

PENNYRAIL

OCTOBER 2003

VOLUME 7 NUMBER 10



Chapter

CHAPTER MEETING

MONDAY, OCTOBER 27

7:00 PM

**Badgett Center
(Old L&N Depot)
Madisonville, KY
Arch Street at the Railroad**

OCTOBER PROGRAM

Wallace Henderson will provide the program for the October meeting, a video depicting the construction of the Denver & Salt Lake Railroad up to, and including, the building of Colorado's Moffat Tunnel. Tim Moore will provide the refreshments. This program will kick-off the fall railfanning season in grand fashion. Come and bring a friend!

SEPTEMBER MEETING

Seventeen members and one guest were on hand for the September NRHS meeting in Madisonville. They enjoyed a superb slide program by Jim Pearson. The program covered Jim's railfanning trip along the BNSF "Transcon Main" through the Southwestern United States. This very busy mainline sees up to eighty trains per day. Jim caught the flavor of the Southwest in some great scenes. Steve Miller provided

(Continued on page 2)

The official publication
of the Western Kentucky
Chapter, NRHS.

Elections

by

The October Chapter meeting agenda includes the nomination process leading to election of Chapter officers for the coming year. It has been the usual practice to quickly nominate incumbents, close nominations and then congratulate ourselves on how well we run our "railroad."

I have no axe to grind with the incumbents but I do believe that the nomination process should have a bit more substance. I would like to hear from the nominees concerning, stagnant membership, declining attendance at Chapter meetings, apathy regarding Chapter outings and, with the exception of our recent administrative support of the REA truck renovation, a lack of any meaningful chapter projects.

Another point that deserves consideration by our elected officers is the method of determining the programs for our Chapter meetings. A program chairman (the VP or the director-at-large) would have the task of securing programs and scheduling several months in advance. We might also make a concerted effort to secure program from outside the Chapter.

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

(Continued from page 1)

the refreshments for the meeting. It was a most enjoyable evening.

CSX provided two trains through downtown Madisonville during the meeting. First was northbound tote train Q128 powered by two Burlington Northern Santa Fe C44-9Ws. Ten minutes later, northbound tote train Q120 rolled by the depot. Motive power on this train was a Norfolk Southern C40-9W, a Union Pacific C44-9W and a CSX C40-8W.

CHAPTER NOTES

Ricky Bivins has already raised \$250 in cash donations toward the cosmetic restoration of his REA delivery truck. Ricky also believes that he will get several 'in-kind' donations. A Chapter work detail will be set for sometime in November and will be announced at the October Chapter meeting.

Bob McCracken packed up his 1" Scale L&N RS3 and his K4 Pacific for a long weekend of train operations in Kansas City. The K4 is not yet operational but Bob did get a pin hole leak in the boiler welded while in Kansas City. We all look forward to the day that the K4 is under steam.

Wallace Henderson spent the weekend of October 10-12 in Ohio. The main event was the Ohio Central's photographers special behind 6325. Wallace reported perfect weather and runbys from dawn to dusk. The earlier reports that 6325 would be stuffed and mounted seem a bit premature. Wallace also visited Marion Ohio where there are multiple mainlines and a nice depot/museum that once played host to 4 railroads.

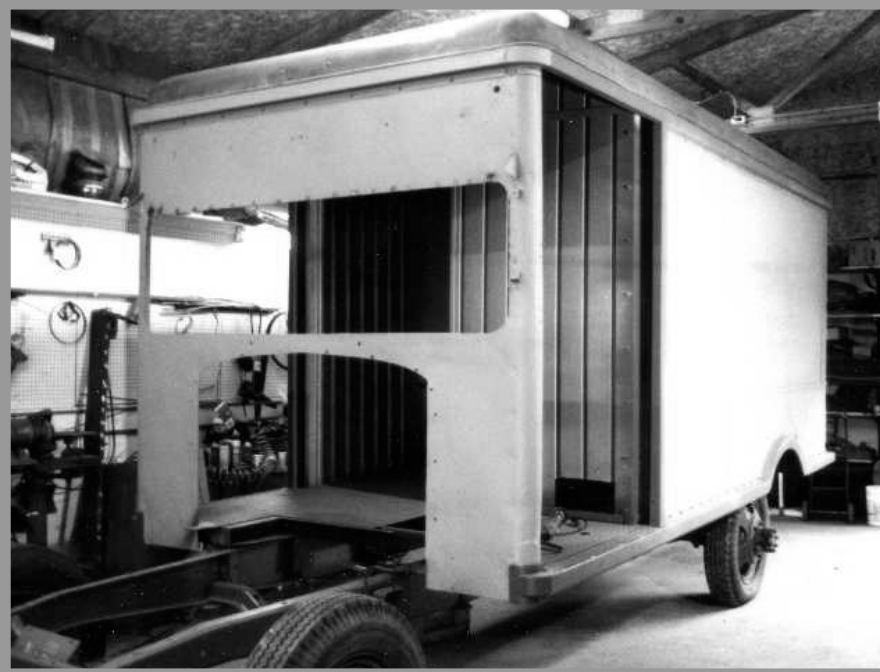
Keith Kittinger, Bill Grady and Chuck Hinrichs represented our Chapter at the L&N Historical

(Continued on page 3)

MORE PHOTOS



This is the "before" condition of the REA truck that Ricky Bivins is restoring and to which effort the chapter has pledged support. The truck is a 1948 International and was used in the Madisonville area. *photo by Ricky*



The REA truck is shown here in it's partially restored condition. Ricky Bivins, with support from the Chapter, is soliciting donations to help in the completion of the cosmetic restoration. Chapter members will have several chances to participate 'hands on' in the work. *photo by Ricky*

Chapter News

(Continued from page 2)

Society Annual Meeting in Huntsville, AL. There were several very interesting clinics with a model orientation and one very interesting presentation on NC&StL's 20 mile long car ferry operation on the Tennessee River from Hobbs Island to Gunter'sville. Friday's feature attraction was a visit to Huntsville's International Intermodal Center. This is an impressive intermodal loading facility in property adjacent to the Huntsville airport. The 16 year old facility is in immaculate condition and the employees we met were proud of their facility and it's equipment.

Saturday's activity was a trip on the Mercury & Chase RR. The North Alabama RR Museum operates the train over some 5 miles of ex NC&StL tracks north of Huntsville. The equipment was in excellent shape and the ALCO S4 sounded almost like a steam engine. The museum has a nice selection of equipment including a box cab diesel and a WWII RSD1. Saturday night's banquet was excellent.

There is a shake-up pending in L&NHS leadership. President Flanary and VP Oroszi were not in attendance and will not stand for re-election. More on this as the plot unfolds.

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

Your editor welcomes the "Old Goat" back to the pages of the **Pennyrail**. Dennis returns with a detailed summary of CSX coal operations on the Henderson Sub as well as some other interesting notes on Henderson Sub operations.

Mark your calendars now for the annual Clayton/Watts open house at the Clayton residence on Saturday November 22. Food will be provided and trains will be spoken. This is a traditional start to the holiday season. Don't miss the festivities.

And speaking of festivities, the McCrackens are once again making arrangements for our Christmas Banquet at the Madisonville Country Club. Monday December 1 is the date. Happy Hour is at 6pm (cash bar) and dinner at 7. So shine your shoes, iron your shirt and get ready for an evening of good eats and great fellowship. The price for the prime rib dinner is \$19 per person (including gratuity).

We need to confirm our attendance with Bob at least a week before the dinner. Make

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.

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

NORTH COUNTRY HY-RAIL'N

by
Don Clayton

I had another opportunity for some new miles. This time it was the Northwest Tour of NARCOA (North American Rail Car Operators of America). I went via a hy-rail truck.

We departed Madisonville and drove to Luverne, MN. The next day we logged our first rare miles as we rode on ex-CNW tracks in both directions to Worthington and Manly. Back on the highway we continued through the Black Hills and tied up in Lusk, WY. The next day we paralleled the UP coal line and grabbed a few photos before spending the night in Idaho Falls, ID. Just west of Idaho Falls we entered property owned by Idaho National Engineering and Environmental Laboratory, site of the Experimental Breeder Reactor #1 (EBR-1), a National Historic Landmark, where electricity was first generated from nuclear energy in 1951. Next we stopped to tour the Craters of the Moon National Monument. Our final scenic spot was a drive through Grand Teton National Park. We spent the night in Emmett, ID, headquarters for the Idaho, Northern and Pacific RR.

Our next rare mileage was the ex-UP branch from Emmett to Cascade, ID. This is a 72 mile branch that follows the canyon of the Payette River. We drove on to La Grande, OR and spent the night.

The rare mileage continued the next day on the ex-UP branch from La Grande, OR to Joseph, OR. Joseph is also reached by following river canyons. Joseph is located on beautiful Wallowa Lake. We spent the night at the lodge there.

(Continued on page 4)

HY-RAIL'N

(Continued from page 3)

For the next rare mileage we drove to Dayton, WA. For the trip the Blue Mountain Railroad was our host. The lines were former NP and UP. We departed from the former UP depot - the Oldest in the state. We rode from Dayton to Walla Walla, WA.



Our next rare mileage location was Pullman, WA (named for George M. Pullman) where we rode ex-NP tracks to Marshal, WA. This was the junction point just west of Spokane on the NPs main line to Seattle. Two highlights of the days trip were a side trip to Potlatch, ID on the former Washington, Idaho and Montana Railway and viewing the ex-Milwaukee Road stone viaduct near Rosalia, WA. We returned to Pullman on the highway and photographed the ex-NP depot in Pullman, complete with three streamlined passenger cars in Raymond Lowey's famous two-tone green NP livery. It was then back to the rails for a short side trip to Moscow, ID. We spent another night in Pullman.

(Continued on page 7)

Henderson Sub Coal News

by Dennis Carnal

CSX may, in the very near future, install mainline refueling pads at Atkinson Yard along the Earlington Cutoff Main. These mainline refueling pads will serve two purposes. First, the Henderson Sub carries twenty-one daily scheduled trains, extra sections of scheduled trains, coal, grain and other extras which can put as many as forty trains between Evansville and Nashville on any given day. With both Howell Yard in Evansville and Radnor Yard in Nashville being very busy operations (as many as 60 trains per day at Howell and over 100 at Radnor) and major pinch points any operational relief is welcome

There are no mainline refueling pads at either Evansville or Nashville at this time. So locomotives needing fuel or service cut off their trains and head for the service tracks, while their trains blocks much needed yard tracks. Some are refueled by trucks. There is no central location to build mainline refueling pads at either terminal without blocking very busy tracks. With the amount of traffic on the mainlines into Nashville or Evansville, it doesn't take very long to plug the railroad.

Building mainline refueling pads at Atkinson Yard makes sense. Trains needing no switching at either Evansville or Nashville can be re-crewed and sent to Atkinson for refueling and service. These trains can hold the Earlington Cutoff Main, while other trains can keep rolling through Madisonville via the Earlington Main.

The current refueling and service tracks at Atkinson Yard can be used for locomotives assigned to local coal trains or local switching operations. Some mainline trains are now being refueled at Atkinson Yard. This is to speed their movement through Evansville or Nashville

The second reason for the need for mainline refueling pads at Atkinson Yard is the possible huge increase of coal trains on the Henderson Subdivision

Reports in a Southern Illinois railfan publication state that BNSF will start delivering Western coal to CSX in Centralia. These unit trains will arrive from the west in Galesburg and operate down the BNSF Beardstown Sub to Centralia. At Centralia, a CSX crew will takeover the train on BNSF trackage to Woodlawn Junction, seven miles west of Mt. Vernon, IL. At Woodlawn Jct. the trains will enter the CSX St. Louis Subdivision, ex-L&N trackage, to Evansville. The trains will be re-crewed and head south down the Henderson Sub to Madisonville and then east on the M. H. & E.. Branch to Moorman, Drakesboro and then to TVA's Paradise Steam Plant. At the power plant, the crew will drop the loaded train and pickup a set of empty hoppers for the return to Madisonville where the power will be refueled and serviced and get a 1000 mile inspection. The train will start it's return trip to Wyoming along the same route. Five or six loaded trains per week will operate in this service. Motive power will be BNSF locomotives operated in DPU service with two locomotives on the head end and one on the rear.

The really big news for the Henderson Sub and the main

(Continued on page 5)

Coal

(Continued from page 4)

reason for mainline refueling pads at Atkinson is Georgia Power unit coal trains from the Union Pacific.. Union Pacific Railroad has released this news item. Effective November 1, 2003, Union Pacific Railroad will increase the number of daily trains operating on the 58 mile long Pinckneyville Sub from two daily trains to twelve trains per day. The speed limit on this trackage will be increased from 20 mph to 40 mph. The Union Pacific is spending \$ 9.3 million on this trackage. Track gangs started working on June 1st at Dupo Yard, south of East St. Louis, by extending tracks on the west side of the yard to hold 100 to 150 car trains. South of Dupo Yard, gangs have laid 141 pound rail and installed 400,000 new ties along the Chester Subdivision from Dupo southward to Chester, IL. East of Chester, on the Pinckneyville Sub, works gangs have placed 85,000 ties and spread 26,000 tons of new ballast.

What does this news about Union Pacific upgrading it's trackage in Southern Illinois have to do with the CSX Henderson Sub? Here's the answer..... At Mt. Vernon, these coal trains from the Powder River Basin will be interchanged with CSX. These trains will travel via the CSX St. Louis Sub to Evansville. This little used trackage is the old L & N Railroad mainline to St. Louis. CSX rerouted it's Evansville to St. Louis traffic via the ex-B & O Railroad main around fifteen years ago. Since then, the ex-L & N main sees only a local into Mt Vernon. A story in the Evansville Courier Newspaper was printed a few weeks ago warning drivers to watch for more trains on this line across Southwestern Indiana. It stated the number

of trains on this line will increase from two to three trains per day to ten to twelve trains per day. At Evansville, these coal trains will travel southward on the Henderson Subdivision to Nashville and on to the power plants in Georgia.

I have also seen reports that unit coal trains from the Union Pacific to CSX at Salem, IL or East St. Louis via ex- B & O or ex-Conrail lines to Cincinnati for the TVA Bull Run Power Plant located north of Knoxville maybe rerouted via CSX at MT. Vernon, IL, then, southward to Evansville via the old L & N main. Union Pacific and CSX has been running a few of these unit trains during the past year. The coal was used in test burns at the power plants in Georgia. These trains operated with Union Pacific locomotives in DPU service

With more and more power plants in the Southeastern United States switching to western coal, Who knows how many of these trains will be routed along the CSX Henderson Subdivision?

As of October 1st, 2003 these are the unit coal trains operating on the CSX Henderson Sub

CSX operates loaded unit coal trains southward from the White County Coal Corporation's. Patiki Underground Mine, located east of Carmi, Ill. on the CSX St. Louis Sub. These trains, numbered T100 and T101, operate to the Seminole Power Company's power plants south of Jacksonville, FL These trains operate between four or five times per week. The empty trainsets return using the same route.

Once a week, CSX sends an empty unit train from Evansville to Madisonville and over the Morganfield Branch. This train

PENNYRAIL

loads at the Webster County Coal Corp. Dotiki Underground Mine, east of Clay. These trains are numbered V249. Once loaded, these trains return to Evansville. A new crew takes the train to the river port at Mt. Vernon, Indiana where the coal is loaded into barges for the rest of the trip to another Florida power plant.

At Atkinson Yard, CSX sends empty unit coal trains over the Morganfield Branch to be loaded at the Webster County Coal, Dotiki Mine. These trains are numbered T108 or T109. The loaded trains return to Atkinson Yard, where a new crew takes the train to Nashville and on to the Seminole Power Company's power plants, south of Jacksonville, FL. These trains load from five to seven times per week. The empty trainsets return to Atkinson Yard via the same route. On October 6th, three empty T108 trainsets arrived back in Madisonville for loading.

At Atkinson Yard, CSX sends empty unit coal trains out the Morganfield Branch about two miles to the junction with the Pee Vee Spur. This line runs about four miles to the Warrior Coal Company prep plant and loadout, three miles west of Madisonville. These trains are numbered V238 and load from five to six times a week. These trains run to the TVA Widow Creek Power Plant in northeastern Alabama. The empty trainsets return to Atkinson Yard via the same route.

All six of these coal trains operating on the Henderson Sub use between 85 to 90 cars per trip. Motive power on each train are two GE AC44CWs rated at 4400 hp each.

CSX

SEPTEMBER MINUTES SUMMARY

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

Vice President Bivins called the meeting to order and the minutes of the August meeting were approved. The current treasurers report was also approved.

TREASURER'S REPORT:

Beginning Balance		\$2,102.12
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
REA	\$200.00	
Raffle	\$0.00	
Video	\$25.00	
Other	\$0.00	
TOTAL	\$225.00	
Adjusted Balance		\$2,327.12
Expenses		
Nat. Dues	\$0.00	
Postage	\$25.90	
Printing	\$34.05	
Video	\$0.00	
Supplies	\$0.00	
REA	\$0.00	
Other	\$2.00	
TOTAL	\$61.95	
Ending Balance		\$2,265.17

MEMBERSHIP:	Full	3	9
	Chapter Only		21
	Total	6	0

DIRECTORS REPORT: Wallace will not attend Fall BOD. All national officers are standing for re-election. Membership is stagnant but membership in chapters is declining. The budget will show a small deficit.

OLD BUSINESS: The treasurer has received \$250 in REA truck rehab donations. Ricky has also received promises of in-kind contributions. Our chapter account has been shifted to Community First Bank.

NEW BUSINESS: Chapter officer nominations will be taken at October meeting.

ANNOUNCEMENTS: Clayton-Watts Open House set for November 22. Wallace Henderson was congratulated on winning Bulletin Photo Contest.

ATTENDANCE: LeRoy Cobb, Tim Griffey, Tim Moore, Steve Miller, Chuck Hinrichs, Wallace Henderson, David Millen, D A Fraser, Dennis Carnal, Shirley Hinrichs, Tom Wortham, Ron Stubblefield, Rich Hane, Jim Pearson, Rick Bivins, Don Clayton Wally Watts and guest 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

TIMETABLE #77

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

Madisonville, KY November 22 Clayton/Watts Open House
 Annual event at Don Clayton's house (750 Wilson Dr) featuring great eats and lots of rail oriented Holiday fellowship 7PM till ?.

Madisonville, KY December 1 Christmas Banquet
 Madisonville Country Club Happy Hour 6 PM Dinner 7 PM Call Bob McCracken to confirm attendance (270-821-6246)

MODEL RAIL EVENTS

Centralia, IL October 25 - Southern Illinois Train Club Model Railroad Show & Sale St. Mary's Parish Gym. 10-3.

Lexington, KY November 15 MCR/NMRA Train Show KofC 1604 Versailles Rd 8AM to 5PM \$5

Lexington, KY November 29 Lionel Collectors Meet
 Continental Inn US60 at New Circle Rd 10AM to 3PM \$4

RAILFAN EVENTS and EXCURSIONS

Indianapolis, IN October 25 Railroadiana Show Family Life Center at Post Road Christian Church One mile south of I70 exit 91 9AM to 2PM \$5 Info 317-861-8995

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

St Louis , MO November 1,2 St.Genevieve Special It ain't much, but StL. Chapter NRHS has 11/1 and 11/2 scheduled for a pair of RT runs to St. Genevieve, MO. Call 314-839-2356 day time only, or write for their flyer at St.Louis Chapter NRHS, Box 220168, St.Louis, MO 63122. Coach class @\$95 and lounge class @\$160 each day. Its ex-SL-SF.

Nashville, TN TCRM Fall schedule
 October 18, 25 - Cookeville Super Fall Foliage Trips

Nashville, TN November 14-15 Farewell to the "E"s.
 Southern Rail Charters Night photo, slide show, all day photo trip Info 205-335-3457

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

CSX Henderson Sub News....The last weekend in September was not kind to CSX in Evansville. On Friday night, a remote controlled switcher was pushing a cut of cars in Howell Yard. The crew manning the switcher ran into the side of northbound manifest train Q~4. This caused over twenty cars to derail at the south end of Howell Yard. This derailment was cleared up later on Saturday. Then early Sunday morning, a manned switcher was pushing a cut of flats into the piggyback ramp. For some reason the crew didn't stop at the end of the track, pushing two flatcars through the track bumper, over a pile of rock, across a paved parking lot and into a section of the roundhouse. The end car passed through the roundhouse and out a brick wall before stopping. The rear car passed through a storage room and the women's restroom. No one was hurt in either mistake.

Upcoming track work in the Madisonville area.... CSX will install welded rail on the Pee Vee Spur from the Morganfield Branch to the CSX junction with the P&L trackage. This joint trackage serves the Warrior Coal Company's prep plant and loadout, west of Madisonville. This location loads from two to three unit trains per day. P & L loads an unit train for LG&E during the mornings. CSX loads a TVA Widow Creek Power Plant unit train in the afternoon or early evenings, and a unit train for Seminole Power in Florida from time to time at this location. The welded rail for this project has already been placed along the current jointed rail. This work should be done during the fall season. R. J. Corman track crews will do this work for CSX. The P & L has already installed new ties and placed new ballast on it's part of this trackage.
Dennis Carnal

For all you P&L fans, please note the following:

During a trip to railfan the Paducah & Louisville today, we talked to a P&L shop employee who informed us that all of the P&L Paducah rebuild Geeps are expected to be retired by years end. Any units suffering problems before then will be sold or scrapped. Of note, P&L's only GP11 8352 suffered a fire and is expected to be scrapped. (This was ICG's original prototype GP11 - #8301) According to this individual, the only PAL GP10 expected to be retained is the "UK Wildcat" #1978 (for more sentimental reasons apparently). In other words guys, get your GP8 and GP10 shots while you can.

The PAL is replacing these units with ex-SSW GP40-2s that are rebuilt to GP38-2 specifications. Some are still breaking in wearing SSW paint...but 3803, 3806, 3807 and 3809 are already in the new paint scheme.
internet Chad Cowan

R J Corman

The impact of Corman's recent acquisition of CSX's Old Line from Anchorage to Patio is being felt locally. A pair of ex-UP 6 axle EMD power was being painted at the Guthrie shop. Also at the Guthrie shop being fitted with ingot holders and getting a coat of Corman red paint were at least 40 ex-Southern bulkhead flats. These cars are to be used in transporting aluminum ingots from a plant in Berea, KY to the Logan Aluminum rolling plant at Epley, KY a bit north of Russelville, KY. Routing is EK to Patio, Old Line to Osborn, Main Stem to Memphis Jct., Memphis Line to Russelville and the O&N to Epley,
Chuck

HY-RAIL'N

(Continued from page 4)

For the next rare miles it was back to rails formerly owned by the Union Pacific. As we left Pullman we rode right by the former UP passenger station. We traveled west to Hooper, WA.

The next mileage was probably the most scenic of the entire trip. For three days we rode on Camas Prairie Railnet tracks. The first day we rode west from Lewiston, ID to Raparia, WA. This segment followed the Snake River through a remote canyon. The original Camas Prairie Railroad was jointly owned by the Union Pacific and the Northern Pacific. The second day we rode to Kamiah, ID following the Clearwater River and on the third day we rode to Ferdinand, ID.

The last rare mileage was a two day trip on the Saint Maries River Railroad. We headed west on the main line to Plummer, ID, then south on a logging branch line to Bovill, ID. These lines were former Milwaukee Road and featured high trestles, viaducts and long tunnels.

This ends our rare mileage odyssey with 765 HY-Rail miles in the log book. It was a truly spectacular adventure.

Fresh Fish

by

It was on an early winter train trip from Denver to Florida with my Grandmother in 1940. We were two days out and somewhere in southern Georgia. For some reason our train was in siding and according to the Pullman porter we would be there for awhile. After a few minutes the porter came by our berth and asked my Grandmother if I could go with him. We went to the car's

Fresh Fish

(Continued from page 7)

vestibule where the conductor had dropped the step and the porter had produced a cane pole and a bit of bacon for bait. I dropped the line in the swamp water and in short order pulled in a fat perch. The porter took the fish and in short order we were under way. When we went to the diner for lunch the waiter just grinned as he placed a nicely grilled fish at my place without benefit of an order. My Grandmother went to her grave wondering just exactly where

BUY SELL SWAP

For Sale *L&N* and *Family Lines* employee magazines, \$2 each plus postage. Call or send for list. Dennis Carnal 704 Choctaw Drive Madisonville, KY 42431 270-825-0693

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

BUY-SELL-SWAP is a new service of your Chapter newsletter "PENNYRAIL" and is for 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



This is the newly refurbished Southern RR depot in Huntsville, AL. The depot is not yet re-opened but will house a museum as well as providing historical archives and educational facilities. *digital image by*



One of the highlights of the L&N Historical Society's Annual Meeting was a visit to the International Intermodal Center adjacent to the Huntsville, AL airport. The 16 year old facility is in great shape as are the Center's two locomotives. The ALCO RS1 #107 is used for transfer work. *digital image 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.