewning, is moving on to the Jeffer's Bend environmental project. Pride is one of two tenants in the old L&N depot and Penny has been our contact for the annual Chapter meetings in Hopkinsville. There are a lot of railroad artifacts (lanterns, china etc.) in the Pride offices and efforts are being made to assure the safety of the artifacts and that they do not mysteriously disappear.

PENNYRAIL

SCANNER

(Continued from page 4)

160.365 Nashville & Eastern Road Channel

160.560 Nashville & Eastern Yard Channel

161.070 Nashville & Eastern Yard Channel

161.475 Nashville & Eastern Yard Channel

160.575 Nashville & Western

160.635 Nashville & Western

160.245 Norfolk Southern Dispatcher-To-Train

160.830 Norfolk Southern Train-To-Dispatcher

160.950 Norfolk Southern Road Channel

160.410 Union Pacific Road Channel

160.470 Union Pacific Road Channel

161.550 Union Pacific Road Channel

161.145 KWT Railway

160.635 West Kentucky Railroad

160.995 Indiana Southern

160.575 Algiers, Winslow, & Western

148.515 Fort Campbell Rail

160.290 Tennken Railroad (shared with West TN Railroad)

160.365 Tennken Railroad

160.560 West TN Railroad

160.935 Tennken Railroad

160.950 Tennken Railroad

161.070 Tennken Railroad (shared with West TN Railroad)

Rail Related

153.155 GRT Facility

153.155 NRE Paducah Shops

NEW YORK CENTRAL

(Continued from page 5)

point on the line. As a result of this, there are two mile markers of the same number.

The New York Central was a large railroad and would be a difficult road to model. While a neat four track mainline with dozens of trains in each direction would be fun to model it is obviously not practical. However, a single-track line through midwestern scenery with less than a dozen trains a day each way would be very practical to model. If one is a fan of the NYC,

BUY

SELL

SWAP

For Sale Numerous railroadians items. Call Don Clayton at 270-821-0731 or inquire in person during the Thursday night sessions at my house.

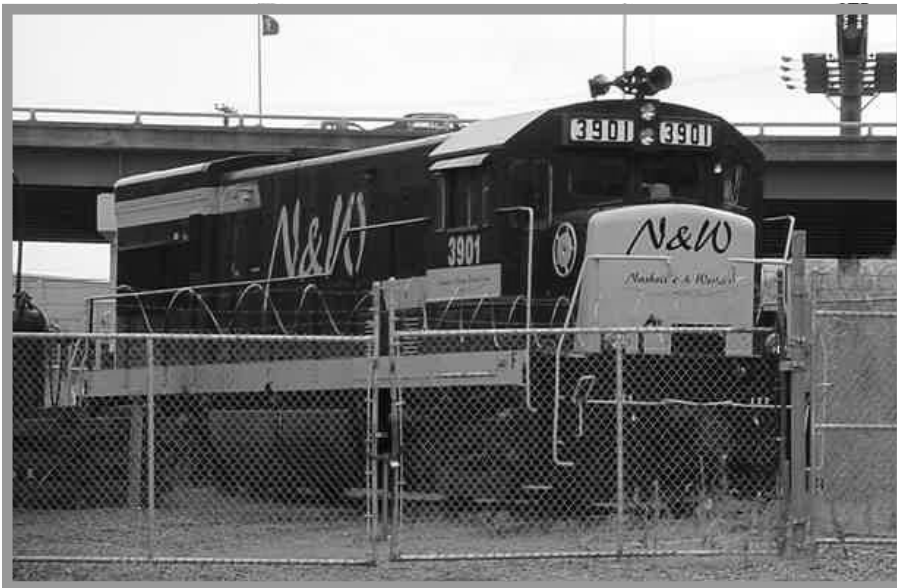
Wanted Photographs of the IC depot in Central City. Will buy or borrow to scan. Tom Wortham 270-821-7874 e-mail tworthma@madisonville.com

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. 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 enlarger(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

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PHOTO SECTION



New GE power on the Nashville and Western operating from Nashville to Ashland City in Tennessee. The line is ex-Tennessee Central and was part of the line the Illinois Central got on TC's demise. Photo taken near the old TC freight house in Nashville
Digital image by Chris



Everything in this photo is gone. The Army switcher and caboose have been replaced by ex IC GP10s and the tracks connecting the exTC Fort Campbell Rail to the ICG line to Princeton and a Hopkinsville connection to SBD(CSX) is also gone. The c1984 scene is at Pyle Lane in Hopkinsville. *photo by chuck*

"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.