

PENNYRAIL

JUNE 2004

VOLUME 8 NUMBER 6

The official publication
of the Western Kentucky
Chapter, NRHS.

CHAPTER FIELD TRIP



Chapter

CHAPTER MEETING

MONDAY, JUNE 21

7:00 PM

Badgett Center

(Old L&N Depot)

(Arch St and the Railroad)

Madisonville, KY

JUNE PROGRAM

Chuck Hinrichs will present the program for the June meeting. Chuck will show a DVD depicting interurban and city rail operations in the San Francisco Bay area. He will also share some personal recollections of public rail transportation in both Denver and San Francisco. Dave Millen will provide the refreshments. This should be a program with a different spin. Come and bring a friend.

Remember! The meeting is on the 3rd Monday - the 21st.

MAY MEETING

Twenty-four members and three guest were on hand at the Christian County Historical Society Building in Hopkinsville for the Chapter's May meeting. William Turner had the building decorated in a railroad theme with lots of pictures, models and railroadians. Following the business session, a short

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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.
Send news notes,
historical notes and
other rail information
to:

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Hopkinsville, KY 42240
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P&L SHOP VISIT

**FRIDAY
June 18**

9 AM

WE WILL GATHER
AT THE P&L SHOP
BUILDING AT THE
SOUTH END OF
THE NORTH YARD
AREA WHERE THE
LOCOMOTIVES
ARE SERVICED.

YOU MUST
PROVIDE YOUR
OWN HARD HAT,
SAFETY GLASSES
AND STURDY
SHOES (NO
SNEAKERS).

CHILDREN ARE
WELCOME IF
SUPERVISED.
CAMERAS ARE
ALSO PERMITTED.

Call Rick Bivins (270-825-8161) or Chuck Hinrichs (270-886-2849) for details, directions and possible car pooling.

Chapter News

(Continued from page 1)

welcome by County Historian William Turner and some delightful refreshments courtesy of Bob Mofett and the Hopkinsville crew, The assembled railfans were treated to an historic film of steam shortline operations in Kentucky and Tennessee including some 50s footage of the Cadiz Railroad. The program was provided by NRHS Regional Vice President Dr Wesley Ross. It was a pleasure, as always, to have Dr Ross and his wife Shirley at a Chapter meeting.

CSX cooperated with a couple of trains through town during the meeting. We were, however, a couple of blocks from the tracks so we didn't get up close but several of the gathered assemblage did rush out to see the trains from a distance.

NEW MEMBERS

The Chapter welcomes two new members, Tom Woodward and Chris Gilkey. Tom is a lifelong friend of Ron Stubblefield and is a resident of Marion, KY. Tom is now retired with his wife Judy -(retired from Siemens Corp). He has driven truck of all kinds, worked for IC RR., owned and operated a one hour photo shop, photographer, and retired from Pyro Coal mining operations between Sullivan and Clay Kentucky . Tom and Judy have quilting machine and do a thriving business in quilting. Tom is an excellent photographer. Chris Gilkey is a teacher at Hopkinsville's CC Middle school. He is working closely with William Turner on Christian County historical projects and is being groomed as William's eventual replacement as County Historian.

Again, a hearty welcome to both Chris and Tom.

Tom Woodward
809 E. Bellville St.
Marion, KY 42064
Telephone 270-965-3364
Email woodward@mchsi.com

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PHOTO SECTION



One of the features of Kudzu Rails 2004 was a TVRM excursion running some 17 miles up the Hiwassee Gorge from Etowah, TN on the old L&N "Hook and Eye" line from Etowah to Atlanta via Copperhill, TN and Blue Ridge, GA. South facing power for the train was exL&N, exxNC&StL GP7 in bright new NC&StL paint. The cars were ex Norfolk & Western coaches. *digital image by Chuck*



This one of several locomotives from the shops of the Glover Machine Works of Marietta, GA. still in existence. This locomotive was built in 1916 and returned to Glover in 1921. It was restored in 1992 and is on display at the Welcome Center in Marietta. A major portion of the Glover archives and equipment is displayed in the Southern Museum of Civil War and Locomotive History in Kennesaw, GA *digital*

Chapter News

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Chris Gilkey
411 Cherilyn Circle
Hopkinsville, KY 42240
270-890-6093
e-mail cgilkey411@juno.com

CHAPTER NEWS

Chapter member, Louie Hicks is recovering from back surgery to repair a damaged disk. The operation was apparently successful and following a period of rehab, Louie will be back at work on his garden railroad. He would appreciate a card or call from Chapter members.

Greg Utley has relocated in Clarksville. Greg's new address is:

205 Cheshire Drive
Clarksville, TN 37043

OUT AND ABOUT

Wallace Henderson spent a couple of weeks on steam odyssey in Canada. A detailed account of the adventure is featured, starting on page 4.

Chris Dees and Don Clayton took a quick late May trip to Vermont in their never-ending search for rare miles. I expect a detailed account for the July **PENNYRAIL**.

Rich Hane, Ron Stubblefield and 'Leaping Larry' spent a busy day in Nashville. They dropped by to see Louie Hicks

in the Hospital, visited CSX's Radnor Yard and dropped a few bucks at one of the city's hobby shops. Not a bad way to spend a day.

Chuck and Shirley Hinrichs and Wallace Henderson spent a busy four days at the "Kudzu Rails 2004" at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA, a northern suburb of Atlanta. The long weekend featured a pair of excursions on Thursday - TVRM from Etowah, TN up the ex L&N Hook & Eye for about 17 miles and the Blue Ridge Scenic from McCaysville to Ellijay, GA. Friday featured several seminars, a museum tour and a railroadiansa show and sale. Saturday was filled with more seminars and an evening concert at the Kennesaw depot. We didn't stay for the concert but railfanned our way home. The Kennesaw museum is a "world class" facility and houses the "General" of Great Train Chase fame as well as the extensive collection from the locomotive manufacturing activities of the Glover Machine Works. If you are in the Atlanta area this museum is a 'must see.' Also, bring your appetite. We enjoyed some excellent dining in the Kennesaw area. There is

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also a very well stocked hobby shop just across the tracks from the Museum and depot in Kennesaw.

Rich Hane and Wally Watts were the only ones to show up for the REA work session on May 22. In spite of the light turnout Ricky reports that quite a bit was accomplished.

Ron Stubblefield reports that he and New member Tom Woodward were in Paducah on May 28th. "I went to Paducah to the antique motorscooter show. Of course while we were we made a trip through the P&L yards was mandatory. While in Paducah Tom and I made a couple of stops for photographs. We were there to see the antique motorscooter (Vespa and Cushman, etc.) show in downtown Paducah. It was the first time for a Motorscooter show and since we both have a scooter it was the perfect opportunity see old scooters as when I was a boy. No matter where or what I go to see if Planes, boats, motorcycles, scooters, or cars I always seem to end up at the railroad tracks."

"On this day we finally made it to P&L's north yards. The Powder River Basin Coal train was just pulling in from unloading coal at the BRT, Grand Rivers, KY. Following the main road by the P&L tower we could see the Old University Kentucky 1978 diesel performing switching duties north of the tower. We just don't know how long this old GP10-11 will be around for photographing. I'm sure I'm like many of you, I always take a photograph of this unit whenever I can, it's just the thing to do, right! Driving past the tower there is an overhead track that connects to the Edgewood Cutoff. As we drive under this overhead track I heard a rumble and in my rear view mirror I could see a CN/IC train coming in with coal loads. We missed that shot and thought it might be heading toward the BRT at Grand Rivers. Tom and I were prepared to make chase but it was not necessary and caught it later as we made our way back to

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Chapter News

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the north end of the yards. Driving toward the locomotive service and repair facility I could see the Mayfield local coming in. I did make a photograph of this train and it's headlight as it stopped in the distance. Sitting on the track near the repair facility was the P&L 3600 this is truly an old soldier that could be gone at anytime. Next on the very unlevel trackage just outside the repair facility was freshly rebuilt LLXP units. The lead unit looked to leaning far enough as to layover on it's side because of the poor footing of the service tracks. After a quick shot we head back to the north yards to see where the CN/IC train was headed. Luckily for us it was making it's way to the first switch just past where the old passenger station was located. We made a couple of quick shot and headed home. It was one of those days, good friends, great sunshine, motorscooters, trains and topped it off with a Bar-B-Q sandwich. You never know about Paducah and how many trains you will see. On this day within 10 minutes there were three trains from three different direction, next time it might be more or less that why the patients of "Job" is required to be a railfan."

Chuck Hinrichs and Wallace Henderson didn't have Tom and Ron's good fortune on a June 3 trip to Paducah and CN's Edgewood cut-off in southern Illinois. There was lots of activity at the NRE (exVMV) shops but as always photos are hard to come by. We did spot the UK GP10 and the UofL GP38 at the P&L shop in the south yard. The CN local was buried in the north yard and offered only a marginal view of the power. We waited for over two hours at Reevesville, IL for any Edgewood action. We finally got some nice shots of a southbound manifest at the old IC coaling tower in pretty decent light considering that the weather man had lied to us again. The clear and cool forecast turned out to be cloudy and a bit muggy and even a light sprinkle of rain. Still it beats

STEAMING THROUGH THE SELKIRKS

by
Wallace Henderson

Over the years I had ridden the Canadian Pacific's main line through the Canadian Rockies twice, once on THE CANADIAN and again on THE ROCKY MOUNTAINEER, plus the eastern half over Kicking Horse Pass on the ROYAL CANADIAN PACIFIC. But when I saw a Trains Unlimited Tours trip advertised for last month that would traverse the whole route to Vancouver behind steam, I couldn't resist the urge to do it again. The train would be pulled by the CPR's restored 4-6-4 #2816 (Montreal Locomotive Works, December, 1930) now named THE EMPRESS. (These Hudsons were the forerunners of the Royal Hudsons built later in the decade.) An added bonus to riding behind the 2816 would be riding behind three other steamers on this trip.

I left on April 21st, driving to Winnipeg, Manitoba; a two day all interstate drive via St. Louis and Kansas City. Then I boarded THE CANADIAN for a overnight trip to Edmonton, Alberta, where I would meet most of the others who were coming on the eastbound train. (For many years now, THE CANADIAN has been running on the CN through Edmonton rather than its old CPR route via Calgary.) It was very cold in Edmonton with a strong west wind but by the following day when we bussed south, the weather had abated.

We spent most of the day on the Alberta Prairie Railroad out of Stettler with our passenger special first pulled by 2-8-0 #41 from Arkansas' Jonesboro, Lake City and Eastern RR (later Frisco then Mississippian #77) built by Baldwin in 1920. At the halfway point on the line, we had a meet with a freight pulled by former Canadian National bullet-nosed 4-8-2 #6060 (Montreal, 1944) in her passenger colors of olive green and black. After lunch at the little town of Big Valley, once a important CN division point, the 6060 returned us to Stettler. A high point of our special was the rear bar car where one could have a drink or a beer and listen to a live country/rock band.

Bussing on southward to Calgary, we arrived at the Heritage Park just in time to photograph the beautiful streamlined CPR SELKIRK 2-10-4 (Montreal, 1949), Alco 5-1 switcher and wooden caboose displayed there before the sun set. Our two night stay in Calgary would be in the former CPR Fairmont Palliser Hotel.

The next morning began with a tour of the CPR's System Operations Center in the railroad's office building nearby. After that, it was a free day to ride the city's fine light rail system. That afternoon I walked to the level 11th street crossing to photograph CPR freights with Calgary's impressive skyscraper skyline in the background.

The tour of the operations center was just the first example of the Canadian Pacific's going all out in every way to make this trip the great success it turned out to be. Not since the glory years of the Southern Steam Specials have I seen a railroad so committed. The next example of this was the next morning when we were taken up to the upper outside parking level of the CPR building next to the hotel to photograph our special before departure. In addition, both a CPR vice-president and official company historian rode the trip and mingled with the passengers and at no photo run were we prevented from crossing the tracks to the sunny side to photograph.

Our special was actually a trip by GW Travel of Great Britain and their people made up about 75% of the passengers. And I was told that at their request, no diesel was ever added to the train,

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SELKIRKS

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which consisted of a tool car, HEP car, two coaches, a sleeper for the crew, dome coach SILVER LARIAT and dome-observation SILVER SOLARIUM, both originally CALIFORNIA ZEPHYR cars. My seat, for which I paid extra, was in the dome of SILVER LARIAT, which had been converted to four facing seats with a small table in the middle of each set. I lucked out with excellent seating companions; a man from California, fellow National Director Mia Mather of the New York Chapter, and Jessica Leeds, a stockbroker from New York City. We had a delightful four day ride.

Our first day, Tuesday, April 27th, was overcast but after that, we could view the beautiful Canadian Rockies in glorious sunshine. At the servicing stop at Banff, a local vintage automobile group turned up with antique cars to pose with the 2816. And the group were all dressed in vintage clothing of the 1920/308 to match! A real treat indeed. Climbing up the Bow River Valley towards Lake Louise, we stopped at the siding of Eldon where busses then took us up onto the paralleling highway for a double photo run around famous Mirant's Curve. (Didn't I say the CPR went "the extra mile"?) We then overnighted at the Lake Louise Inn and many of us ate dinner in the very fine restaurant in the former station there.

Wednesday found us climbing Kicking Horse Pass and then descending through the Spiral Tunnels to the crew change point of Field, British Columbia, where we were surprised to find a special eastbound ROYAL CANADIAN PACIFIC awaiting our arrival with CPR President Rob Richie on board. We were able to

detrain and scramble across the tracks to photograph it as it departed with Mr. Richie and group on the back platform of the MOUNT STEPHEN. Then it was down through the canyon of the Kicking Horse River to Golden, where we began the ascent of Rogers Pass over the Selkirk Mountains. We took the normal westbound route which now goes through the newer 1988 Mount Macdonald Tunnel, at nine miles the longest railway tunnel in the Western Hemisphere. This tunnel was constructed to lower the westbound grade for the many coal trains heading to the port of Roberts Bank near Vancouver. Eastbound trains use the older and steeper Connaught Tunnel line.

This night we would overnight in Revelstoke, B.C. but there was a problem. The railroad planned to replace a bridge west of there beginning early the next morning. The solution: stage our train in the siding west of the bridge at Craigellachie, where the last spike of the CPR was driven on November 7, 1885, and bus us back to Revelstoke for the night. There we had already visited the Railway Museum, containing semi-streamlined CPR 2-8-2 #5468 (Montreal, 1948) while our train was serviced.

The next morning we had a photo run before boarding and then headed for Kamloops for lunch in the former Canadian National station (built 1927) and now a restaurant. But first we had two more photo runs (seven in all for the trip). Then after lunch, we had a short ride on the Kamloops Heritage Railway across the Thomson River to the CN yard in North Kamloops. This train was pulled by CN 2-8-0 #2141, built by Canadian Locomotive Company in 1912 for the Canadian Northern. This was a real tourist train as we were "robbed" by a gang of Wild West train robbers.

After spending the night in Kamloops, there would be no

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more photo runs as we headed west and began the descent of the Thomson and Fraser River canyons to Vancouver. But first, as we ran along the south shore of Kamloops Lake, we could see the ROCKY MOUNTAINEER also westbound on the CN along the north shore (two diesels, 17 cars including 7 full length domes: the combined Jasper and Calgary sections). At the famous Cisco bridges, we stopped long enough for the photographers to get photos of both. The CP and CN now have joint directional running through the Fraser River Canyon and the CPR track is the eastbound route, but our special stayed on the CPR and ran against the current of traffic. And all too soon we were arriving at the Canadian Pacific's waterfront station in Vancouver where we bid our special good-bye and went next door for a fine Italian dinner.

Next day, May 1st, was a day to visit the sites of Vancouver beginning with the restored CPR downtown roundhouse, complete with turntable, built in 1888. An adjoining pavilion houses Canadian Pacific 4-4-0 #374 (CPR Montreal shops, 1886), which pulled the first train into Vancouver on May 23, 1887. Next we visited the streetcar museum, which houses two beautifully restored interurbans, one steel and the other wooden. A tour of the city, ending at a live steamers operation, completed the day.

We were supposed to have had a special up to the Whistler resort but had to use busses instead due to the CN's impending takeover of the British Columbia Railroad had caused the cancellation of any and all passenger movements. En route, we stopped at the West Coast Railway Heritage Park in Squamish for lunch and a tour of the equipment there including the BC Rail's Royal Hudson. We also toured the very interesting British Columbia Mining Museum nearby where we were taken into the mine on a little mine train. After overnighting at the new and upscale Whistler Resort, the trip

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MAY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Christian County Historical Society Bldg.,
 Hopkinsville
 Monday, May 24 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		\$2,426.96
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
REA	\$0.00	
Raffle	\$20.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$20.00	
Adjusted Balance		\$2,446.96
Expenses		
Nat. Dues	\$0.00	
Postage	\$37.00	
Printing	\$36.25	
Video	\$0.00	
Supplies	\$0.00	
REA	\$22.26	
Other	\$0.00	
TOTAL	\$95.51	
Ending Balance		\$2,351.45

MEMBERSHIP:	Full	4	8
	Chapter Only	2	0
	Total	6	8

DIRECTORS REPORT: Wallace presented a lengthy report on NRHS business. Highlights are the potential change in Convention formats and a year's delay in changing the format of the Bulletin.

OLD BUSINESS: Hopkinsville BBQ picnic postponed until fall. Chapter display case will remain at the Hopkinsville depot. Case need repair to glass doors.

NEW BUSINESS: Tentative date for P&L shop visit is Friday June 18. Visitors must provide their own hard hat and safety glasses.

ANNOUNCEMENTS: Summerail August 14 at CUT in Cincinnati. NRHS President, Greg Malloy will be our guest at the July Chapter meeting - MARK YOU CALENDAR

ATTENDANCE: 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 #84

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

June 26 New Haven, KY Kentucky Railway Museum 50th Anniversary Party Ice Cream and cake all day. Membership celebration at 5:30 pm

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 details later.

MODEL RAILROAD EVENTS

RAILFAN EVENTS and EXCURSIONS

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 railroadiana 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.cincinnaticlub.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

The CN (IC) yard at Centralia, IL has shut down completely. A former trainmaster at Centralia referred to it as a ghost town when we were talking Saturday. He also mentioned that the B Yard operator is being eliminated in the next week or two. For those who don't know that procedure as it has been, the B Yard operator controls all movement at the CN/BNSF/NS diamonds, trains entering and leaving the yard and trains on the mainline. Northbound and southbound trains talk to the operator to get permission through Centralia. On Amtrak, we generally call after crossing the old L&N at Ashley northbound and in the Odin area southbound. Control of the diamonds will go to the dispatcher in Homewood.

The car shops remains open for now. The trainmaster told me that it is supposed to be switched a couple of times a week, but that can in reality be once every couple of weeks.

In other notes, directional running has been the norm for a few weeks now. M304 is the only regular train to be seen southbound on the Centralia Subdivision south of DuQuoin. Between DuQuoin and Centralia, BNSF Baldwin coal trains also run southbound to get to the St. Louis Subdivision. An occasional grain extra will also run southbound, and the DuQuoin local runs from DuQuoin to Carbondale a few times a week.

Directional running does eliminate one of my biggest professional pet peeves... getting out of the "station" at Centralia on 391 in time for an early arrival at Carbondale only to find M308 was just turned loose out of Irvington and we'll be following on his block to Bois or St. Johns. I lost count of how many times five minutes early into Carbondale became 10 or 15 minutes late!

Some railfan speculation (mostly sarcastic, I think) says that CN is looking to dump the Centralia Sub in favor of the Edgewood Cutoff. Hogwash. CN is gearing up for a major overhaul of the line. Thousands of new ties have been dumped along the line, and new rail has also been put in. A MAJOR tie replacement program is about to get underway.

Between Fulton and Memphis, the railroad has done major track work that includes undercutting the roadbed, replacing ties and resurfacing the line. It would not surprise me if a similar plan is in the works between Carbondale and Cairo.

A final item. The local from St. Louis to Centralia has been replaced. Due to the closing of the Centralia yard, the St. Louis local operates to and from Paducah. Instead of a single train making a turnaround run every day, two trains now run and swap crews where they meet. One group member has reported seeing them meeting and swapping crews in Christopher on the Eldorado Subdivision around 11:30 p.m. on several occasions.

Scott McPherson internet forwarded by Chris

Dees

The spring flurry of track work and tie replacement on CSX's Henderson Sub is now complete and train schedules are getting back to normal. Steve Miller has a friend who has a program that monitors train activity through Hopkinsville and he reports that even with the track work schedule changes there are an average of 30 trains per day running on the HD. Jim Pearson caught a lot of the track work action with his digital camera and has some very nice shots posted in the Photo Gallery of the Chapter's web page. Check out the web page and the Chapter forum for up-to-

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concluded with our return to Vancouver.

The following day, Tuesday, May 4th, I departed on THE CANADIAN for Winnipeg at 5:30 P.M. Again I had a roomette in a Manor class sleeper, enjoyed riding the dome and the excellent meals in the dining car. The cars are all refurbished stainless steel Budd built for the train when it was a CPR train. Via Canada always provides excellent service. It was snowing as we topped Yellowhead Pass on CN into Jasper the next morning and continued to snow off and on as we headed east towards Edmonton. Arrival in Winnipeg at 11:40 AM on Thursday morning was only 30 minutes behind schedule. My car was parked next to Union Station there (NO free parking!) so I was soon headed south towards the border with wonderful memories of a grand two weeks

* * * *

TVRM



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 railroading 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

FREE 20 or more Beta format railroad video tapes.

Wallace Henderson
270-885-6503
fcgato@charter.net

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PHOTO SECTION



Part of Wallace Henderson's Canadian adventure was some time behind Alberta Prairie RR's ex CN 4-8-2 #6060. This a fairly modern unit coming out of the Montreal shops in 1944. 6060 is seen at Fenn, Alberta on April 25, 2004. *photo by Wallace Henderson*



The star of Wallace's Canadian trip was CPR's fully restored 4-6-4 Hudson, #2816 built in Montreal Locomotive works in 1930. The special, in addition to three head end cars had two coaches, a crew sleeper and two ex California Zephyr dome cars. This shot is at Mirant's Curve on April 27, 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.