

PENNYRAIL

MAY 2004

VOLUME 8 NUMBER 5



Chapter

CHAPTER MEETING

MONDAY, MAY 24

7:00 PM

Historical Society Office

306 E 9th St

Hopkinsville, KY

MAY PROGRAM

The Annual Hopkinsville Meeting will be held on Monday May 24 at the Christian County Historical Building at 306 E 9th in downtown Hopkinsville.

Dr Wesley Ross, Chapter member and Ohio Valley Regional Vice President will present the program.

He will be showing a 16mm movie, entitled: Southern Short Lines. It was taken by the late David Williams, III, of Richmond, KY, who was a member of the Kentucky Central Chapter at the time of his death.

This film begins with some steam action on the Kentucky & Tennessee Railroad in the 1950's, shifts action to the Emory River Railroad in Tennessee, with its coal mine operations. While the shortline is working the junction with the Southern, a northbound diesel freight passes. The action shifts to the Flemingsburg and Northern and ex-L&N 2-6-0, F&N 549 is powering a Louisville Chapter fantrip with E.M. Frimbo on board. The film continues with coverage of another Louisville Chapter fantrip on the Morehead & North Fork with a 2-8-2, No. 11. There is also coverage of a second Louisville Chapter fantrip

(Continued on page 2)

The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

Chuck Hinrichs

OPPORTUNITY KNOCKS

A suggestion from your editor and some prompt and effective action by our Chapter National Director, Wallace Henderson, is resulting in NRHS President, Greg Malloy, being our guest and program presenter for our July Chapter Meeting.

Greg is, in addition to his great leadership ability, an accomplished photographer and I look forward to an outstanding July Meeting.

This event should be widely publicized and a bit of local press coverage would certainly seem to be in order.

While the spotlight will be on our guest, it will be a great opportunity for us to tell the Chapter's story to the folks who likely do not know that we exist.

Each of us can do our part in telling the Chapter story and what we do both in an historical, as well as a contemporary sense.

Mark your calendar - July 26 - and make plans to attend and bring interested friends

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
Chapter, NRHS.
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other rail information
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Chapter News

(Continued from page 1)
on the F&N.

Action shifts to back to the Kentucky & Tennessee Railroad and there is coverage of K&T No. 11 working the line. Also included is a short film by Vic Uzoff of the Louisville Chapter of a fantrip on the K&T. There is some shay action on the Brimstone Railroad in Tennessee. The hour film ends with coverage of the fantrip on the Cadiz Railroad, July 23, 1954, with steam locomotive No. 205(0-6-0).

Refreshment will be provided by the Hopkinsville members coordinated by **Bob Moffet**.

The old L&N depot at 9th and the railroad will be open before the meeting (6:30 to 7:00 PM) for any one who has not seen the building interior.

APRIL MEETING

24 members were on hand at the Badgett Center for the April Chapter meeting. Following a short business session, a lively raffle and some good **Kittinger** munchies we were treated to an excellent video, shot, edited and presented by **Dennis Carnal**. The video took us back in time to the early 90s and to a mecca of BN and ATSF action in and around Galesburg, Illinois. Thanks to **Dennis** and **Keith** for a most enjoyable evening.

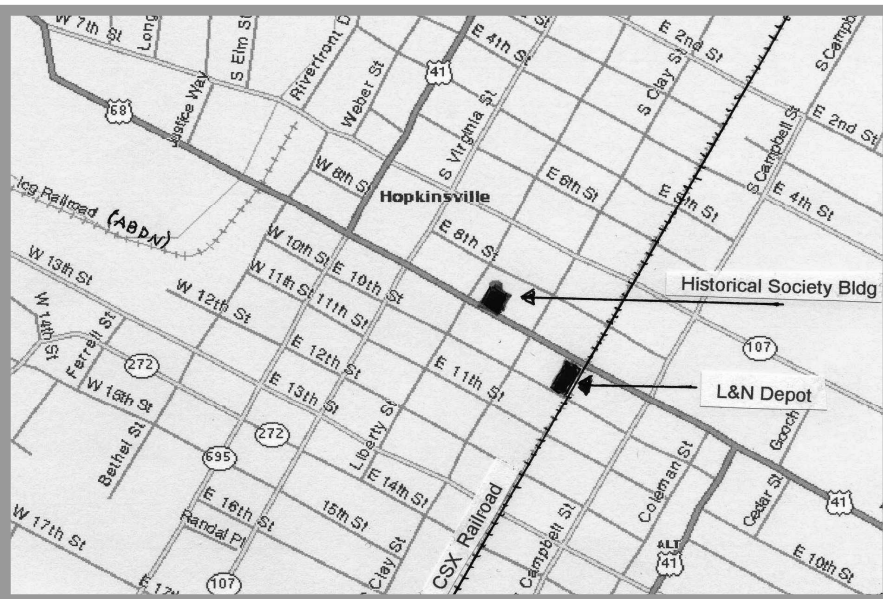
CSX was a bit more cooperative this month. While there was only one train during the actual meeting, northbound intermodal Q128 with a pair of UP SD70Ms and a CSX AC44-9W, intermodals Q124 and Q120 were by the depot just before the meeting got underway and manifest Q588 was by the depot with SOO and CP power just after the meeting broke up.

Dennis' job as train coordinator is safe for at least another month.

CHAPTER NEWS

(Continued on page 3)

PHOTO SECTION



Map of downtown Hopkinsville showing the location of the old L&N Depot and the Christian County Historical Society Building which will be the site of the May 24th NRHS Chapter meeting. Parking is available in the lot just west of the Historical building or in the Church lot across the street.



The Christian County Historical Society has been in this refurbished building only since the fall of 2003. The building is located next to the old Hopkinsville Fire Station and diagonally across the street from the Pennyrail Museum. The CSX (old L&N) mail line is just two blocks east of this location. This will be the location of the May Chapter meeting. *digital image by Chuck*

Chapter News

(Continued from page 2)

Former Chapter member, and still a PENNYRAIL subscriber, **Harold Kniffen**, reports that his wife is seriously ill. If you wish to drop Harold a note or card his address is:

Rev Harold Kniffen
6606 Fountain Blvd #5
West Chester, OH 45069

There was an error of omission in the April **PENNYRAIL**. **Tammy Travis**, **Eric's** wife is a Chapter member and an honest to goodness railfan. **Tammy**, a sincere, if belated, welcome!

There were several errors in the e-mail list enclosed with the last issue of PENNYRAIL. Please make the following corrections to your list:

Eric and Tammy Travis
ettravis@spis.net

Keith Kittinger
kittingk@bellsouth.net

Tom Worthham
twortham@madisonville.com

Sorry for the errors. *ed*

OUT AND ABOUT

Ron Stubblefield put together a field trip to Illinois and Missouri for one of his first railfan outings in a couple of years. Joining **Ron** on the all-

day adventure were **Jim Pearson**, **Chuck Hinrichs** and a life-long friend of Ron's from Marion, Tommy Woodward. **Chuck** picked up **Jim** at his house in Richland and they met **Ron** and Tommy at Eddyville where we piled into **Ron's** Jeep and headed for Illinois. **Chuck** and **Jim** were anxious for a little rail action following quite a bit of maintenance work and few daylight trains on the hometown Henderson Sub. Mainline action was, however, a bit hard to come by. UP had three track crews working between Gorham, IL and Bell City, MO. The MOW people we talked with indicated that it would be at least 5:30 PM before trains would start rolling. We shot some of the track work action and showed **Jim** some of our favorite spots to get good action photos. It was about noon when we crossed the Mississippi on the new bridge to Cape Girardeau and immediately saw a northbound BNSF freight creeping through downtown Cape. We chased the train north of town and finally caught up with it as it slowed in the siding at Freeze and finally stopped at the north end signal.

(Continued on page 7)

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

The Roundhouse

By
Rick Bivins

While I was living in Cheyenne Wyoming I got to know Steve Lee and Bob Krieger. Steve is in charge of Union Pacific's steam program and Bob is his right hand man. Steve is a Louisville KY native and a former Illinois Central and Rock Island employee before going to the UP in the late Eighty's. I do not recall Bob's story, but he has been with the UP and the steam program for some time. I met Bob first. I went to the entrance road to UP's shop complex to see what could be seen. Bob was headed out in his pick-up and passed with a big wave. I decided to follow. He stopped at the Plains Hotel for lunch. I got out to introduce myself when I saw this huge man step out of the truck. I must have had a look of stupidity on my face because Bob smiled, stuck out his hand and introduced himself first. I suppose he had seen that "look" before. I said Bob was huge, well; shaking hands with the man was like one of us shaking hands with a four-year-old. There was that much difference in size. Just for comparison, Bob has to duck to lean out of the right seat window of UP Challenger 3985. A short conversation led to an invitation to the engine house and a visit with Steve Lee. Actually I had met him in Louisville KY at the joint KRM, NRHS diner meeting a few years earlier. I reminded him of this and did recall meeting me. I know he did as he also recalled the person I was with. I felt good knowing he remembered me.

Steve gave me a tour of the engine shop at Cheyenne and explained a lot about the ongoing maintenance of the two steam locomotives that are housed there. Cheyenne handles light maintenance on diesels and heavy maintenance on the steam locomotives.

(Continued on page 4)

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

The Roundhouse

(Continued from page 3)

The heavy work is done in the diesel shop and not the roundhouse. The nine remaining stalls of the roundhouse were at the time used for storage. Stored in the roundhouse was UP 4-8-4 No. 838. This is a parts source for 844. Also stored is UP 2-10-2 No. 5511, the only UP Santa Fe type left. Also stored is a 1200 class 4-6-0 there are about a dozen of these ten wheelers in various towns along the UP main line. UP gave them to every town that wanted one as a city park attraction. The roundhouse also housed many locomotive parts and supplies for the steam program. At the time I was there, 1990-91 the roundhouse was closed to the public, Steve allowed me free roaming time in any and all the buildings. The roundhouse is now a museum and I hope to return some day. It would be a unique before and after comparison.

Stored out side the roundhouse is several pieces of equipment. One unique piece is a steam powered rotary snowplow. This unit is kept in service and is used often to remove heavy snow from the tracks. Steve takes pride in this unit. He and Bob are the only ones who operate it. One day a fellow was seen climbing into the cab of the plow and Steve was notified. When the guy came down the ladder, he had to dismount the plow right in front of Steve. He had very little room to move, as Steve is also a very large man. When questioned as to his intentions, the man replied with self-proclaimed authority that he was a rail fan from New Jersey and he had a right to look around after traveling that far. Steve demonstrated his right to leave.

Once while in the yard with Steve. I witnessed UP Centennial diesel No. 6936, a 6600 horsepower EMD DDA40X shoving cars in the yard. Steve commented "Where else can you see a 6600 horsepower yard switcher?" Later that day, Bob called me over to his truck for a demonstration of his stereo. He

(Continued on page 5)

Digital Railroad Radio Is Here

Motorola introduces new ASTRO Digital Spectra Clean Cab Railroad Radio.

The ASTRO® Digital Spectra Clean Cab Railroad Radio is a multi-channel analog/digital mobile radio capable of operating on 255 independent TX and RX frequencies, including all current wideband and future narrowband frequencies specified by the American Association of Railroads (AAR) in conjunction with the upcoming FCC mandates in 2006. In addition, the radio supports DTMF touch-tone signaling, Push-To-Talk ID, conventional ASTRO digital voice, 12.5kHz channel spacing, ASTRO packet data and 3600 baud digital trunking capabilities.

Digital Migration

The ASTRO Clean Cab is designed to aid in the migration from the current analog voice infrastructure to an APCO/P25 digital infrastructure. An unique feature of this radio is the capability of the operator to switch transmit modes from analog to digital with the press of a button. A LED indicator on the control head lets the user know which mode is selected. The radio is designed to receive either analog or digital automatically. This allows rail corridors to be migrated without the need of reprogramming the ASTRO Clean Cab - a very cost effective way to transition to the new FCC mandated narrowband/digital requirements by 2006.

So what does this mean for the railfans who listen in? Well, if you've haven't upgraded with a new scanner in the past few years, things have definitely changed. Less than two years ago, the ordinary scanner listener had no recourse - but Uniden and Radio Shack have changed that with such models as the BC250D, BC785XLT, BC296D, BC796XLT, and the PRO-96.

Introduced to allow reception of the ever increasing number of public safety departments using APCO-25 digital technology, these scanners aren't your old crystal type 4-channel models. 500 to 1000 channels, alpha-numeric text labels for each channel (so your radio displays "P&L ROAD CHANNEL" along with the frequency, trunked radio tracking, weather alert, PC-programmable, etc. The price, as you might have guessed, has also risen just like the price of gasoline - expect to pay upwards of \$500 for one of these scanners.

Technology is changing the railroads - just like the digital camera, the railfan of the 21st century will have to have a digital scanner on his belt. Don't look for the transition to take place all at once. But if you're listening in on your old analog scanner when it does, you'll be reminded of Richardo Montalban's character Khan in Star Trek II when the CSX C&S Gangs say, "let them eat static."



The Roundhouse

(Continued from page 4)

plugged in a tape and the truck came alive with steam train sounds. Bob said it was 3985 blowing for a grade crossing while meeting...3985! He had dubbed the sounds on his mixing board at home. He works on steam locomotives all day, takes long trips in the cab of steam locomotives and when he gets off from work, he listens to steam locomotive sounds on his stereo. WOW.

One of my visits to the roundhouse yielded a close up look at three Chicago Metra E-9 locomotives. This was an odd twist of fate. Don Clayton, Wally Watts and I had seen and ridden behind them on our many trips to Chicago. But I never had the opportunity to inspect one up close. Now 1100 miles away in Cheyenne Wyoming sat three and I could climb in and on them at will. The most unique thing about them was a stenciled plaque on the side of each that read some thing like this. "If mechanical problems arise while in route, contact Steve Lee at 1-800-XXX-XXXX." Two of these three units would join UP E-9 No. 961 and be rebuilt by VMV Shop's in Paducah KY. These three now serve the UP on business and excursion trains.

Steve, Bob and the six other steam crewmembers are a very dedicated group of men. I learned some of the "behind the scene" needs of the UP steam program. These guys spend long hours preparing for trips and maintaining the locomotives the way the UP expects. Steve approaches the program with the attitude that no steam program would do less damage to the railroad's image than a bad program would. UP does not have a bad steam program.

My first apartment in Cheyenne sat atop a hill south of the UPRR shop complex and

afforded an excellent view of the facility. I watched 3985 & 844 make brake-in runs back and forth on the shop lead track. Steve and Bob both made sure every one in town knew the UP still had steam locomotives on hand. They blew the whistle constantly any time they had steam pressure. After all, isn't that what one is

A Bit Of Historical Humor

"Back in the 70's on the C&NW main line from Kansas City to Des Moines, formerly CGW, we ran through power with the Katy. The Katy had very few "nice" engines, but what they had - SD-40-2's - they tried to keep along with our engines.

On one trip, an engineer with all Katy power pulled into the siding at Haydite, Mo., which is north of Leavenworth, and the dispatcher called to go to the phone. The dispatcher told the engineer, whose name was Billy, to: "Give all of your MKT power to the approaching southbound." Billy said: "I can't do that." Immediately, the dispatcher interrupted and said: "You'll do what you are told or else!!"

Billy, being ever compliant and not wanting to face insubordination charges, did as he was told and watched as his entire locomotive consist headed south. A few minutes later he went back to the phone and called the dispatcher. "Will we be cabbing back to Kansas City or on to Des Moines?" Billy asked. The dispatcher yelled: "I told you to get on your damn train and head north."

Billy, and I can still see his face today, replied (and I'm cleaning it up): "I don't have a drawbar in my lower rear anatomy." Needless to say, Billy won that round and his crew returned to Kansas City."

from an unsigned internet post

REA Truck Update

By

Work on the REA Truck has not been progressing as fast as I had hoped. But then that has been an ongoing problem with this project all along. I had great hopes of putting the truck on the road myself. I soon realized the size of the project was way more than I could muster alone. With support of the chapter and its members, local business' and an infusion of new interest in the project I jumped in and got a lot of work done at once. Then it seems to have stalled. We humans have the unfortunate ability to dream and see beyond realistic goals. Then we jump in and get our feet wet, up to our eyebrows. I most certainly have not given up on the truck by any means of the word. I do however realize I must set some sort of goal with in a goal or the project will be lost again.

Several members have made the two work sessions and we did accomplish some thing both days. A new work day will always be in the near future so do not fret, you too can participate.

As for goals with in goals, here are a few. The engine is in the shop and on a stand. I have cleaned and painted most of the parts that bolt on the engine leaving the bulk of the engine for last. It is in need of a good cleaning and prepping for paint. A one evening job at most. If YOU have a free evening coming up and want to spend it getting dirty, call me and we will get it done.

The rear doors are complete except for a few details. I believe two of us could get the doors off, completed and prepped for paint and back on in one evening, two at most.

The cowling has had a lot of work done to it already. I have repaired damage and Rich Hane has taken it a long way towards painting. It still needs more work and will require several hours to finish.

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APRIL MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, April 26 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		\$2,629.66
Income		
Nat. Dues	\$96.00	
Chap. Dues	\$0.00	\$0.00
Donations	\$0.00	
REA	\$0.00	
Raffle	\$0.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$96.00	
Adjusted Balance		\$2,725.66
Expenses		
Nat. Dues	\$66.00	
Postage	\$22.20	
Printing	\$48.08	
Video	\$0.00	
Supplies	\$8.42	
REA	\$0.00	
Other	\$154.00	
TOTAL	\$298.70	
Ending Balance		\$2,426.96

MEMBERSHIP:	Full	4	6
	Chapter Only	2	0
	Total	6	6

DIRECTORS REPORT: Chuck reported that future Conventions may be cut back. Mainline excursions are difficult to set up and are getting almost cost prohibitive. There is no bid for the 2006 convention. Jim Pearson and Chuck Hinrichs will be the Chapter e-mail contacts for quick information from NRHS headquarters

OLD BUSINESS: May 22 is tentative date for a n REA truck work session. We got a "NO" on a visit to NRE (VMV) in Paducah. A P&L visit is still in the works.

NEW BUSINESS: Dr Ross will provide the May program and National President, Greg Malloy will be our guest for the July program.

ANNOUNCEMENTS: Summerail in Cincinnati will be on August 14

ATTENDANCE: 23 members and 1 guest
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 #83

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

June 30-July 4 Minneapolis, MN National Railway Historical Society National Convention The two weekend excursions are filling fast with premium space already sold-out.

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

October 14-16 Memphis, TN L&NHS Annual Meeting. The meeting will be held in conjunction with the GM&O Historical Society. Headquarters hotel is the Hilton near I240 and Poplar Ave on the East side of Memphis. Program detail later.

MODEL RAILROAD EVENTS

RAILFAN EVENTS and EXCURSIONS

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

August 14 Cincinnati, OH Summerail This annual event takes place in the spectacular Cincinnati Union Terminal and features an all day extravaganza of multi-media railroad shows presented by some of the nation's outstanding rail photographers. The is also a comprehensive railroadiansa show and all-day access to Tower A overlooking the CSX and NS yards and mainline tracks. For those arriving on Friday there is an informal slide show in the evening at Tower A. See Chuck Hinrichs for details. Admission is \$15 info: www.cincinnatiirrclub.org/

July 30-August 1 Dennison, OH Rail Festival 2004 The Dennison Railroad Depot Museum, in cooperation with the Ohio Central Railroad, will celebrate its 15th Anniversary with Train Festival 2004, the largest railroad heritage event of the year. Train Festival 2004 will be a Festival of Trains celebrating in grand style the great railroading heritage of Ohio and the United States. Excursion trains, pulled by giant restored steam locomotives, will traverse east-central Ohio, offering thousands of visitors a chance to ride in the grand style of yesteryear. For details and tickets check the web site. <http://www.trainfest2004.com/>

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

REGIONAL RAIL NOTES

Truck Update

(Continued from page 5)

The front end (fenders, grill, splash guards and hood) are all very rough. Much, much work is needed here. The bumper is in a mangled state and will require a small miracle to save it, I will try.

There are more items but these goals are what seems to be next in line. I have spent countless hours on this project. I still need help with it. So, if you want to help restore and save a piece of our local railroad history than this is your project too. So jump in with me and let's get to work.

Chapter News

The conductor indicated that they would be there for two southbounds - the Chaffee local and a taconite unit train. The location is nearly perfect with trees, open space, good light and nice curving track. The spot is on St Rt 177 at Juden Park. We got shots of both southbounds and caught the taconite train again at Chaffee, MO. We went south to Perkins, MO and caught the MOW boys still hard at work. We grabbed a few more MOW shots and then headed back to Illinois to see if we could catch some UP action. The scanner wasn't much help as the UP crews are a bit tight lipped. A couple of southbound intermodals snuck up on us and we were lucky to even get a couple of grab shots. After some frantic backtracking to Gale to get another grab shot we finally settled at a grade crossing on a curve between Gale and McClure. The first train by this site, in near perfect afternoon light, was a mixed freight pulled by a pair of CSX diesels. (We came 200 miles to shoot hometown locomotives??). The last train of the day was a nice UP lashup and 4 tired photographers headed for home.

Though we did not see a lot of trains we did see, and shoot,

HUNTSVILLE, Ala. - The oldest railroad building in Alabama, the Memphis & Charleston Railroad freight depot, has been saved from demolition and will be restored by the Historic Huntsville Foundation, according to a story this week in the Huntsville Times.

The depot, located next to the Historic Huntsville Depot on Church Street, was badly damaged in a fire on March 11. With the few brick walls left standing deemed unsafe, owner Norfolk Southern had scheduled the ruins for demolition. On March 25, intervention by Richard Moe, president of the National Trust for Historic Preservation, and U.S. Rep. Bud Cramer (D-Huntsville), ensured a stay of execution. But the future of the building, built in 1856 and until 1996 the second-oldest continually used freight depot in the world, remained uncertain. Now, Norfolk Southern has agreed to donate the depot and lease the site to the Alabama Historical Commission, as well as contribute \$20,000 toward the estimated \$35,000 cost of emergency repairs.

"After the fire, we were of the opinion that there really wasn't enough left to salvage," said Norfolk Southern spokesman Robin Chapman. "But the Historic Huntsville Foundation convinced us that there was enough of the facade worth salvaging, and that they would be able to do it."

internet from Jim

B e r g a n t

CN is closing Centralia Yard effective this Monday, May 3rd. There are going to be big changes in the operation as a result. More switching at Champaign for one. Champaign crews are going to start running all the way through to Fulton, KY as part of this. There are also rumors that the car shops there will be closing as well.

The plan is for most directional operation using the Edgewood Cut Off and Champaign and Centralia Subs. Most southbounds will use the Cut Off and most northbounds will use the other route.

In Chicago, Glenn and Markham are going to start classifying a few more blocks as well, including a Fulton, KY block. Prior to this, all cars going to Centralia or further south were shotgunned into a single Centralia block and were then reclassified there. Now, cars going to Memphis and points south will be classified into a Memphis block and reclassified there. Cars for points in between Champaign and Memphis (aside from Fulton) will get classified at Champaign. Memphis is supposed to start classifying more northbound business as well.

With this will come at least one new train symbol, 334. This will be a Memphis to Champaign train.

It will be quite an interesting watch.

internet forwarded by Chris

Dees

During the first week of March, CSX conductor Larry H. Johnson, while backing up his train at Hurt Street at the Hulsey facility in Atlanta, Georgia, observed a cell phone beside the tracks. The face of the cell phone was lit up, so Johnson stopped the train to investigate. Under the train, he found a severely injured trespasser. Conductor Johnson immediately applied first aid, preventing the man from bleeding to death. Emergency medical personnel arrived approximately 25 minutes later. "I don't want any acknowledgement," said Johnson. "It was my job to do what I did." Mr. Johnson has 27 years of experience on the

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 railroaders 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

Sell or Swap 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

For Sale Railroad and Locomotive Historical Society, RAILROAD HISTORY No.140, Spring 1979. This is the definitive steam locomotive roster for the Illinois Central RR. \$40
Chuck Hinrichs 270-886-2849
e-mail chuckrail@charter.net

BUY-SELL-SWAP is a new service of your Chapter newsletter "PENNYRAIL" and is for the non-commercial use of chapter members. Please submit your ads by e-mail or letter (typewritten, please) by the normal newsletter deadline

PHOTO SECTION



Chapter members Jim Pearson, Chuck Hinrichs, Ron Stubblefield and guest photographer, Tommy Woodward enjoying some beautiful Spring weather and some BNSF action at Juden Park just north of Cape Girardeau, MO on May 3, 2004.

digital image by Ron Stubblefield



This postcard depicts a Redpath Chattauqua Special from Chicago at the L&N depot in Hopkinsville, KY. The date is 1913. The depot, sans train shed, still stands and will be open for those who have not seen the interior, prior to the May Chapter meeting in Hopkinsville. The depot will be open from 6:30 to 7:00 PM

postcard from the Wallace Henderson collection

"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.