

PENNYRAIL

MARCH 2004

VOLUME 8 NUMBER 3



Chapter

CHAPTER MEETING

MONDAY, MARCH 22

7:00 PM

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

MARCH PROGRAM

Ricky's guest speaker for the March meeting will be Don Bowles. Don owned and operated Charolais Coal, a coal cleaning, blending and loading operation at St. Charles, Kentucky and was the one who brought the three exICG switchers to the site and was responsible for the variety of paint schemes for the units and for the creative exhaust plumbing on the operating pair. This program is real first person railroading and should be most entertaining and informative. LeRoy Cobb with an assist from Crystal will provide the refreshments. Come and bring a friend.

FEBRUARY MEETING

Following a short business session, 23 members and 4 guests participated in and a lively raffle and some superb refreshments, President McCracken presented the program, a video depicting some spectacular steam and early diesel action on the Nickel Plate and Akron & Youngstown Railroads. All-

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The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

Chuck Hinrichs

Fun and Fellowship

In setting up the material for this issue of **PENNYRAIL** I was struck by the flood of memories brought back by Ron's picture of me in the *Hollywood Beach* and Ricky's recall of 4501 and it's impact on the excursion business. Some of my most vivid memories of enjoyable Chapter activities are connected firmly to TVRM and TCRM excursions.

The TCRM trip in the Hollywood Beach was a true spectacular with a record turnout from the Chapter. The TCRM's first trip to Cookeville was also a memorable Chapter event. Our first Chapter trip to TVRM was a great adventure and the almost exclusive use of the Eden Isle was frosting on the cake. Our next TVRM adventure was even more memorable. Double headed steam with our own Billy Byrd at the throttle of 4501 was unforgettable. And who can forget the R J Corman Dinner Train from Clarksville.

Unfortunately it has been over 5 years since we have a real Chapter rail event. TVRM and TCRM are still in full operation as is the Kentucky Museum and the Dinner Train.

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
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)

in-all a most enjoyable evening. CSX snuck one southbound train past **Dennis** and the membership.

NEW MEMBERS

CHAPTER NOTES

It is train show season and buying and selling is going full blast. Your editor and **Keith Kittinger** had a table at the sHOW event in Bowling Green on the 14th of February. Both men had a good selling day. There were over 1000 in attendance at the event. Other Chapter members in the crowd were **Rex and Melanie Easterly** and **Richard Knapp**. The guys also dropped in at the Owensboro meeting and swap meet. A lot less activity there. Keith and Chuck had dinner in Owensboro with **Bill Grady** and his wife.

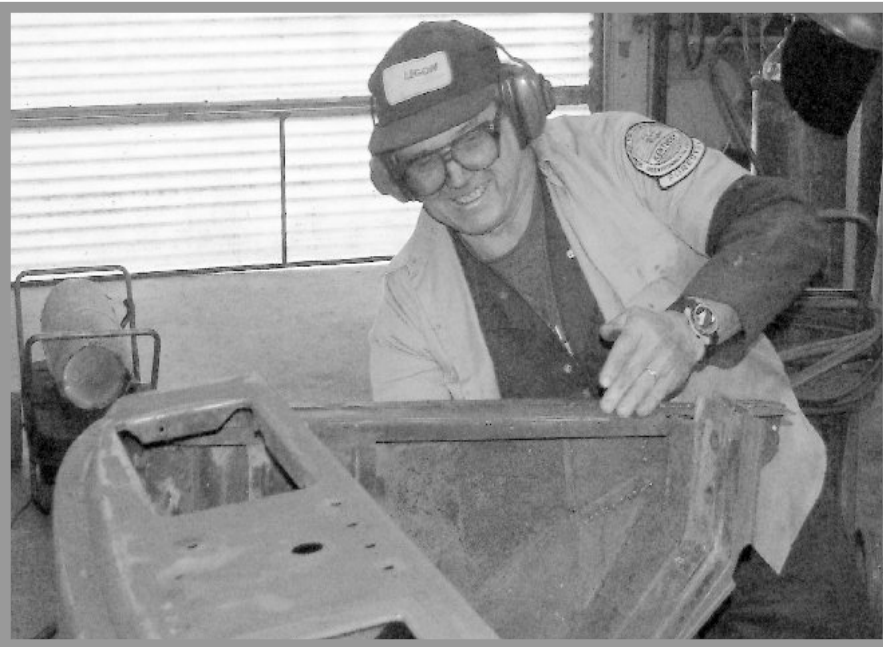
The GATS show in Nashville brought out a few members. **Bob Moffet, Phil Randall, Cliff Downey, Chuck Hinrichs** and possibly others were on hand Saturday. Don't know about Sunday attendance.

There were many conflicts for the membership on February 14th but still a few hardy souls showed up for a work session on the REA truck. **Phil Randall, Rich Hane, Don Clayton** and **Ron Stubblefield** joined **Ricky** for the work session. The next session will be on March 13 and a better turnout is anticipated. Mark your calendar.

Acting on a report that some Hopkinsville city officials had given tentative approval to a brewery/restaurant facility in Hopkinsville's old L&N Depot, **William Turner** got some of the Christian County railfans together to plot a response strategy to what might be a action detrimental to the historic

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PHOTO SECTION



The first Chapter work day on the Bivin's REA truck found Chapter VP Rich Hane hard at work on the truck's dashboard-firewall assembly. The February 14th turnout was small but there should be less conflicts for the session scheduled for March 13th. *digital image*



The P&L locomotives painted for UK and UofL have nothing on this switcher seen this summer fresh out of the NRE shops in Paducah. The unit is painted in brilliant yellow and black for the Idaho State Bengals. Your editor recalls several football defeats at the hands of the Bengals while he played for the Colorado School of Mines back in the 50s. *digital image by Chuck*

Chapter News

(Continued from page 2)

significance of the Depot. Turner dug up a copy of the deed transmitting the Depot from the L&N to the City of Hopkinsville and there is a clause in the deed prohibiting any commercial use of the building. City officials were advised of the prohibition and the matter is at rest, at least for the moment. City Council meetings will be monitored just in case and end run is attempted. In addition to Turner, those in attendance at the meeting were **Wallace Henderson, Bob Moffet, Louie Hicks** and **Chuck Hinrichs**. Pennyroyal Museum Director, Ms. Stone was also at the meeting.

Chris Dees is settling in to his new Illinois residence and, in addition to his regular job, is working on a radio frequency web site. The initial effort of the site will be a comprehensive list of public service frequencies. The web site is

www.radioreference.com

In addition to the public service frequencies, Chris hopes to add up-dated and comprehensive listings for railroads in Kentucky, Illinois and Indiana.

There seems to be a lot of interest in the up-coming

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

TRAIN FEST 2004 in Dennison, Ohio. **Jim Pearson** is making plans to attend and as **Chris Dees** sent your editor a ton of information on the event I have to assume he is planning to be there. The dates for the three day event are July 30-31 and August 1. There are events for everyone including excursions with both steam and diesel, model rail exhibits a railroad flea market and lots of other attractions as well as plenty of food. A complete list of events will be available at the March Chapter meeting. This might be a good event for a Chapter outing. . . what do you all think???

Our Chapter Web Master, Jim Pearson has been busy re-designing the Photo Gallery portion of the site. The Gallery will be set up so that several individuals can assist Jim in posting material and keeping the site up-to-date. Your editor has been working on one portion of the Gallery and will have more material posts as soon as this issue of PENNYRAIL is off to the printers. Check out the new Gallery format and let us know what you think and what else we can do to keep the site timely and informative.

RAILROAD EMERGENCY PHONE NUMBERS

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

PENNYRAIL

Trackside at 90 MPH

By:
Rick Bivins

A few issues ago I wrote an article for the newsletter entitled North Platte. If you recall the story, I made a trip to Nebraska to visit my U.P.R.R. friend Kelly Martin. After detraining in Holdrege Nebraska, at 4:30 AM, Kelly and I made our way to his house in Kearney about forty miles north of the train station. But before we headed North, Kelly ask me a question, "Have you ever been trackside at 90?" I wasn't sure what he meant. If you recall the first article, I had been awake for over 24 hours by this time. Kelly insisted we hurry to the van and head west first. We did so and about four miles or so later we whipped into a gravel lot next to Nebraska's most recognizable landmarks, a grain elevator. But in this case, two grain elevators, one on each side of the tracks. In the distance behind us (east) was the headlight of Amtrak's California Zephyr (CZ) for short, the very train I had stepped off of at Holdrege.

Allow me to break away from the story to fill you in on a few facts. The CZ runs from Chicago IL to the west coast by way of Denver CO. The run from Chicago to Denver is over the old Chicago, Burlington and Quincy RR, The Q for short. West from Omaha to Lincoln then through southern Nebraska, The Q ran almost straight to Denver over a mostly single track CTC protected mainline. This railroad is one of the few lines that had head end protection allowing trains to run at 90 MPH. It was this point that Kelly wanted to show me.

Back now to our story and to trackside just west of Holdrege NE. The CZ was coming down on us quickly, very quickly. We had

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Trackside at 90

(Continued from page 3)

just gotten stopped and bailed out of the van when the train was there. Now please try and picture my frame of mind, no sleep in over 24 hours, excited about my trip to Nebraska, long train ride, just plain tired. I was not ready for this rare railroad treat. The train was at 90 MPH two F-40 locomotives, about 9 cars, all high levels, bells, horn and lights. The sound was a deafening ricocheting noise that seemed to bounce around, to and from everywhere. There was dust and wind that literally pulled at us as we stood there. It was NOT natural. And it was over in seconds. The sound seemed to linger along with the wind and dust. Two red lights marked the end of the train and they too were soon gone. If any one else was there and not taken in by the sight of the train and events I am sure they saw two, well, guys that looked like idiots.

I believe I came too first. I looked at Kelly and he seemed to be lost. The train was gone, long gone out of sight in the prairie darkness. We had to have stood there for a longer period of time than it took the train to pass. Kelly finally looked at me and said something that can no longer recall, but had to do with the two grain elevators and the way they amplified the whole scene. My friend was as shocked as I was at what we had just witnessed. The whole event took less than 15 seconds and yet is a lasting memory.

I have flown far faster than that train was traveling. I have been at the edge of the runway when a plan takes off at over 100 MPH. I have been next to the wall at the Indy 500 and watched cars go by at over 200 MPH. But trackside at 90 is by far the fastest 15 seconds I have ever had to wait to be over with.

I was exhausted that morning, but it was no problem cracking a smile.

Railroad Archeology

by Bob McCracken

This past fall I took my father back to his (and my) hometown, Warren, Ohio. The trip was made for him to see many of the places he lived in and visited in his younger days, but I had a little bit of a selfish motive in mind also. I lived in Warren from the time I was born until I was 13, the time that really whetted my appetite for a lifetime of railfan activity. The problem I had been dealing with was my lack of real knowledge about the rail history of that area. I spent many of those 13 years watching trains and enjoying anything I saw. However, I didn't know much about what I had seen. I didn't pay attention to what roads I saw, or where those roads were going. I just enjoyed watching the trains go by. Now curiosity was getting the best of me. I was also curious as to the fate of those railroads after these many years.

I started the journey with a little research before we hit the road. Dad had a reprint of an atlas of the county from 1874. At that time Warren was about the size of present day Madisonville. The maps included the railroads of that era, none of which were in existence when I was a kid. The tracks were in the correct place, but the names were not familiar. Four roads came through town: 1) The Atlantic and Great Western, 2) The Painsville and Youngstown, 3) The Ashtabula, Youngstown and Pittsburgh, and 4) The Cleveland and Mahoning Valley. In addition, a fifth road ran about ten miles east of town, The Lake Shore and Michigan Southern. You are probably ahead of me at this point and have recognized the Atlantic and Great Western as a predecessor to the Erie, and the LS&MS as the predecessor to the New York Central. The other roads took a little more digging.

It turned out that Warren not only had five railroads, but it had three gauges! The Painsville and Youngstown RR was one of the first narrow gauge railroads in the country, having been started the same year as The Denver and Rio Grande, 1871. The LS&MS, the Cleveland and Mahoning Valley and the Ashtabula, Youngstown and Pittsburgh were standard gauge, which, in Ohio, was legislated to be 4' 10". (Some of the roads actually laid their track at 4' 9¼" which would accommodate the Ohio standard gauge as well as the normal 4' 8 ½". And then came the Atlantic and Great Western with it's broad gauge of 6' 0". Obviously there was not a lot of interchange between the different roads.

Warren did not have sufficient industry to warrant the rail capacity these five roads provided. It happened to be located in a very advantageous position just about ten miles northwest of Youngstown on the Mahoning River. The steel industry which was very prevalent in Youngstown had overlapped into the Warren area. In addition, the topography of northeastern Ohio and western Pennsylvania made the Mahoning Valley an attractive route from Pittsburgh to Lake Erie. Straight north out of Pittsburgh was the closest route to the lake and the iron ore boats, but the Allegheny mountains made the builders think twice about it. The only road that tackled that direction was the Bessemer and Lake Erie. All of the others elected to head through the more friendly terrain toward Youngstown and up through the flat Ohio country side. Four out of five of those roads went through Warren. Three of the roads in Warren ended up at Lake Erie. The Painsville and Youngstown

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Archeology

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ended at Fairport Harbor, some 35 miles east of Cleveland and just north of Painesville. The Cleveland and Mahoning Valley had its northern terminus at the oar docks in Cleveland. The Ashtabula, Youngstown and Pittsburgh went to Ashtabula, also a lake port for iron ore delivery. Ashtabula was also the destination of the LS&MS.

In the 1940's the rails were all still present, but the names had changed. The Atlantic and Great Western had become the Erie, and was a part of the mainline from Dunkirk, New York, to St. Louis. Most of the motive power that came through on the main was diesel. The Erie expanded its activity by also acquiring the Cleveland and Mahoning Valley to provide access to the Youngstown area. The two lines intersected west of town at the Levitsburgh interlocking. The original A&GW station had been closed and the C&MV station just two blocks from court house square now served the town. It was also the only station serving the town. All of the other roads were heavily concentrated on freight traffic. The Painesville and Youngstown had been sold to the B&O, and the Ashtabula, Youngstown and Pittsburgh was now Pennsylvania RR. It had provided passenger service on the line for a while, but that was gone by the forties. And of course, the Lake Shore and Michigan Southern had become the New York Central connecting with the Pittsburgh and Lake Erie.

I now knew a little about what I had witnessed as a kid. My great aunt's house sat on a corner facing the B&O diagonally across the street. The Erie main line was another ½ block up the road. Now I knew that those locomotives

that seemed so big really were big. They were the famed B&O EM1's hauling oar trains! And those trains that ran along the back of my granddad's farm just north of town were on the Pennsy! I doubt seriously that a K4 ever saw those rails. More likely the trains were being pulled by consolidations (H class). I also have to admit that I don't think I ever got to see any of the Central, as we just didn't head east of town very often.

Returning to Warren in 2003 just proved you can't go home. The only tracks left entirely intact were the Erie mainline. The old B&O tracks were gone entirely. The Erie line to Pittsburgh was somewhat there, but had been relocated so as to make it tough to follow. The Pennsy tracks came into town from the south, but ended before exiting to the north. Surprisingly, the old Pennsy station was still standing and had been restored as a private business, but with the retention of much of the original features. My great aunt's house was all but falling down, and looked strangely smaller than I remembered. But you know, I could almost see what must have been one of the strangest diamonds in the area, the one where the 3' gauge P&Y crossed the 6' gauge A&GW.

STUBBY NOTES

At my insistence Chuck Hinrichs has finally agreed to put his photograph in the Pennyrail (see page 8). I guess he didn't want the membership to think he was blowing his own horn. Chuck has been our news letter editor since February 1997, and without a doubt has designed one of the finest if not the best quality looking news letter of any NRHS chapter. The job takes a minimum of 20 hours per month to produce and distribute.

As in any quality works he has help from many of the members in acquiring articles, photographs, and distribution

Southern 4501

By
Rick Bivins

In 1985 I owned a 1978 Chevy Blazer. It was an ugly thing being yellow and all. But it was two-wheel drive, full size and had a V-8 engine. I have never been one to want a fancy or flashy car. I have had far more trucks than cars as my primary mode of land transport, excluding motorcycles during the summer months. The Blazer was one of many trucks I have owned, but I owned it at a time when I was making many railfanning trips.

One such trip was during the summer of 1985. Norfolk Southern RR (NS) ran a steam excursion from Evansville to Huntingburg Indiana behind 4501. 4501 was an ex-Kentucky and Tennessee RR 2-8-2 Mikado. The Southern Lady as she was called ran many miles in excursion service for Southern and then NS. I had ridden the line in 1977 and decided to give chase this time around.

4501 had a brand new tender that year and I wanted to see it in service. I departed Evansville along the old SOU branch by way of city streets. I had hoped to pace the train part of the way to Chandler as the hi-way ran parallel to the tracks for several miles. If any one has ever paced a train then they know how neat it is. If one has not, than one needs to give it a try.

When pacing a train speed is of importance. Or lack of speed which ever may be the case. In this case lack of speed was the key. The train was lazily galloping along at a grand gate of twenty-five mile per. Just the right speed to watch the drivers of a steam locomotive. For those not in the know, when pacing a train one is on the road with two kinds of drivers. The first ones are those that could care less about the train, they want to go from point A to point B, and do so quickly. The others are the ones that want to be in the front of the line, and

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FEBRUARY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, February 23 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		\$2,766.35	
Income			
Nat. Dues	\$183.00		
Chap. Dues	\$20.00		
Donations	\$0.00		
REA	\$0.00		
Raffle	\$23.00		
Video	\$40.00		
Other	\$0.00		
TOTAL	\$266.00		
Adjusted Balance		\$3,032.35	
Expenses			
Nat. Dues	\$143.00		
Postage	\$33.60		
Printing	\$36.25		
Video	\$0.00		
Supplies	\$0.00		
REA	\$0.00		
Other	\$150.00		
TOTAL	\$362.85		
Ending Balance		\$2,669.50	
MEMBERSHIP:			
Full	4	4	
Chapter Only	2	0	
Total	6	4	

DIRECTORS REPORT: No report

OLD BUSINESS: Rick is checking with VMV regarding a Chapter visit. First REA truck work session was lightly attended but productive. Next work session is set for March 13.

NEW BUSINESS: The annual report has been sent to the National office. Photo will be sent shortly.

ANNOUNCEMENTS: A train show is scheduled for Evansville on March 27th. New books on both the IC and L&N are out and worth adding to libraries.

ATTENDANCE: Louie Hicks, Bob Moffet, Ron Stubblefield, Phil Randall, Steve Miller, Keith Kittinger, Dennis Carnal, Jim Pearson, Wallace Henderson, Rick Bivins, Rich Hane, Jim Finley, Chuck Hinrichs, Don Clayton, Donny Knight, Betty Knight, LeRoy Cobb, Bill Thomas, Wally Watts, Tim Moore, David Millen, Tom Wortham, Bob McCracken and guests Eric Travis, Thomas Bryan, Jim Bryan 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

WHEN TRACKSIDE ALWAYS STOP, LOOK AND LISTEN! TRESPASSING IS AGAINST THE LAW AND IS NOT RESPONSIBLE RAILFANNING! BE CAREFUL - BE SAFE!

TIMETABLE #81

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

Saturday, March 27 Evansville CATO Old Time Train Show and Swap Meet Armstrong Community Center St Road 65 (3 miles south of I64) info catotrains.com

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, railroadiana 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

At about 1 am Sunday, February 22, a southbound CN grain extra put 13 cars loaded with corn on the ground near Maxon, west of Paducah on CN's Edgewood cutoff. There were no injuries and the line was re-opened to traffic at about 8 pm Sunday evening. *Chuck Hinrichs*

Baltimore, MD.'s Baltimore & Ohio Railroad Museum announced plans for a grand reopening November 13 and 14. The Museum has been closed since its roundhouse roof collapsed under the weight of a record snowfall in February, 2003, which also damaged part of the Museum's collection. In announcing the planned reopening, Museum Executive Director Courtney Wilson reported that, of the \$30 million needed for repair and restoration, approximately \$19 million will be provided by insurance proceeds and approximately \$5 million in donations has been received, but that more than \$5 million must still be raised to complete the repair and restoration process. (: B&O Railroad Museum) *internet*

This guy written about in the item below, should be a Darwin Award winner. For the uninitiated, a Darwin Award winner is someone that demonstrates that some creatures should be left behind under the theory that only the strong survive..

"SIMI VALLEY, Calif., TRAINS News Wire for February 19, 2004 A trespasser was killed Monday night about 8:40 p.m. when he threw at a passing Union Pacific freight train, a jug or some other type of bottle that was attached to a rope, the rope being tied to a shopping cart on the other end. His apparent intent was to watch the shopping cart be dragged along by the train, according to UP spokesman Mark Davis. The end result was that the trespasser somehow became entangled with the shopping cart and was also dragged down the right of way. Two other people who were with him were not injured.

The train, the MRVWCX-9, a manifest extra with 86 cars from Roseville, Calif., near Sacramento, to West Colton in southern California, dragged the shopping cart about 1 mile before it was able to stop".

internet

Jim Bergant writes.

Chuck - Just read your comment on UP licensing program. You're right on!! I think everyone should boycott buying anything associated with these greedy bastards. I understand that some railroads years ago actually paid Lionel to get them to put their name on the models for publicity. This is absolutely ludicrous.

By the way, if you saw in the news the stranded Amtrak Empire builder due to a winter blizzard in the northwest, be it known that I was one of the passengers. We hit what was described by the crew as a 12 foot high, 400 yard long drift about 20 miles outside of Williston, North Dakota. Got stuck (started me thinking of the City of San Francisco in the 50s) but was able to dislodge and reverse move the 20 miles back to Williston. They delayed us about 6 hours while a rotary cleaned thru from Fargo. We started back but only made it to Fargo before conditions brought a termination to the train and they taxied and lodged us for the day to catch the next day's train. If you haven't experienced a white-out, this was one. You couldn't see but a few feet. I guess it would be just like a sand storm except snow rather than sand. It filled the cut quickly.

Southern 4501

(Continued from page 5)

consequently have the best view of the locomotive. Both drivers are by nature of the events, dangerous.

As the events would have it, I by chance was in the front; I was the lead car. And both types of drivers confronted me as a result. First was the guy in a hurry. A four-wheel drive pick-up passed me first, on the right side of the two-lane road. The second was every one else behind me. I received several jesters from these guys. As a result I decided to go on ahead, pull off and take a photo of the train as it passed me. I was about two or maybe three miles west of Chandler when I made this decision. I raced ahead at about 70 MPH when I noticed a vehicle in my rear view mirror. An Indiana State Patrol car to be exact. I got that high anxiety feeling for a few seconds. Then I realized something; his lights were not on. So, wanting that photo I stayed at the same speed until I reached town. In one controlled swoop I turned onto a side road, stopped and jumped out, camera in hand. The police officer was right behind me. I took a few steps to position myself when he went right by me...with his camera! I thought would be the focus of his attention, wrong the steam train was. After the train passed we discussed the train and it's consist. He was not aware of the train trip, he just happened to be on patrol on Indiana Hi-way 62 when he saw the train. He told me the pictures were for his Mom! AAH how sweet. The fact that he could move in and out of traffic uncontested would be of great value to a railfan.

Somewhere in the mist of my stuff is that photo.

As for the Blazer, well I traded it in on my first brand new auto, a 1985 Dodge D-100 pick-up. That truck made several railfan runs too. However, the little 225 slant six-cylinder engine was too puny

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Southern 4501

(Continued from page 7)

to run in and out of traffic. And I do not recall being first in line while pacing steam trains again. Now, police cars in my rear-view mirror? Well those are motorcycle stories not train stories!



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

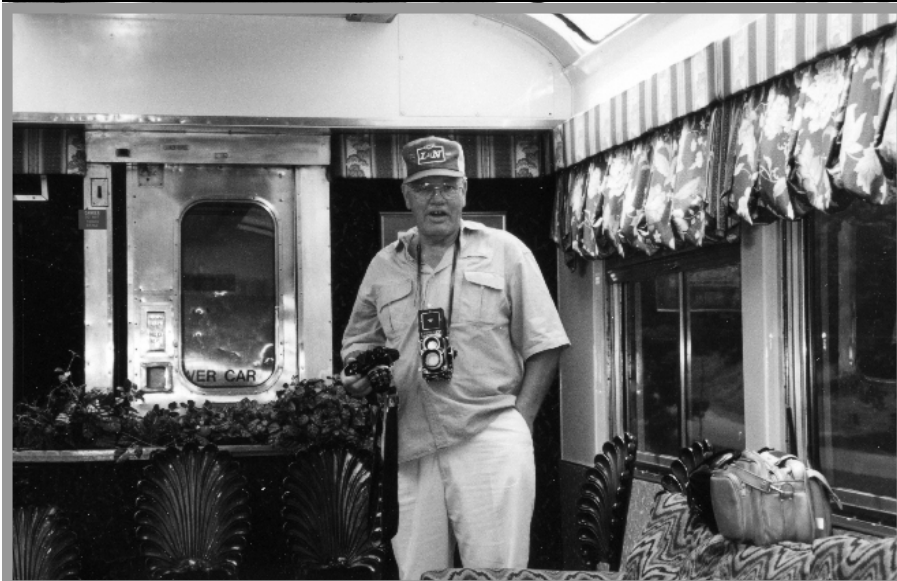
Sell or Swap Complete darkroom outfit. Beseler B23 CII enlarger (color and/or B&W) with 50mm and 75mm lenses and several film holders (35mm, 6x6, 6x7, 6x9), trays, timers etc. Some chemicals and enlarging paper. This is quality equipment and in good condition. \$450 or trade for RR lanterns. Chuck Hinrichs 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



On Sunday afternoon May 02, 1993 I picked up Jim Futrell for an afternoon of railfanning. One of our first stops was the Thebes Railroad Bridge. The photograph is the first train of the day. It was a long UP mixed manifest train heavy with trailer and vans. *photo by Ron*



Ron Stubblefield took this photo on a memorable Chapter trip in the Hollywood Beach on a TCRM excursion to Watertown and back and insisted that I put it in the *PENNYRAIL*. There were 28 members and guests on this trip. This shot (prior to Chuck's editorship) was indicative of things to come - "have camera - will travel" see page 5 for more *photo by Ron*

"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.