

PENNYRAIL

FEBRUARY 2004

VOLUME 8 NUMBER 2



Chapter

CHAPTER MEETING MONDAY, FEBRUARY 23

7:00 PM

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

FEBRUARY PROGRAM

February will be President's Night. This is usually our January program but Bob and Jackie are spending some retirement time soaking up some Florida sunshine. There are no program details available at press time but be assured that Bob will have a program with both a PRR and a steam flavor, either in full scale or 1 1/2" scale. Jackie's treats are legendary. This promises to be an outstanding program and one suitable for both members and guests

JANUARY MEETINGS

Twenty-five people were on hand for the first NRHS meeting in 2004. Not a bad showing for a cold winter night. They enjoyed a video on the steam powered sugar trains in Cuba in the late 1990s. It was fun watching the old engines rock and roll along the very poor trackage. The crews were sure brave and/or stupid to operate these trains at the somewhat fast

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The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

Chuck Hinrichs

The March 2004 issues of *Model Railroader* and *Railroad Model Craftsman* contain the initial indications of the long term impact of the Union Pacific trademark licensing program. The Kato advertisements in both publications show a \$5 premium for UP locomotives and 8 car sets of coal gondolas.

This licensing threat has been discussed for several months but this is the first concrete evidence of the economic impact of UP's actions on the model railroad hobby.

The long range implications of UP's actions are hard to predict but I have seen reports that artists will be subject to licensing for depicting UP, SP, MP, WP or D&RAW equipment or structures.

It would not be out of the question to eventually visit such sites as the Rail Park in Rochelle, IL and find an entrance fees charged to photograph the passing UP parade. I can also envision UP lawyer trainees dashing back and forth on US 30 in Nebraska extracting fees from lineside photographers.

Perhaps the rail publications should shun any UP coverage until sanity returns to the UP offices in Omaha. We can hope!

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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Bob McCracken

Vice President
Rich Hane

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

**"PENNYRAIL" is the
official publication of
the Western Kentucky
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Chapter News

(Continued from page 1)

speeds under such poor conditions. Thanks to Wallace Henderson for proving this program. Rick Bivins provided the refreshments for the meeting. The members and guests, led by Ron and Rex, wiped out the entire table full of snacks.

CSX operated two trains during the meeting time. A few minutes before the start of the meeting the first train rolled through downtown Madisonville. It was northbound grain extra G213 powered by a pair CEFX SD40-2 lease units. Later the Nashville to Madisonville manifest train, Q556, snuck by the depot pulled by a CSX SD7OMAC, a CSX SD50, a CSX C40-8W and a CSX AC44CW.

It was good to see Rex Easterly at the January meeting. Rex looked slim and trim.

NEW MEMBERS

Jim Finley has rejoined the Chapter after a 2 or 3 year absence. Welcome back Jim!

James R. (Jim) Finley
15023 Hwy 93 So.
Princeton KY 42445
(270) 365-9369

Also, welcome to another new member. Chapter member Donny Knight's wife Betty has joined the Chapter. Donny and Betty live in Clay, Kentucky. they are dedicated excursion train riders. Donny also has an impressive collection of N scale equipment.

CHAPTER NOTES

Chapter webmaster, **Jim Pearson** was the recipient of a Kentucky Press Association award for outstanding photography. Congratulations, Jim!

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PHOTO SECTION



Two of our newest Chapter members, Bill Thomas and Phil Randall were caught enjoying the Thursday night fellowship at the Don Clayton residence. Activities include operations on the C&W Railroad in the basement or a lively discussion on rail or other topics in the kitchen. *digital image by Chuck Hinrichs*



Remnants of the December 26th 22 car derailment at the north end of Latham siding on CSX's Henderson Sub are piled (less trucks) in the Rogers Materials quarry yard prior to scrapping. At least 20 of the 22 cars will be scrapped. Rail and switch repairs were on-going during January *digital image Chuck*

Chapter News

(Continued from page 2)

The Christian County Historical Society, Inc. no occupies a building on 9th Street in downtown Hopkinsville. Chapter member and Christian County Historian, **William Turner** has an office in the building and there is an impressive array of historical items and reference material in a very pleasant surrounding. The Chapter will get an up-close look at the facility in May for the annual Chapter meeting in Hopkinsville.

The building is next door to the old Hopkinsville Fire Station which is being renovated and will be a transportation museum. (Maybe a home for a restored REA truck? ?? ed)

Chris Dees is settled in his new Illinois residence.

Chris Dees
555 Roddy Road, Apt A-2
Salem, IL 62881
618-548-3584

Chris's e-mail address is unchanged.

Salem is about 12 miles northeast of Centralia. Chris is working for Hella Electronics in Flora, IL. He hopes to be here for a good long while.

Our prayers and sympathy are with Chris over the recent death of his Grandmother.

(There is no confirmation of the rumor that Chris's move

from Kentucky to Illinois raised the average IQ of both states. . . .ed)

Congratulations to **Robert Metcalfe** on achieving 25 years of NRHS membership. Robert, who lives in Georgetown, KY, doesn't get to our meetings but we hope he can get here to receive his pin. (**Rick Bivins** also claims 25 years of NRHS membership. We are checking with the national office. . . ed)

Cliff Downey, a Chapter member, has another literary notch in his six shooter. The current issue of **DIESEL ERA** features an article by Cliff on the six axle power of the Illinois Central and Illinois Central Gulf. Nice work Cliff!

WALLY SEZ. . . .

"PAY YOUR 2004 DUES PROMPTLY."

CHUCK SEZ. . . .

"NO MARCH PENNYRAIL IF YOUR DUES ARE NOT

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PENNYRAIL

OHIO DIAMONDS

by
Wallace Henderson

John Bohdan, my friend in Fort Wayne, invited me up for a visit in their new home and a weekend of railfanning last year. I chose Labor Day weekend. On Saturday, John took me to Toledo, Ohio. In route, we stopped in Defiance, Ohio, at the Maumee & Western yard and checked out their ex-Santa Fe FP20 and ex-BN GP9. Next stop was Deshler, Ohio, where the former B&O Cincinnati to Detroit line crossed their mainline to Chicago. Although not in use, both the depot and a large tower remain standing and in the southwest quadrant of the crossing there is a railfan park area. And while CSX's rebuilding of the main line has replaced them, the color position light signals remain on the Cincinnati line guarding the diamonds.

Arriving in Toledo, we went first to CSX's ex NYC/T&OC Stanley Yard on the south side. This now a stub end yard with a large brick tower controlling the entrance off a belt line. After watching the action there for a while, we went a half mile or so east to CSX's parallel Walbridge Yard, a former C&O facility now used for auto r a c k unloading and block swapping. We would return to both late in the afternoon. After catching three trains on NS' former NYC mainline nearby, and a couple on NS' former Nickel Plate/W&LE main, we checked out CN's Lang Yard (exD&TSL) and Hallett Tower on the northwest side of the city.

With no traffic showing up at Hallett, we then went to Toledo's modernistic Union Station, still in use by Amtrak. Here a number of private cars are stored including

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SUBSCRIPTION RATES

PENNYRAIL

11 issues

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DIAMONDS

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the beautiful former B&O heavyweight observation car "Silver Spring". After catching westbound NS #305 with BNSF/Conrail power on the ex-NYC main, we headed back to the CSX yards. Both have in use renumbered GE units lettered "RCPHG4" and "RCPHG6", which are radio control units (from the ground) and may or may not be yard slugs, too.

I saw four towers remaining in use in Toledo (not yard towers) and photographed 17 trains plus standing power. It was a darn good day but the next day would be even better.

Sunday morning found us at NS' East Wayne Yard (ex-Nickel Plate) watching a Detroit bound freight making a pickup. In the lead was a BNSF SD70MAC, followed by a UP SD40-2, then a Rio Grande SD40T-2 "tunnel motor" still in Rio Grande paint and lettering, renumbered with a UP shield on the nose. This got our day off to a great start. Our goal was Fostoria, Ohio, with its triple crossings and our eastbound route was following NS' Nickel Plate main. We met four trains, including one at Leipsic, Ohio, where the abandoned tower remains at the ex-B&O Cincinnati line diamonds.

Fostoria is quite a place. The handsome B&O stone depot remains in use by Amtrak and here the former B&O Chicago main crosses both the ex-Nickel Plate main and the ex-C&O Toledo line which goes to Walbridge Yard there, and both of these cross each other. And once there was a Toledo & Ohio Central (NYC) line from Stanley Yard, now abandoned, which crossed all three! And the traffic is constant, especially on the Chicago main. The three diamonds are all within a couple of blocks of each other, but sometimes there are trains coming on more than one line at the same time and even with a scanner, it's difficult to know where you need to be to get the shot. I know that I missed several shots because I wasn't at

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CADIZ RAILROAD

A SIX MAN (ONE WOMAN) RAILROAD

This is a railroad saga, not of a vast trans-continental network, but of a colorful 52 year old Cadiz Railroad company that operates over the 10.33 miles of track between the western Kentucky towns of Cadiz and Gracey. Across the tobacco fields and grazing lands, Gracey is no more than eight miles away from the Trigg county seat but, back in 1901 when the line was organized, a company had to have more than 10 miles of tracks to be classified officially as a railroad. So William Cleland White, the founder, constructed two extra miles of curves to get the line over the 10-mile-long minimum. He didn't want anyone to say that Cadiz didn't have a railroad.

Two of White's grandchildren today manage the railroad, which is one of the shortest of the short-line railroads in the nation. Neither counts the hours that he spends working on the railroad, but both have other jobs. William Cleland White II, officially listed as general manager and general freight and passenger agent, runs the business end. He is also owner of a lumber yard in Cadiz. Henry Stanley White Jr; is superintendent of operations. In addition, he finds time to manage the mill for the Cadiz Milling company. Though the line was founded primarily for passenger service, it is now operated entirely for freight hauling. The station is still maintained in Cadiz, however, with Miss Birdie Shaw serving as station agent, just as she has for 48 years. The station is as clean and well kept, too, as it was when before 1920, the railroad did more than \$10,000 a year in passenger business alone. The train stops for an occasional farmer now, but these are rare occasions.

Miss Birdie's father, Thomas S Shaw, was the first engineer for the railroad. Before settling in Cadiz, he had boomed his way across the country and had been an engineer on a work train that helped build the Central Pacific. He was at Promontory Point, Utah when the gold spike was driven there to commemorate the meeting of the Central Pacific and the Union Pacific. A railroader for 52 years, he retired as engineer on the Cadiz line in 1912, but stayed on for another eight years as conductor. He died in 1920. Most of the business of the line now is hauling out lumber and cross-ties and bringing in coal, fertilizer, cement, gas, oil products and the general run of commodities required in a farming community. The train operates every day except Saturday and Sunday, leaving Cadiz at 7:00 in the morning and returning at 10:30. Lloyd Allen has been engineer for the past eight years. Other members of the crew and their length of service are Henry Atwood, conductor, 30 years; Robert Mayes, brake man 15 years; and Fay Allen, fireman, six years. Mayes was on the section crew before becoming brakeman. In case of sickness, Stanley White doubles in brass as engineer. A 29 year old Navy veteran of World War II, Stanley practically grew up in the cab of an engine, began firing when he was 16 and advanced rapidly to taking over the throttle. "Operating expenses are on the increase," he says, "and it is getting increasingly harder to make ends meet." He is on the industrial committee of the Cadiz Chamber of Commerce and has a double-barreled reason for wanting industry to come to Cadiz: for the progress of the town and to increase business for the railroad. In addition to the four-man train crew, the railroad employs a five-man section crew and one man to do shop work at night. Major repair work is usually done by Illinois Central mechanics who come to Cadiz from Princeton and Paducah on their off hours. One of the unusual things about this short railroad is the amount of maintenance work done on the line. It is one of the very few short-lines in the entire country that clears its right of way every year and which uses treated cross ties and limestone ballast on which the tracks are laid. An average of 1000 treated cross ties are purchased each year. Cadiz, indecently, is a leading cross tie center and the railroad sometimes loads three or four cars of them. Short lines are inspected regularly and are subject to the same regulations as the longer lines. The Cadiz road always has rated well on inspections.

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CADIZ RAILROAD

(Continued from page 4)

When the railroad was organized (it was financed entirely with Cadiz capital) it was about the only satisfactory way to get into Cadiz. The roads were so bad that they discouraged all but the heartiest travelers. Before the railroad came, most freight for the county was brought down-- or up, the Cumberland river to Canton by boat and hauled over by wagons to Cadiz, nine miles away. The railroad at first had two trains a day operating over to Gracey and back. It connected at Gracey with both the Illinois Central and the Louisville & Nashville line (now abandoned) from Clarksville, Tenn. The line also handled the mail from Cadiz and Trigg county. A gasoline rail bus was put into service before World War I and it made four round trips a day between Cadiz and Gracey for several years. By 1920 the automobile and improved highways combined to cut deeply into the passenger business. But freight hauling remained good. In 1941, the mail contract was canceled, leaving the line to depend entirely on freight. There as been no passenger service through Gracey since that year. The line owns two locomotives, which is another unusual accomplishment for a short line. The work-horse of the line is now an 0-6-0 switch engine, which was bought at scrap iron prices from the East Tennessee & Western North Carolina railroad, a short line operated from Johnson City, Tenn. It cost \$4,500 to put it in service on the Cadiz line. The other locomotive, a 4-6-0 road engine that once belonged to the Missouri Pacific, is in the shops. Stanley White, who was graduated from the University of Kentucky after coming out of the navy in 1946, recently wrote *Trains & Travel* magazine about the difficulties short lines have in getting locomotives. "Because of our light 60-pound rail and sharp curves: he explained, "we have to use engines no heavier than 80 tons and with no more than three drivers to a side." About 40 bushels of coal a day are required to keep the fire in the engine burning and keep the steam up in the boiler. The line has no turn-table at either terminal, so

the locomotive is turned around by a series of Y-shaped switches. The only rolling stock that makes every run is the locomotive and an old passenger coach that has been converted into a baggage car and caboose. Three or four 50-ton freight cars may be coupled on at either end of the line. The converted baggage car once was used on Henry Ford's Detroit, Toledo and Ironton line. When it was hauled into Cadiz in 1932, it still had 50 fancy plush seats, the brass lamp holders, the elaborate water cooler and other conveniences that made it a top grade passenger coach right after the turn of the century.

STANLEY WHITE gained much of his railroad experience from the two-long time employees of the line: Floyd Bush, machinist and engineer who put in 35 years service before his death in 1946, and Dickie Mitchell who had worked 45 years for the railroad when he retired in 1946, two years before his death. Mitchell was originally employed to buy ties but later became engineer. Stanley White recalls that Dickie Mitchell was a man "who didn't mind calling on a locomotive." Stanley likes to tell about the time Mitchell was taking old NO. 10 to the sprawling Illinois Central shops in Paducah for an overhauling. Coming off the Hopkinsville branch at Princeton, he got out on the main line 15 minutes ahead of 101, the daily passenger train from Louisville. He raced it the 42 miles to Paducah and arrived there long before 101 was due. Mitchell's widow lives within rock pegging distance of the Cadiz station in an old passenger coach converted into a home. When the coach was retired by the railroad in 1938, 150 yards of track were laid to its present site, a locomotive pushed it up the hill and it was then jacked up so the wheels could be removed. Additional rooms were constructed on either side at the rear of the coach, but the front part still has the seats and lights which it had originally. It makes a very comfortable home and even has hardwood floors. (see the January 2004 PENNYRAIL for a picture of this house. . .ed)

Only two persons have been killed on the railroad line. A Negro brakeman fell of the rear of the coach and was killed in 1912. In 1948, there was an accident near Montgomery

PENNYRAIL

store, one of the places where the line crosses U.S. 68, which resulted in a woman's death and the serious injury of several others. All of them were passengers in an automobile which struck the locomotive. A law suit for \$65,000 was brought in Federal court at Paducah, but the railroad was absolved of any liability when the case was thrown out of court. "It would have ruined us if we had been liable," Stanley White said. The Cadiz Railroad company is a corporation, with members of the White family being the principal stockholders. Several years ago, an automobile ran into a switch and knocked it out of line. When the train came barreling along next morning the engine jumped the tracks and two cars of gravel were overturned. A wrecking train from Princeton had to be called to get the cars back on the track. There have been several other derailments but when no cars are overturned the crew members of the railroad usually get the train back on the track with track jacks and frogs. It's back breaking work, of course, but all a part of running a railroad over a 10-mile stretch of track.

THE NASHVILLE TENNESSEAN
MAGAZINE JAN 3, 1954

Poland At Night

The engineer of a train passing through Poland could see no lights because the power had been knocked out by a severe ice storm.

"We're running out of coal," he said to his trainman, "but I think we're coming to Gdansk or Danzig, or whatever they call it now. Let's stop and send the porter out to buy some more fuel. Can you see a sign on the depot that says Gdansk in this dim light?"

The trainman replied, "It appears to be Danzig in the dark."

And the engineer shouted, "Buy coal, Porter!"

JANUARY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, January 26 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		\$2,397.21
Income		
Nat. Dues	\$879.00	
Chap. Dues	\$156.00	
Donations	\$142.00	
REA	\$0.00	
Raffle	\$0.00	
Video	\$12.00	
Other	\$640.00	
TOTAL	\$1,829.00	
Adjusted Balance		\$4,226.21
Expenses		
Nat. Dues	\$690.00	
Postage	\$49.40	
Printing	\$34.05	
Video	\$0.00	
Supplies	\$0.00	
REA	\$0.00	
Other	\$686.41	
TOTAL	\$1,459.86	
Ending Balance		\$2,766.35

MEMBERSHIP:	Full	4	3
	Chapter Only	20	
	Total		63

DIRECTORS REPORT: Robert Metcalfe has qualified for a 25 year service pin. Arrangements will be made to get the pin to Robert.

OLD BUSINESS: The treasurer will send our check -\$150- to Dr. Ross for our part of a Railcamp scholarship for a candidate from the C P Huntington Chapter.

NEW BUSINESS: We have the Badgett Center for all of the 4th Mondays in 2004 except May (Hopkinsville meeting), June (3rd Monday) and December (no meeting).

ANNOUNCEMENTS: Don Clayton announced a 261 trip in June from Chicago to Rock Island (possible Chapter trip). Chuck Hinrichs and Bob Moffet proposed a trip to Chicago to visit the multi-million dollar layout at the Museum of Science and Industry,

ATTENDANCE: Louie Hicks, Bob Moffet, Ron Stubblefield, Phil Randall, Tim Griffey, Steve Miller, Keith Kittinger, Dennis Carnal, Jim Pearson, Wallace Henderson, Rick Bivins, Rich Hane, Jim Finley, Chuck Hinrichs, Don Clayton, Tom Steiner, Donny Knight, Betty Knight, LeRoy Cobb, Bill Thomas, Rex Easterly, Wally Watts and guests Tommy Woodward, Crystal Cobb and Liam Thomas.

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 #80

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

June 30-July 4 Minneapolis, MN National Railway Historical Society National Convention Details later.

August 26-29 St Louis, MO Illinois Central Historical Society Annual Meeting. Details later

October 8-10 Memphis, TN L&NHS Annual Meeting. Tentative date and location - confirmation of dates and details later.

MODEL RAILROAD EVENTS

Saturday, March 20th Boeing Employees Railroad Swap Meet Greensfelder Recreation Complex Time: 10 AM to 3 PM Admission - \$2 adults, kids under 12 free!

Saturday, March 27 Nashville Spring 2004 NMRA Model Train Show and Sale and TC Ry Museum Open House. 9AM to 4PM \$4 220 Willow St Nashville

RAILFAN EVENTS and EXCURSIONS

Saturday, April 17 Decatur AL. Hootenanny An all-day event featuring main line action on both CSX and NS lines past the old Southern depot in downtown Decatur. Lots of trains and a chance to meet with a great cross-section of railfans. Check with Chuck Hinrichs for details.

Sunday, May 2nd, 2004 1st Annual Illinois Central Railroad Heritage Day! Homewood Fire Station and Village Hall Complex, Dixie Highway and Chestnut Road in Homewood, IL Time: 10AM-4PM.

May 20-23 Atlanta area Kudzu Rails '04 Train trips, museum visits, slide programs, speakers, rail history, model clinics, railroadians show. Maybe some rare miles. Headquarters, Southern Museum of Civil War and Railroad History, Kennesaw, GA. Details and information <http://www.aclsal.org/kudzu04/>

June and July Milwaukee 261 Summer trips. Check with Don

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

I was visiting **LaGrange, KY** this past weekend and had quite a conversation with one of the local business owners about the proposals CSX has made to upgrade the trackage to come into compliance with a new regulations regarding safety gates.

With the current way the tracks traverse downtown LaGrange, the entire downtown area would be considered a "crossing" and require the trains to blow their horns to such a degree those in the city would defiantly NOT be happy with. In addition CSX wants to improve the tracks to enable trains to double the current speed limit of 10MPH.

The three proposals that were made do not exactly set favorably with the business owners. Reduced parking in the downtown and gates that would close the sidewalks completely to pedestrian traffic when a train was passing are among their concerns. The sidewalks in some areas are only four feet wide and gate counter-balance would consume all four feet of that when activated by an approaching train. The locals have been asking CSX for examples of where they have implemented the types of changes that they are now proposing. The only example they have been given is Frankfort, which from what I understand wasn't exactly very favorable to local business.

I was asked to try and find other cities across the country that have "street running" and how they are dealing or will deal with the types of issues that LaGrange is facing. As a railfan I would hate to see street running eliminated in LaGrange. I am certain compromises can be found and upgrades to the tracks can be made without sacrificing the history and nostalgia that make LaGrange Kentucky a wonderful place to watch trains and enjoy small town America.

Shannon Greer Cincinnati, Ohio

CSX is testing a remote control shoving platform at Osborne Yard in Louisville. It is a former coil car (?) that has a remote control set installed on its deck. There is a 6 foot high by 6 foot wide by 2 foot thick housing on the car deck at the front of the car. It has horn, lights, and flashing lights mounted on it. The car is a universal remote control platform. You can hook it up to any engine you want to and thus you do not have to modify an engine to serve as remote control engine. You have to shove with engine against the cars as the remote control shoving platform is to light and would buckle if put in direct contact with a string of cars. Car number is CSX 9489. Training has started this week on operating it. Understand they have called in some furloughed engineers to be trained as operators.

internet

TVRM President Bob Soule received word last night that Paul Merriman has passed away. Just short of 95 years old, Paul had been in an assisted living facility since suffering a stroke a number of years ago. Paul last appeared at the NS Steam Program 25th anniversary Banquet in Chattanooga.

Many believe that Paul's purchase of the 4501 and its subsequent use in the Southern and NS steam programs was the catalyst for the rise of much of the southeast's railway preservation movement of the 1960's and 1970's.

As one of the charter members of TVRM, and our first (and one of only two) Presidents, Paul had a great influence on the creation and direction of TVRM from 1963 to 1979. His legacy lives on in our facility, our staff and our volunteers.

Tim Andrews Director of Development, TVRM

DIAMONDS

(Continued from page 4)

the right place.

I was very impressed by the amount of traffic on the ex-B&O Chicago main and its superb fast track. By 2:30 we had lost the sun and a light drizzle began to fall, so we left Fostoria and John drove me down to Lima. An Indiana & Ohio ex-BN GP50 was switching there on the former DT&I, but I was amazed that no trace remains of the Lima Locomotive Works: just a level field where once Super Power locomotives were designed and built! Total tally of trains for the day: 22 photographed and three or four missed. It was a super weekend; John and his wife were fine hosts and now its my turn to reciprocate!

My next venture into Ohio was for a Ohio Central steam special out of Sugar Creek with 4-8-4 #6325 on October 11th. On the way there, I went north of Columbus to Marion to check out the restored union station there. This is a large fine looking one story depot that once served four railroads. In one end of it is a rail museum and outside is a Erie-Lackawanna caboose and the tower that once sat across the tracks. The length of the station is along CSX's Big Four St. Louis main, which was also used by the Erie's now abandoned Chicago main. On the east side is NS' former PRR Columbus to Sandusky line and on the west side is CSX's exC&O Toledo line. (Oh, to have been there in steam days!) I was there for three hours or so in the middle of the day, so I only saw eight trains, but its a easy place to photograph and I highly recommend a visit not only for the action but to see this outstanding station and interesting museum.

So if you want lots of action on a extended weekend, why not try out the Diamonds of Ohio? These are only a few extra special places,

ATTENTION !!

YOUR 2004 NRHS AND WESTERN KENTUCKY CHAPTER'S DUES NOTICE WAS MAILED TO EACH OF YOU SEVERAL WEEKS AGO. PLEASE TAKE A FEW MOMENTS AND FILL OUT THE FORM AND SEND IT - WITH YOUR CHECK - TO TREASURER, WALLY WATTS. YOUR PROMPT PAYMENT WILL ELIMINATE THE HASSLE AND EXPENSE OF FOLLOW-UP NOTICES.

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 his 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 locomotive 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. \$450 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



CSX is taking delivery of 20 EMD SD70MACs in early 2004. These units are in compliance with new emission regulations and sport the 'Bright Future' paint scheme. Here 4724 and 4726 and a C40-8W are pulling Q121 southbound at Crofton on January 10, 2004. *from a color print by Wallace*



The old L&N passenger station at Bowling Green, Kentucky is in the process of a complete restoration and use as both a public library and a Museum. There are several vintage L&N passenger cars on the property. It's a shame we can't get Amtrak back in Central Kentucky. *from a color print by Wallace*

"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.