

PENNYRAIL

APRIL 2004

VOLUME 8 NUMBER 4



Chapter

CHAPTER MEETING

MONDAY, APRIL 26

7:00 PM

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

APRIL PROGRAM

Dennis Carnal will provide the program for the April Meeting and **Keith Kittinger** will have munchies for the member's enjoyment. Dennis' program will be a video depicting a 1991 railfan trip to Galesburg, Illinois. This should be an enjoyable evening.- come and bring a friend.

MARCH MEETING

Twenty-one members and six guests were on hand at the Baggett center for a most enjoyable program and some great refreshments. **Ricky Bivins** introduced his employer and prominent area business man, Don Bowles, and Don gave a detailed description of his Charloais/B Four coal loading operation at St Charles, Kentucky. The operation is currently shut down and the P&L tracks have been removed but Don is hopeful of renewing operations at a new location in the area east of Madisonville. **Chuck Hinrichs** provided some slides showing the

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The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

Chuck Hinrichs

I was doing some badly needed cleanup in my basement train and computer enclave and it crossed my mind that I have collected a vast amount of railroad and photographic equipment, artifacts and, yes, a goodly portion of just plain junk. I am making a conscious effort to make some semblance of order to the collection but it occurs to me, what will happen to this stuff when I am gone, and as I approach the three quarter century mark that possibility looms ever closer.

My sons and daughters have never kept the train bug so keeping the stuff in the family is not an option. I would hate to see my collection scattered to the 4 winds as was David Cooper's collection. Our Chapter has no facility to keep or maintain a library or archive. The IC and L&N historical groups have such facilities but only for specific materials.

As noted in the "Buy Sell Swap" column I am trying to dispose of some printed material but the disposition of a collection of some 10,000 slides and some 5,000 black and white negatives is a real puzzler. I would hope that some person or group could use the material, but who? I'm

Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

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"PENNYRAIL" is the
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Chapter News

(Continued from page 1)

various paint schemes worn by the exICG switchers during their twenty year stay in Western Kentucky. **The Cobbs, Crystal and LeRoy** provided outstanding refreshments including a berry cobbler that disappeared almost instantly. . . . mmmm good!

CSX chose not to disturb the proceedings by running any trains past the depot.

NEW MEMBERS

The Chapter has three new members, Jim and Thomas Bryan and Eric Travis.

Jim and his son Thomas live in Robards, KY. Jim works for Scott Lumber in Henderson as a timber buyer. Jim's father worked for Illinois Central for 25 years and Jim saw lots of railroad towns while growing up. Jim's 10 year old son Thomas is an avid railfan and an HO modeler. His favorite railroad is CSX

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Eric Travis and his wife Tammy, live in Madisonville and Eric is employed by Dana Corporation in Hopkinsville. The Travis' enjoy railfanning and chasing CSX freights along US 41. Eric is an HO modeler with emphasis on IC/ICG and is just completing his 5th IC GP10 locomotive and is planning his next HO layout. His dream is to model the IC from Central City to Paducah.

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PHOTO SECTION



New Chapter members, **Jim Bryan** and **Eric Travis**, enjoying some indoor railfanning at the **Clayton/Watts** "O" gauge layout in the basement of the **Clayton** residence in Madisonville. On most any Thursday evening you will find a few foamers enjoying the fellowship. *digital image by Chuck*



Spring is bringing major work projects to CSX's Henderson Sub. **Ron Stubblefield** caught this CSX work train unloading ties at Nortonville on April 8. There are ties and fresh ballast on or near the tracks from Nortonville south to Hopkinsville. The crews should be working on the tie replacement any day now. *digital image by Ron Stubblefield*

Chapter News

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CHAPTER NEWS

Ron Stubblefield hosted a gathering of model railroaders and railfans at his home in Marion. The March 24th event featured a visit to Ron's Claylick Creek Railroad, a delightful "O" gauge layout that is really coming of age. Ron, with some assistance from Chapter members **Ricky Bivins** and **Rich Hane**, has created a very interesting and visually pleasing railroad. The guests also enjoyed a great BBQ lunch and after lunch took advantage of the nice weather to brush a few leaves from Ron's "G" gauge garden railroad and run a few trains including **Louie Hicks'** very classy UP Mikado.

In addition to Ricky, Louie and Rich, Chapter members **Wally Watts** and **Chuck Hinrichs** joined several of Ron's friends from Marion and Evansville and Leapn' Larry from Clarksville for a very enjoyable day of railroadn'.

William Turner reports that there is a possibility that the Pennyrile Museum will place a railroad historical display in the old L&N Depot in Hopkinsville. The Arts Council has been the only depot tenant since Pride Inc. was

disbanded. The Chapter's display case will remain at the depot until a final determination is made on the historical display. If the Museum is successful in it's depot project our display case will remain at the depot.

Chapter webmaster, **Jim Pearson**, has made another significant addition to our Chapter's presence in the wild and wonderful world of cyberspace. The Chapter now hosts a series of railroad oriented forums where members, and other interested parties, can share information on a variety of rail centered subjects. Your editor will be one of the system administrators which will allow Jim to share some of the up-keep responsibilities.

You can visit the work in progress as a link from our home page or go directly to: www.westkentuckynrhs.org/forum/ to sign in and participate in the information sharing.

Our Secretary/Treasurer **Wally Watts** has completed the 2004 membership renewal and we are in excellent shape. The Chapter currently has 48 regular members and 17 Chapter only members for a

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

MAY MEETING

The May Chapter meeting in Hopkinsville will be held on the 4th Monday - May 24 - at 7 pm. Meeting will be at the Christian County Historical office at 306 E 9th (US 68). Our Regional VP, Wes Ross, will present the program - a 16mm film depicting steam shortline action in Kentucky and Tennessee. Mark your calendar and don't miss this!

PENNYRAIL

THE LIGHTS WILL FLASH

In October 1954 the largest mass photoflash of all time was successfully completed. Pennsylvania Railroad's famed Horseshoe Curve near Altoona, Pennsylvania was the location. More than 6,000 flashbulbs were touched off simultaneously, creating a flash never before equaled in photographic history.

The picture was taken just as the westbound Trail Blazer wound its way around the curve. This photo project was a joint undertaking of Sylvania Electric Products, Inc., and the Pennsylvania Railroad. The occasion was the 100th anniversary of the opening of the Horseshoe Curve and the 75th anniversary of the modern incandescent lamp.

To commemorate Horseshoe Curve's 150th anniversary this year, the Railroaders Heritage Corp. announced that there will be a major evening spectacular at the curve on July 4th. This time, OSRAM Sylvania (the North American lighting operation of OSRAM GmbH), and the Norfolk Southern Railroad will cooperate in the venture.

In order to provide the safest and most comfortable atmosphere for the celebration, the event will be ticketed. Entertainment will be provided through the entire day, both at the Railroaders Memorial Museum in Altoona and at Horseshoe Curve. The day's celebration will be climaxed by a monstrous fireworks display from Zambelli Fireworks, International. Ticket information is available by contacting the Railroaders Memorial Museum at their toll-free number, 1-888-4ALTOONA.

From the April 2004 Hoosierland Flyer with permission



PADUCAH GEEPS

by Chuck Hinrichs

The impressive fleet of Paducah rebuilt Geeps is well into middle age (the first GP10 #8109 rolled out of the Paducah shops in June 1967 and the last of several hundred Geeps - GP11 #8753 was completed in February of 1981). These units, rebuilt from GP7s and 9s dating back as far as the early 1950s are now off the roster of parent CN/IC and are fast disappearing from the rosters of such railroads as the Paducah & Louisville.

It is, however, a long way from the end of the road for these delightfully varied locomotives. An IC modelers list on the internet is compiling a list of railroads that have acquired these locomotives and still find them useful freight haulers. The list is an impressive one with the current count at over 60 railroads and industrial operations still using the venerable Paducah Geeps.

It is the hope of the modelers group to interest a manufacturer in making a kit or possibly a finished locomotive of the GP8/GP10 family so the average modeler can put one on his layout without having to do a complete, and challenging, kitbash.

The Paducah Geeps deserve no less!



WINTER IN PENNSYLVANIA

&

THE SPRING BOARD MEETING

by Wallace Henderson

I left for the NRHS spring board meeting in Altoona, Pennsylvania, a few days early in order to railfan at several locations there. The meeting was April 2 - 4 and I expected early spring weather when I made my reservations. But that was not to be as I headed east with a storm right behind me.

My first destination was Butler, northeast of Pittsburgh, where the Bessemer & Lake Erie and Buffalo & Pittsburgh (ex B&O, ex BR&P) run through the city side by side. The B&P's shops are at the north end of the city and I was able to shoot some of their power from an overhead bridge overlooking these shops. The B&P is part of the Genesee & Wyoming family of roads and their power is painted in the very attractive yellow and black scheme of that system. However, nothing was running that afternoon on either line.

The Super 8 south of town backs up to the B&P and, across the Allegheny River, the B&LE mainline, so I asked for a room on the back side. No trains on the B&P but there was both a north and southbound coal train on the B&LE before midnight, their orange rebuilt SD45s shining in lights from a steel fabrication plant. Again, the next morning there were no trains running on either road, so I gave up by midmorning and headed up to Interstate 80 and east across the mountains to R. J. Corman's Pennsylvania Lines, headquartered in the pretty little city of Clearfield along the banks of the west branch of the Susquehanna River.

The Pennsylvania Lines consist of a number of ex-PRR and NYC coal lines "rationalized" by Conrail and later sold to RJC. After a visit to "J.J.", the friendly RJC dispatcher, I learned that the only trains running that day were one on the north end, one on the south end, and a coal train loading at the end of another line about twenty miles to the southeast but nothing else in the center of the "cluster" and into Clearfield. So in spite of the gloomy overcast I headed for the loading train which I found without too much difficulty. It was headed up by six GP3Bs, four ex-Conrail and two high nose ex-NS/Southern Ry. units and the loading was going very slowly. In fact so slowly that the crew had to leave the loaded train when finished and go back the next morning to bring it in to Clearfield.

So the next morning, after another visit to J.J., I waited for the first half to come in at a good spot on the grade into town. Due to 2% grades, the 100 car train was brought in in two sections. Then it was a two hour drive down to Cresson on NS' former Pennsylvania Railroad main line just down from the Gallitzin Tunnels on the west side of the mountains. There I had a two night reservation at The Station Inn, right across from the tracks. (More about the Inn later.)

In spite of the heavy overcast and drizzling rain, I was able to photograph from my car (I was using 800 speed film) the seemingly constant parade of trains both that afternoon and the next day. I was very impressed with the action and later learned that 60 to 70 trains a day roll over this line. It seemed to me that at least half to twothirds of them were intermodal/stack trains with several Roadrillers in the mix, too, as were a few coal trains. Clearances on the old PRR were increased about the time of the Conrail split so that accounts for the double stack traffic. This is basically a

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PENNSYLVANIA

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"GE railroad" with most locomotives (except helpers) from GE and predominately C44-9W units on the point. However, the old PRR position light signals remain in most locations, making for interesting photos where they can be included in the shot.

I skipped the Friday meeting activities as I had done those things on previous trips to the area but on Friday night our group was bused up to Horseshoe Curve for a early evening visit including a slide show and birthday cake. We were celebrating the 150th anniversary of the curve (completed February 15, 1854) and the next evening at our banquet, a large bronze plaque was presented by the NRHS for placement at the Curve. However, the Horseshoe Curve anniversary celebrations will be this summer in better weather and on July 4th, NS and Sylvania Corporation will light the whole curve just as was done in 1954 on the 100th anniversary.

Our board meeting Saturday trip began with a tour through NS' exPRR Juniata Shops in Altoona, where we saw not only NS units being repaired and rebuilt but also a couple of Amtrak GP40s being rebuilt and almost new Long Island DEJDM3OACs having some parts replaced. I was very impressed by the hospitality of the Norfolk Southern people and we were made to feel very welcome. Next we visited the Altoona Railroaders Museum in the remaining master mechanics office building of the now dismantled PRR Altoona Shops where many PRR steam locomotives were built. This is a most interesting museum which focuses on the railroad workers and their relationship to the city of Altoona.

After a box lunch, we were driven south to Hollidaysburg to ride a excursion train on the Everett Railroad (former PRR Cove Secondary). The train consisted of three former Lackawanna electric m.u. unpowered coaches, a caboose of possible Erie heritage (no one seemed to know) pulled by a ex-RJC, exx-CSX, exxx-SCL GP16 rebuilt from a Clinchfield GP-7. Our destination was the pretty preserved small depot museum at Roaring Spring. And on our way back, we had a double runby at a grade crossing with the local cops stopping traffic for us.

The banquet that evening featured an area rail historian narrating the history of the Horseshoe Curve with accompanying slides. The following Sunday morning was our Spring Board Meeting following which I had intended an afternoon of railfanning. But the continuing cold gloomy weather scotched that and so I made the 10 hour drive back home. When I exited the Allegheny Tunnel on the Pennsylvania Turnpike, snow was falling with at least an inch on the ground but fortunately the road was only wet.

This trip was my first time to stay at the Station Inn in Cresson, a railfan B&B in a former hotel building built in 1866. I spent two nights there in the "Western Maryland room". The building is full of photographs and railroad memorabilia and Tom, the owner, makes one immediately feel at home. So do the two feline residents, especially Miss Phoebe, the sweetest most affectionate long haired solid white cat you will ever become friends with. There are also lots of railfan magazines and videos to entertain you in the evening and across the front is a long porch where armchair fans can sit and watch the parade of trains. Down in the basement is a very attractive bar which also serves light meals. So the

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PENNYRAIL

BUY - SELL - SWAP

BOOKS FOR SALE

1. Ghost Railroads of Tennessee - By Elmer G. Sulzer. Rare, Published 1975 Good shape - **Price \$18.00.**
2. Lionel Greatest Trains - Collection Cards 72 Cards with one sheet of 6 uncut cards- Rare published 1998. Also 47 cards of "The first set of All Aboard Collector Cards" 1991 with clear plastic sheets for 90 more cards - Excellent shape - **Price \$10.00.**
3. The Illustrated Encyclopedia of the World's Steam Passenger Locomotive - By Brian Hollingsworth 1989- Excellent shape - **Price \$10.00.**
4. The last Steam Railroad in America - Photographs by O. Winston Link and Text by Thomas H. Garver- Published 2000 - Excellent shape - **Price \$15.00.**
5. History of the Illinois Central Railroad - By John F. Stover - Rare - Published 1975 - Good/Excellent - shape - **Price \$25.00.**
6. History of the Louisville & Nashville Railroad - By Maury Klein - Rare Published 1972 - Good/Excellent shape - **Price \$25.00.**
7. L&N's Memphis Line - By Dennis R. Mize (signed by author) - Published 1999 - Excellent shape - Price \$25.00.
8. Ghost Railroads of Kentucky - By Elmer G. Sulzer - Published 1998 - Excellent shape - **Price \$35.00.**

Contact Ron Stubblefield -

ronkaystub@vci.net or 270-965-2633.

Limit phone calls to daytime hours and no later than 7:30PM evenings.

* * * * *

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.

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MARCH MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, March 22 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		\$2,669.50
Income		
Nat. Dues	\$120.00	
Chap. Dues	\$0.00	\$0.00
Donations	\$0.00	
REA	\$0.00	
Raffle	\$14.00	
Video	\$0.00	
Other	\$12.00	
TOTAL	\$146.00	
Adjusted Balance		\$2,815.50
Expenses		
Nat. Dues	\$80.00	
Postage	\$45.70	
Printing	\$36.25	
Video	\$0.00	
Supplies	\$0.00	
REA	\$23.89	
Other	\$0.00	
TOTAL	\$185.84	
Ending Balance		\$2,629.66

MEMBERSHIP:	Full	4	8
	Chapter Only	1	7
	Total	6	5

DIRECTORS REPORT: Wallace will attend the BOD meeting in Altoona. Bruce Hodges, National Secretary has resigned and Regional VP Barry Smith will take his place. Bulletin Editor, Jeff Smith, will take on the Regional VP spot as well as his Editors job.

OLD BUSINESS: There was a poor turnout for the last REA work session another session will be set in May. Ricky is trying to firm-up a VMV tour for June.

NEW BUSINESS: With Pride, Inc no longer a resident of the Hopkinsville Depot is was moved, seconded and passed that our display case be moved to the Christian County Historical building. It was moved, seconded and passed that the Chapter donate \$150 toward the continued operation of 765.

ANNOUNCEMENTS:

ATTENDANCE: 21 members, 6 guests

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

TIMETABLE #82

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

June 30-July 4 Minneapolis, MN National Railway Historical Society National Convention Headquarters is the Hilton in Minneapolis. Local events during the week and steam trips on Saturday and Sunday. The trips should fill up quickly so get your registration in as soon as possible.

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

October 8-10 Memphis, TN L&NHS Annual Meeting. This event will be in conjunction with the GM&O Historical Society.

MODEL RAILROAD EVENTS

RAILFAN EVENTS and EXCURSIONS

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 14-16 West Virginia - Cass Scenic Railroad - Railfan Weekend at Cass call 800-CALLWVA for information

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 Clayton or Chris Dees for details

July 30-Aug 1 Dennison, OH Train Fest 2004 Steam and diesel powered excursions, 5 Steam locomotives on site including 765. Lots of other activities.

August 14 Cincinnati, OH SUMMERAIL This annual event at Cincinnati's art-deco Union Terminal features an all-day photographic extravaganza. 10 multi-media shows highlight the work of some of the countries most talented rail photographers. There is also an excellent railroadiana show as well as access to the historic Tower A. Tickets are \$15 See Chuck Hinrichs or Jim Pearson for more information.

VISIT THE CHAPTER WEB SITE
<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

The following item is from the Paducah Chapter's newsletter and concerns the situation with the Chapter's museum. If they have to move we should offer what assistance we can. ed

MUSEUM: As of this writing, the situation is still fluid. Estimates by the city's building inspector for basic repairs necessary to just secure and open the building (the old NC&StL freight house) are near \$200,000.00, which of course includes nothing for any remodeling or cosmetics. He seems to think that sprinkling would not be necessary if we stayed on one floor, but he thinks earthquake surveying and retrofitting would be. The city, at least the mayor, wants the museum to continue and hopes to come up with the necessary money, but as of now is unable to give a definitive answer. They understand we have to move somewhere by the end of this month. Hopefully, there will be more information by the meeting date. In the meantime, Amy Blewett has done a tremendous job in inventorying and marking almost all of our exhibits, and Logan has cleaned out and straightened up the office, which I thought was impossible. Bill Wood and Will Ed Winfield have spent many hours disassembling the C.T.C. System and preparing it for a move. When we do move (and we will have to move somewhere) we will need everyone's help, as most of our items can't really be packed, they will have to be carried. . . .

BE CAREFUL OUT THERE

A Pennsylvania man died Thursday when a car struck him as he took pictures along the side of a Wayne County road. Police identified the victim as Ian Purkiss, 59, of Williamsport, Pa. The accident happened just before four o'clock on Hogback Rd. in the town of Savannah. Police say Purkiss was trying to cross a bridge over railroad tracks when the car struck him. He was taken to Newark-Wayne Hospital where he died. Police say Purkiss was taking pictures of trains at the time of the accident. *Internet*

There has been an ongoing dispute between Country Inn and Suites over NS and CSX train horns disturbing motel guests. The following was posted on the internet. ed

How interesting! After reading the link to the Decatur Paper regarding Country Inn & Suites I realized that there is a Nashville connection with this motel chain's battle with "railroad noise" - a connection few railfans probably know about.

There used to be a real neat Ramada Inn (in the past, it had been a Best Western, and before that a Gentry Inn) at I-24 and Bell Road near Nashville's Hickory Hollow Mall. This motel was adjacent to CSX's busy Nashville - Chattanooga main. Several times during the 1990s I have stayed at this motel (even though I lived five miles away), just to watch and hear trains pass by, sometimes two or three an hour - all night long. The people at the front desk looked at me like I was crazy when I requested a third floor room facing the tracks (the other side faced I-24). In the past few years, Ramada had let the property run down and made little effort to repair maintenance problems. Finally, in late 2001, Ramada closed the motel and it was soon boarded up. The motel remained shuttered for nearly a year. During 2003, a new (but unknown) owner bought the aging structure and slowly began making improvements to the property, replacing windows, doors, the interior, and even putting on a new roof. It was only recently

that it looked like the long term construction would finally be completed. A few weeks ago it was revealed who now owned the renovated property - Country Inn and Suites. At first, I was excited, knowing that the motel would reopen soon and once again I could, on occasion, check in and watch the non-stop CSX action outside my motel window. Soon afterwards, I snuck onto the property and looked around. I was saddened to discover that the new owners had erected a 25 to 30 foot wall between the motel and the busy CSX track, obscuring any trains that pass by and also blocking any sounds as well.

Apparently Country Inn And Suites likes to build or acquire properties next to busy railroad lines, but then turn around and complain to city officials or try to do what they can to hide the presence of the trains. The "whining of America" Go figure.

Ralcon Wagner - internet

The **Nashville&Western RR** is run on an as needed basis. Most times it is 5 days a week and in the afternoon. They have a U-23-B ex-Southern 3901, painted in NWR colors. They also have a work train that is working across the river. It has had an ex-Southern U-23-B 3927 but it has been replaced by an ex-Conrail B23-7, 3177.

They have 5 customers in Nashville and are currently servicing 3 customers on the other side of the river 2 or 3 days a week. They have done a lot of work on the other side of the river including filling in many bridges. They run all the way into the industrial park in Cheatham county. They are waiting for more customer commitment before they go into Ashland City. They had new concrete mile post made to renumber the RR from Nashville, but they haven't been put in yet. Currently the line is numbered from Paducah (old IC mile post) which makes the draw bridge mile post 202.5. The track ends beyond Ashland City @ MP 185. *internet*

PENNSYLVANIA

(Continued from page 5)

next time you are in central Pennsylvania and need a rail handy place to stay, take my advice and try The Station Inn; it isn't fancy but you'll feel "at home". But better make

BUY SELL SWAP

(Continued from page 5)

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 35mm and medium format 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 developing tanks, safe lights, printing frames, easels 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

For Sale 63 issues of *DIESEL ERA* (1994 to 2003), a very well edited and illustrated locomotive magazine. The multiple views and varying paint schemes of locomotives can be most helpful to modelers. \$1 an issue or \$50 for the lot. 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



Norfolk Southern GEs head-up an eastbound intermodal train #20R (former Conrail TV-12) at Lilly, PA on April 1, 2004. The train is framed by a classic Pennsy signal bridge still with vintage Pennsy position lights. Wallace caught this action on his way to the Spring BOD meeting. *photo by Wallace*



R J Corman has established an impressive presence in Pennsylvania with a cluster of ex PRR and NYC lines in and around Clearfield, PA. With 6 GP38s on the point this coal train is passing under abandoned Pennsy rails while running un ex NYC rails. March 31, 2004 *photo 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.