

# PENNYRAIL

NOVEMBER 2003

VOLUME 7 NUMBER 11



## Chapter

### SPECIAL EVENTS

**CLAYTON/WATTS**

**OPEN HOUSE**

**Saturday, November 22**

**7:00 PM**

**750 Wilson Drive, Madisonville**

### CHAPTER HOLIDAY BANQUET

**Monday, December 1**

**Happy Hour 6:00 PM**

**Dinner 7:00 PM**

**Madisonville Country Club**

### CHAPTER MEETING

**MONDAY, NOVEMBER 24**

**7:00 PM**

**Badgett Center**

**(Old L&N Depot)**

**Madisonville, KY**

**Arch Street at the Railroad**

*(Continued on page 2)*

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## Elections

by

Our editor has challenged the nominees for office for 2004 to write something about their plans and/or platform for the club. That's a good thing and something that made me think a little about it, something I haven't done for a while. In a nutshell I can tell you that I probably won't do a darn thing different next year than I have this year. I have been privileged to hold this office for some time, probably 14 or 15 years, and it's unlikely that I will suddenly set out on a new course. I will tell you a little about why I have approached this job the way I have.

Our club, while it is composed entirely of individuals that have a love for railroading, is an assortment of people with many different personalities and interests. I am constantly amazed at both the variety and quality of talents our members display in their pursuit of the hobby. We have several world class photographers. I couldn't have been more proud than when I picked up the NRHS Bulletin and saw Wallace Henderson's work on the cover. We have excellent modelers, collectors

*(Continued on page 3)*

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:

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## Chapter News

(Continued from page 1)

### NOVEMBER PROGRAM

Dennis Carnal, "The Old Goat," will present a video program depicting highlights of area rail activities over the past 12 years. Keith Kittinger will provide the refreshments.

### OCTOBER MEETING

Twenty-four people (eighteen members and six guests) were on hand for the October NRHS meeting in Madisonville. This was a little better attendance than the past few meetings. Let's try for thirty people for the November meeting. Wallace Henderson showed a very good video covering the Denver & Salt Lake and Rio Grande Railroads west of Denver. This was one of the better video programs presented to the Chapter. Tim Moore provided the refreshments, the brownies were very tasty. Not much was leftover after the membership stopped eating. Thanks to Wallace and Tim for jobs well done.

CSX provided only one train during the meeting. Just as the meeting was about to end, northbound grain extra G161 passed through town with a CSX AC44-9W and a CSX SD50 for power

### NEW MEMBER

The chapters newest member is Bill Thomas. Bill is the new Minister of Music at the First Baptist Church in Madisonville. Bill, his wife Angela, daughter Fern and son Liam moved to Madisonville from Hodgenville, Kentucky. Four year old Liam is a true railfan even at this young age. Liam can operate the model trains on Dons layout better than Wally.

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# MORE PHOTOS



The Ernie Fletcher Campaign Special was eastbound on P&L tracks near the site of the old Dawson Springs depot on a sunny October afternoon on the way from Paducah to Madisonville.

*Digital image by Jim Pearson*



Chapter member, Wally Watts, displays some of his live steam engines for Madisonville children at the WTTL Toy Drive at the Madisonville Airport on a brisk Saturday, November 8

## Chapter News

*(Continued from page 2)*

I haven't seen Liam put a train on the ground yet. Bill grew up in Ellijay, Georgia along the L&N Copperhill Subdivision of the Atlanta Division. The Copperhill Sub or Hook & Eye Line ran between Etowah, TN and Elizabeth, GA, just north of Atlanta.

Bill's address and telephone are:

Bill Thomas  
1025 Lakewood Drive  
Madisonville, KY 42431  
Telephone 270-825-4623  
E-Mail  
bill@fbcmadisonville.com

Bill, welcome to the Chapter and to Madisonville!

### CHAPTER NOTES

*A new feature for the Chapter Holiday Banquet will be an after-dinner "Show and Tell" program. Bring a favorite rail artifact and describe - briefly - it's significance to you.*

If you are a Classic Trains subscriber I'm sure you saw the article in the recent issue regarding Mary Elizabeth Chambliss' career as an NC&StL/L&N/SBD/CSX agent in middle Tennessee. Mary is now heavily involved in the restoration and operation of the Depot/Museum at Jackson, TN. In some of the material left to the Chapter by

David Cooper was M&O Railroad payroll record book believed to be from the M&O depot in Jackson. Dennis Carnal sent the book to Mary as a donation to the Museum in Memory of David Cooper.

**Holiday Banquet reservations. Please let Bob McCracken know if you plan to attend the Holiday Banquet by no later than November 24. Dinner cost is \$19 per person including gratuity.**

Keith Kittinger, Bob Moffet and Chuck Hinrichs attended the NMRA show at the TCRM on Saturday, November 1. The show was poorly attended and a bit light on operating models and non-model rail items.

After the show the guys dropped in to see Rex Easterly at his new place of employment - TSC in Mt Juliet, TN. Rex looks good and has lost a quite a bit of weight. Rex will be hospitalized in December for a procedure to correct his irregular heart beat. Keep Rex in your prayers for a successful outcome of the procedure.

## 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>

## Elections

*(Continued from page 1)*

that are in all aspects of railroading from toy trains to historic equipment, credible historians, and even mileage collectors. And we also have people that just like to watch trains. For this reason I have never pushed strongly to get us involved in any one large project. I believe that such a project could work in a negative direction by polarizing our efforts and causing some who do not share an interest in that project to be slowly pushed away. Ricky Bivins Railway Express truck is a good project because it is not too large (although I'm sure it looks large to Ricky) and can be completed by whatever membership shows up. Going to something larger requires a very dedicated group who understands the level of commitment and funding required for success and are willing to work on it. To sum it up, I think it was Robert Metcalfe who said "What's wrong with getting together over a cup of coffee and having a good bull session?" My charter in the past has been to try to moderate the meetings and keep the members from fighting too much among themselves (we do have a wide assortment of personalities as well as interests).

Having said all that, I think it's time for the membership to look at what they want in their club. I think it may be time to pass the torch. I was not able to attend the last meeting, but I understand the incumbents were nominated with the exception of one who declined. I would ask that you think seriously about making some floor nominations next meeting. Even if I wanted to change direction at this point I'm not sure that I could. I would like to see some fresh leadership, and, frankly, I would like to sit in the peanut gallery for a while. Like our editor, I would like to see the meetings

### SUBSCRIPTION RATES

# PENNYRAIL

11 issues

**\$12 PER YEAR**

## Traffic Jams on the Henderson Sub

by Dennis Carnal

Late on a Friday afternoon in August 1986, the CSX, ex-L&N Henderson Subdivision between Madisonville and Nortonville was packed with trains. Here's the lineup....

I was still living in Earlington at this time. I had been watching L&N trains pass by the south switch at Hanson Street for over twenty-eight years. On this day, three northbound manifest trains had passed through Earlington running on each others blocks. I decided to travel toward Nortonville and see if anymore trains were in the area. Turning southward from Hanson Street onto Highway 41, I saw another northbound manifest train coning into Earlington. I don't remember the motive power on any of these four trains. At Mortons Gap, a southbound loaded Georgia Power unit coal train was parked on the Earlington Cutoff. Power on this train was four EMD SD40-2s all still in Family Lines paint. Heading on to Nortonville, I noted a southbound manifest train on the siding at Nortonville. Just south of the Western Kentucky Parkway overpass, I saw the northbound Madisonville to Guthrie local powered by one GP38-2. The local was returning to Atkinson Yard. It had been interchanging cars with the new Paducah & Louisville Railway at the diamond in Nortonville. As the late Billy Byrd would say, the engineer had the local in the wind headed for home. The GP38-2 was really pouring out the black smoke leaving Nortonville. To me, the local looked like a cat with a pack of dogs on it's tail.

Arriving at the diamond in Nortonville, I could see why the local was in such a hurry leaving Nortonville. The northbound signals were showing yellow over red, meaning another northbound

*(Continued on page 7)*

## It's Five O'Clock Somewhere

by Chris Dees

The first day of November usually brings with it a cool crispness to the air, leaves on the ground, and for the unfortunate victims of pranksters, cleaning up toilet paper in trees. Not so in 2003 – none of the three aforementioned signs of autumn greeted me on the first day of November, so it felt like a good weekend for some rare mileage. By five o'clock AM, the Ford Explorer Sportrac had sprouted prickly RF quills (ie antennas) and was loaded up with the suitcase, laptop, and scanners, as I headed northwest to Missouri to join the St Louis NRHS Chapter on their St. Genevieve Special excursion from Union Station southward along the former Frisco (now BNSF River Sub) to St. Genevieve along the route of the Memphian and the Sunnyland, a total of 65 new route miles to ink in on the mileage collector map.

The first stop for the trip was Vienna, Illinois, to finally visit the Tunnel Hill State Trail visitor center. Besides the NYC Vienna depot, the depot from nearby Foreman graces the parking lot to the trail as the Johnson County Tourism Bureau. Mr. Steve Mueller, professor of photography at SIU, has graciously donated about two dozen photos of both Conrail and Southern operations along the line from Harrisburg to Karnak that now sees only hikers and bikers. Steve's beautiful photos document Penn Central GP 38s hauling coal hoppers through Carrier Mills and Southern high-hood GP 30s switching out gondolas to the Missouri Pacific interchange in the early 1980s. Although I never got to see this line in operation, it still is quite interesting that the NYC operated less than 30 miles from Paducah – I can see why Ricky Bivins finds the NYC interesting.

After my NYC history lesson, it was north to Marion to stop at the depot. No, not the CO&E or UP depot – the CH&D depot, better known as Chuck's Hobby Depot. This well stocked and very friendly hobby shop is a nice store to visit that I visit anytime I get a chance. After picking out a couple of steel coil cars, a NS 2004 calendar, and a couple of train magazines, Chuck invited me downstairs to see the CH&D HO scale railroad that is currently undergoing expansion.

Of course, when in Marion, the ONLY place to eat lunch is where vampires go to get their fix – Benny's Italian Restaurant – where if you don't smell like garlic for at least 3 days, people know you didn't get the house dressing. A large lettuce salad with extra house dressing, a large lasagna, and an order of garlic bread did this vampire in. Located just off the main downtown square in Marion, Benny's rivals DeFabbio's in Madisonville for great Italian food. And if you can't find Benny's, just follow your nose.

With lunch complete, it was time to do some railfanning in the rain. Alas, not many trains, but I did get to follow the tracks of BNSF's Beardstown Sub up IL 148 until jogging over to US51 to follow the CN north toward Centralia. No Canucks were spotted either, so I decided to head west along the old L&N route to St Louis. No traffic, but I did get some pics of the Nashville depot – a nice little place at the present end of trackage. Soon it was five o'clock and time to roll into Fairview Heights for a relaxing stay at

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## Five O'Clock

(Continued from page 4)  
the Hampton Inn.

Next morning was another early five o'clock, but not because I had to drive to Union Station. Nope, I drove a quick four miles down to Swansea, Illinois, and took advantage of Metrolink, the best way to get around St Louis without the hassle of traffic and parking fees. Catching the first rays of sunlight being reflected by the St Louis Arch, I knew this was going to be an enjoyable day for new mileage through the South County suburbs of Affton and Oakville, across the Meramec River, through Crystal City, and down by the Mississippi River to St. Genevieve. Celebrating 100 years of railroading, this route was built by the St Louis, Memphis & Southeastern Railroad in 1903, acquired by the Frisco, and now forms a vital Memphis-St Louis link for the Burlington Northern Santa Fe Railroad.

Power for the day was typical Amtrak fare, but the cars were truly magnificent: CB&Q coach "Silver Larch", AT&SF coach "Mojave", UP coach "Echo Canyon", SP coach "Golden Sand", PRR diner "Henry Hudson", WSOR coach "City of Milwaukee", F E C c o a c h "Clinchfield" (formerly St Augustine), N&W coach "Powhatan Arrow", SLSF sleeper "Cimarron River", CN lounge "Chouteau Club", and L&N observation "Royal Street". I settled in on the "Mojave" and enjoyed the spacious accommodations of a not-quite-sold-out train.

Looking through the excellent trip guide provided by the NRHS St Louis Chapter, I soon learned we would go through the town of Tanglefoot. Established in 1878,

Tanglefoot was the saloon-infested twin city to neighboring Crystal City, which was "dry". Originally named for the saloon patrons and their stumbling attempts to return home after patronizing the taverns, the town changed its name to Limitville (perhaps due to the two drink minimum???) and finally to Festus, which means "joyful".

Perhaps this was a precursor to the three hour layover at St. Genevieve, where I visited the St. Genevieve Winery to partake of the fruit of the vine and purchase a couple of bottles for toasting the festivities at our upcoming 2003 annual get together. After lunch, a cherry phosphate, and hot fudge sundae at Sara's Ice Cream and Soda Shoppe, it was time to look around historic St. Genevieve, view the flood level marker from 1993, watch a UP lime train come up the Mike & Ike line, and reminisce about the old MoPac rail car ferry that operated here until July 1961. But soon it was time to board the train for the return trip to St Louis and enjoy the fall colors with air temperatures of 80 degrees on the second day of November.

Northbound, I visited with several of the St Louis chapter members that have become good friends through multiple trips to Rolla, Missouri; West Quincy, Illinois; Pekin, Illinois; and Chester, Illinois. Even though 1522 is no longer in operation, the St Louis railroad historical community is focusing on what they CAN do, rather than giving up because of what the CANNOT do. The return trip also afforded a chance to visit with fellow mileage collector Al Butler to discuss possible mileage plans for 2004 - things look promising with the NRHS 2004 convention, more NRHS chapter excursion possibilities, and High Iron Travel trips. But alas, soon it was five o'clock somewhere - and that

## PENNYRAIL

somewhere just happened to be Union Station in St Louis with an end to a wonderful trip.

So next time you raise your glass to toast friends or rare mileage, remember that getting "tanglefooted" is the same thing as being joyful or "Festus". And like Alan Jackson and Jimmy Buffet remind us in their latest country hit duo, "it's five o'clock somewhere" - it maybe Margaritaville, it maybe Limitville -

## PENNYRAIL THE 8TH YEAR Chuck Hinrichs

This issue of **PENNYRAIL** marks the completion of seven years under my editorship. In going over the past issues I am amazed at the changes that have come about in both the content and the quality of your newsletter.

We published our first photograph in the March 1997 issue and we used photographs only sparingly during the next few months. Photographs did not become a regular feature until July of 1998 with the introduction of a "Photo Section." The photo coverage was doubled starting with the September 2001 issue and two pages of photographs have been a regular feature since then. In January of 2002 we changed printers and vastly improved the quality of the publication and particularly of the photographs.

From 1997 through the early part of 2000 I depended heavily of the "Old Goat" for much of the news and without Dennis' regular and detailed submissions many of the newsletters would have been slim publications. The "Old Goat" retired as a regular contributor in September of 2000. Dennis has continued to supply information to your editor and his 'behind the scenes' work in stuffing and mailing the **PENNYRAIL** is an invaluable aid to the Chapter.

**OCTOBER MINUTES SUMMARY**

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

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

**TREASURER'S REPORT:**

Beginning Balance		\$2,265.17
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
REA	\$250.00	
Raffle	\$0.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$250.00	
Adjusted Balance		\$2,515.17
Expenses		
Nat. Dues	\$0.00	
Postage	\$29.60	
Printing	\$34.05	
Video	\$0.00	
Supplies	\$11.60	
REA	\$0.00	
Other	\$0.00	
TOTAL	\$75.25	
Ending Balance		\$2,439.92

<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:** Dues notices are a bit delayed. Budget deficit less than anticipated. Rail Camp will have only one session in 2004

**OLD BUSINESS:** Ricky gave a progress report on the REA truck restoration. \$510 has been raised. A work day is set for November 8.

**NEW BUSINESS:** Nominations for Chapter offices were as follows: President, Bob McCracken, Vice President, Rich Hane, Sect/Treas, Wally Watts, National Director, Wallace Henderson and Director at Large, Ron Stubblefield. Ricky suggested that the Chapter make Program Director an appointed position and volunteered to work in that capacity. Additional nominations will be accepted at the November meeting prior to the election.

**ANNOUNCEMENTS:** Clayton/Watts Open House on November 22. Chapter Holiday Banquet will be December 1 at the Madisonville Country Club.

**ATTENDANCE:** Steve Miller, Steve Kinghorn, Tim Moore, Don Clayton, Ricky Bivins, David Millen, LeRoy Cobb, Keith Kittinger, Jim Pearson, Wallace Henderson, Chuck Hinrichs, Bob Moffet, Louie Hicks, Rich Hane, Dennis Carnal, Tom Steiner, Wally Watts and guests Joseph Minor, Phil Randall, Crystal Cobb, Liam Thomas, Bill Thomas and Randy Brown

**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-**

**TIMETABLE #78**

**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 Chapter Holiday Banquet** Madisonville Country Club  
 Happy Hour 6 PM Dinner 7 PM Call Bob McCracken to confirm attendance (270-821-6246)

**MODEL RAIL EVENTS**

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

**Collinsville., IL November 29-30 Great American Train Show** Gateway Center 11 AM - 5 PM \$7 Info 702-252-0334

**Nashville, TN December 13 Toy Train Show** Fairgrounds - Ag Building 9 AM - 4 PM \$6 Info 6115-391-3516

**RAILFAN EVENTS and EXCURSIONS**

**Chattanooga, TN December 13 TVRM RT to Chicamauga (Diesel)** Coach \$69 Info 423-894-

**VISIT THE CHAPTER WEB SITE**

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

Amtrak Tuesday confirmed that it was extending its Cardinal line - which originates in Chicago and makes a stop in Cincinnati at Union Terminal - from Washington, D.C. to New York Oct. 27. The train also stops in Hamilton.

"We believe this will build business for the Cardinal line, because we feel there is a rich market for New York in areas such as Kentucky and West Virginia," Amtrak spokesman Marc Magliari said. "This guarantees a direct train to Philadelphia or New York City without a connection."

Fares were not available Tuesday for a Cincinnati-New York trip. A one-way coach ticket to Washington ranges from \$50 to \$98; a one-way sleeping cabin ranges from \$62 for a small to \$270 for a large that fits 3 to 4 people. Sleeper fares are per room and not per passenger.

The addition comes as Amtrak, in the midst of financial struggles and a battle to get more money from Congress, is revamping its entire schedule. The Cardinal line will still only operate three days a week each way: Tuesdays, Thursdays and Saturdays eastbound and Wednesday, Friday and Sunday westbound.

In fiscal 2002, which ended last September, the route carried 13,324 passengers who boarded or departed in Cincinnati. Fiscal 2003 figures weren't available.

It will still be difficult to make the trip, both in terms of the length of the journey and when the train departs. The eastbound train leaves Cincinnati at 4:49 a.m.; it is scheduled to arrive in New York at 11:30 p.m. The return trip is no less unpleasant: The westbound train will leave New York at 9:25 a.m. Wednesdays and Fridays and 9:05 a.m. Sundays and won't arrive in Cincinnati until 3:08 a.m.  
*internet*

Wallace Henderson reports that the R J Corman aluminum train will commence operations on November 17, 2003. The train will operate from the ALCAN facility in Berea, KY to the Logan Aluminum Plant at Epley, KY (north of Russellville). No word yet on the timing of the movements which will use Corman's recently acquired line from Winchester to Anchorage and the south on CSX to Memphis Junction at Bowling Green. Ex Southern bulkhead flats are still being modified and painted at Corman's Guthrie shop. Over 40 flats have already been completed. Another ex UP SD is at the Guthrie shop. It has been stripped of its UP paint and is in primer outside the shop. It will be finished once the flats are out of the way.  
*who and cfh*

Louisville Thursday, November 6

Since we all know that the good stuff always shows up on rainy days, I did a little checking today to see what we would be trying to get if it was sunny.

(Q525 had UP SD9043MAC 8106 & C60AC 7561  
Q218 had CSX 789 "Spirit of Nashville"  
Q366 had BNSF SD70MAC 9699  
Q650 had GTW SD40-2's 5938 & 5940  
Q266 had CP "red barn" SD40-2F 9023

## Traffic Jam

*(Continued from page 4)*

train was nearby. Also, looking toward Dawson Springs on the P&L, I could see a train headed for the diamond. This was a light engine movement of six P&L ex-Illinois Central Geeps, still in IC orange and white paint. Plus, an ex-IC caboose in faded IC orange colors headed for the shops in Central City. The P&L Geeps stopped short of the interlocker and waited. In a few minutes, northbound CSX tote train 120 behind four General Electric B36-7s all in Seaboard System paint passed over the diamond. This was the reason for the locals fast getaway from Nortonville. With the Nortonville siding blocked with a southbound manifest train and a southbound coal train on the Earlington Cutoff at Mortons Gap. The hot tote train was following the local through Madisonville to Trident. At Trident, the local would take the east switch and head into Atkinson Yard.

After the tote train cleared the Nortonville diamond, the P&L crew ran down the interlocker and headed for Central City. Next, the southbound CSX manifest train in the siding left Nortonville for Nashville. I headed back toward Earlington. At the north end of the Nortonville siding the southbound loaded Georgia Power coal train was headed down the main behind the manifest train. Going through Mortons Gap, another southbound loaded coal train was coming of the Earlington Cutoff. This coal train was headed for the TVA Gallatin Power Plant, northeast of Nashville. Motive power on this train was three EMD SD40-2s and one GE C30-7 wearing Seaboard System or Family Lines paint. Ten trains in two hours, not bad railfanning!

**FAMILY LINES**



## THE 8TH YEAR

(Continued from page 5)

Fortunately Don Clayton, Wallace Henderson, Ricky Bivins and Chris Dees have made quality submissions enabling me to maintain the quality and variety of the **PENNYRAIL**.

With Volume 8 Number 1 due out in January of 2004, I look forward to the continuing challenge of editorship. It has been fun and I will keep at it as long as it continues to be FUN. Your continued support and material submissions are greatly

## 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 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. 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 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 locomotive on the right is one of several exUP six axle units acquired by R J Corman. This SD40T-2 is just out of the Guthrie, KY paint shop and is having the Corman decals applied. These units will be used in the aluminum ingot trains that will start service on November 17. *digital image by Chuck Hinrichs 9/18/03*



This is one of over 40 bulkhead flats that are being modified and painted at Corman's Guthrie shop for the R J Corman aluminum ingot movements from Berea, KY to Epley, KY. These cars are ex Southern RR. The cars are finished in the standard Corman red paint. *digital image by Chuck Hinrichs*

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