

# PENNYRAIL

JULY 2004

VOLUME 8 NUMBER 7

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## IMHO

Chuck Hinrichs



## Chapter

### CHAPTER MEETING

**MONDAY, JULY 26**

**7:00 PM**

**Badgett Center**

**(Old L&N Depot)**

**(Arch St and the Railroad)**

**Madisonville, KY**

### JULY PROGRAM

July 26 will be a special evening for the Western Kentucky Chapter. Greg Molloy, National President, NRHS will be our special guest and will present a slide program featuring railroad action in Guatemala and El Salvador. (A short biography of Greg is on page 5.) Rich Hane will provide the refreshments. This should be a most memorable evening and you are all urged to make a special effort to attend and bring family and friends.

### JUNE MEETING

Sixteen members and one guest were on hand for the June Chapter meeting. Following a short business session and some excellent Indiana refreshments courtesy of David Millen, Chuck

*(Continued on page 2)*

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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The rail oriented internet sites are filled these days with tales of railfans being accosted by Railroad, Transit or Civil security or police personnel. While many of the reported incidents involve inexcusable trespassing by the perpetrator there are an increasing number of incidents that appear to be more in the nature of harassment or overstepping of authority in the post 9-11 security paranoia.

No one can find fault with legitimate security concerns but some of the reported incidents defy logic. New Jersey Transit, for example, put a ban on all photography of it's facilities whether from public or private locations. The agency then reportedly changed it's position, due likely to many complaints, and now will permit photography if the photographer submits copies of the photos to the transit agency. Where is the logic in this? There was another incident where a railfan was apprehended on public property and was reported to be subject to a thorough search and interrogation which continued for several hours until he was finally released

*(Continued on page 4)*

## Chapter News

*(Continued from page 1)*

Hinrichs presented a program built around trolley transportation in his younger years in Denver and San Francisco. A DVD of San Francisco Bay area rail transportation was shown. CSX cooperated with a couple of trains past the depot during the evening. T101, a southbound unit coal train was a pair of CSX AC44-9Ws and a CN/GTW SD40-2 was followed by Q651 a southbound Indianapolis-Nashville manifest with a CSX SD70MAC and an EMD Leasing (ex-MPI) SD45.

### CHAPTER NEWS

Keith Kittinger is a grandfather. Keith and Allyson's daughter Melissa brought Trevor Alan into the world on June 9, 2004. It would take a wire brush to rub the grin from the proud grandfather's face. Congratulation to all!

Louie Hicks is home from the hospital in Nashville following back surgery. He is getting along pretty well and is still getting physical therapy three time a week plus a home exercise regimen. Work on the garden railroad has been suspended but Louie is anxious to get back to work with track rehabilitation first on the agenda. Give Louie a call or drop by he would be glad to see you. Louie, hope to see you at a meeting soon!

Wally Watts has been asked to display his collection of miniature steam stationary engines at the Steamer's celebration in Adams, Tennessee on the July 17th weekend.

### OUT AND ABOUT

Wally Watts, Don Clayton and a small contingent of Madisonvilleites rode a private car trip out of Chicago behind Milwaukee 4-8-4 261. Don

*(Continued on page 3)*

# PHOTO SECTION



Canadian Pacific Hudson 4-6-4 2816 paired with Milwaukee 4-8-4 261 pulls to a service stop at Red Wing, Minnesota on the return leg of a Convention excursion run from St Paul to La Crescent and return. The train was late and a light rain was falling but it was worth the wait. July 3, 2004

*digital image by*



The 2816-261 doubleheader was one of two weekend excursions closing out a very enjoyable NRHS Convention in the Twin Cities. A good crowd was on hand at Red Wing, Minnesota for the steam special in spite of a steady rain and a late arrival.. 2816 took on water at Red Wing, July 3, 2004

*digital image by Chuck*

## Chapter News

*(Continued from page 2)*

continued on to the NRHS Convention in Minneapolis while Wally and the rest of the Madisonville group returned home after a bit of big city shopping.

Following the Convention Don Clayton spent a night in the Marriott Courtyard (ex Milwaukee depot) in St Paul before departing on a 4 day 550 mile run from the Twin Cities to Portal, North Dakota behind Canadian Pacific's 4-6-4 Hudson, 2816. This was a High Iron Travel event in their private cars. Don returned home - broke and happy - via Amtrak.

Wallace Henderson did some serious railfanning prior to the NRHS Convention in Minneapolis. He and a friend covered much of the Dakotas. A full report on the high plains adventures will be in the August PENNYRAIL.

The Chapter should be well represented at the RAILFEST in Dennison, Ohio late this month. Bob and Jackie McCracken, Chuck and Shirley Hinrichs, Chris Dees, Wallace Henderson and Jim Pearson are signed up already and Bob Moffet and Donny and Betty Knight are likely attendees.

**HAVE YOU EVER WONDERED. .**

**If the Motor Coach Historical Society takes a train to locations where they can ride an historic bus? ? ? ?**

**SUBSCRIPTION  
RATES  
PENNYRAIL**  
11 issues  
**\$12 PER YEAR**

## Working on the Railroad

Before automobiles and airplanes were a twinkle in an engineer's eye, there was one miraculous mode of mechanized transportation that even today hauls an impressive one-quarter of the nation's freight by weight. It is, of course, the railroad. About 143 countries have rail transport systems today, but where did they originate and how did they develop?

The railway as we know it today has two parallel rails held at a precise distance from each other with sleepers made out of concrete or wood. This design also constituted the first wagon ways in Germany, built in the 1550s. Horses drew wagons over parallel wooden planks, which eased pulling heavy loads. Later on, Beaumont mimicked this design in England for transporting coal. In 1774, James Watt of Scotland perfected the modern steam engine, but this invention was not applied to trains until 1803,

Thanks to Samuel Homfray

## 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.

<b>BNSF</b>	<b>800-832-5452</b>
<b>CN/IC</b>	<b>800-465-9239</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>

and his financial support. The first working steam engine train towed 10 tons of freight and 70 men 9 miles in a two-hour trip that took place in February of 1804. Soon after, in 1776, iron was used in lieu of wood for the wheels and tracks, dramatically reducing friction. To keep the wheels securely on track, William Jessup introduced flanging, or grooves in the wheels, in 1789. Finally, in 1804 Matthew Murray of Leeds, England creates the steam locomotive engine, the first of its kind.

The American Railway was born in 1753 when the first steam engine was imported, then only used to pump water. Oliver Evans had high hopes for the railroad, making the optimistic claim that trains will move almost as fast as birds can fly, 15 or 20 miles an hour. He invented the non-condensing high-pressure stationary steam engine in 1800, forever changing transportation in the U.S. To promote railroad use, Colonel John Stevens published Documents tending to prove the superior advantages of Railways and Steam Carriages over Canal Navigation, which detailed his vision of a 100 mph train. He tested his designs on a circular track outside his Hoboken, NJ home, and the first railway charter in North America was granted to him in 1815.

As the groundwork was laid for the American railway system, enthusiasm grew. George Stephenson was a relentless engineer, who, in 1815 introduced a 6-wheel, multi-tubular boiler engine. In 1825, Stevenson's engine was able to carry 450 people and six coal cars 9 miles in one hour. Peter Cooper perfected his Tom Thumb engine in 1830. In 1865, George Pullman's sleeping car was in demand after it was used to transport the body of Abraham Lincoln in his funeral procession. George Westinghouse created safe airbrakes not long after.

In the late 1800s, women in America also had an active hand

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## Working on the Railroad

in helping create and design rail structures. Mary Walton discovered a way to deflect smoke on moving trains. She also patented a sound barrier made of cotton and sand for use on New York City's elevated trains. Eliza Murfey invented 16 devices that lubricated axles to prevent derailment. Also concerned about safety, Mary I. Riggan created the first crossing gate.

Some innovations did not find much success. For example, David Gordon fashioned an engine that imitated a running horse. In 1827, a Baltimore & Ohio train tested a model in which a horse walking on a treadmill provided the moving power for the locomotive. Perhaps the most hapless design was the train car with a sail erected on top of it hoping to catch some wind power.

Beginning in the 1970s, the monorail, magnetic levitation (maglev), and rubber tires were introduced. Most of these varieties, which primarily transport passengers, rely on an electromagnetic interaction between the rail and an on-board mechanism. Though other modes of transportation may have stolen the spotlight from the railroad, trains require 50-70% less energy for both freight and passengers. This fact,

## IMHO

(Continued from page 1)

without apology. His suspicious equipment was a camera and a notebook.

It makes one wonder just how we would fare under close scrutiny. I usually have a digital camera a film camera, binoculars, a tape recorder, notebooks, several maps, a couple of locomotive rosters and both a fixed and portable scanner in the car. It might be pretty hard to explain all this gear to an overzealous and under-educated security type.

Remember the golden rule of responsible railfanning. . . don't trespass! Try not to look

# TO NORTHSTAR 2004

Chuck Hinrichs

The decision to attend the 2004 NRHS Convention in Minneapolis was an easy one. When warm weather hits the Southland it only make good sense to head north. As it is over 900 miles from Hopkinsville to the Twin Cities the next decisions concerned stopover points on the way north and on the way home. The first thought of a stopover on the way north was Rochelle, IL and a little UP and BNSF action at Rochelle's Railroad Park. While Rochelle has lots of rail action it is a bit short when it comes to good lodging and a nice place for dinner.

While glancing through a recent issue of *Railroad/Railfan* I saw an advertisement for the Kingsley Inn in Fort Madison, Iowa. I knew that Fort Madison was a pretty busy railroad town and after checking the Kingsley's web site it looked like this was the place to spend a night or two on the way to Minneapolis. Reservation were made for two nights (they have a railfan package that includes trackside rooms, a whirlpool and a complimentary lunch) and we would be close enough to the Twin Cities to arrive in time to get checked in prior to the Tuesday evening run on the Minnesota Zephyr dinner train. As long as we were going to enjoy a bit of luxury on the way north it seemed only appropriate to have a bit of luxury on the way home so Reservations were made for a Saturday night stay at the St James Hotel in Red Wing, Minnesota. We had stayed there several years ago and were anxious to return to both the Hotel and the superb restaurant. We would also be in Red Wing to catch the steam doubleheader excursion as it returned to St Paul. We would just take what we could get if we didn't make it home on Sunday.

With most of the travel plans firmed up Shirley and I hit the road at 7 am on June 27th. As we had quite a bit of ground to cover we broke one of our travel rules and did most of the run to Fort Madison on the Interstate system - I24, I57, I64, I55, I72 and I172 - before hitting local roads for last few miles to Fort Madison. As might be expected, we saw no trains during our Interstate travels but Fort Madison made up for the earlier drought and we saw two trains while we were checking in and another while we were un-packing the car. A bit of irony - one of the east bound trains we saw while heading out to dinner had an NS unit on the point followed by a UP unit and finally a CSX unit and this on a BNSF intermodal - it's hard to hide from UP and CSX.

The Kingsley Inn is pretty close to being *Railfan Heaven*. It is a completely remodeled old retail establishment and has 18 rooms on three levels and all decorated with functional antiques. The lobby, staircase and hallways are beautifully finished and feature some spectacular woodwork. The trackside rooms are spacious and offer a grand view of the BNSF (Ex ATSF) double track Chicago-Kansas City mainline as well as the Ex CB&Q track which runs north on the west side of the river. The tracks are only a few yards from the Inn and the Mississippi River is just beyond the tracks. The replica Fort is also visible from the trackside rooms as is the ATSF 4-8-4 2913 and the Santa Fe and Burlington depots. The windows have an extra clear plastic inside covering which keeps the train noise to a manageable level during sleeping hours (there are an estimated 60 to 70 trains through Fort Madison in a 24 hour period).

Sunday night found the Inn's restaurant closed but we found a Chinese spot and enjoyed a good meal. The breakfast was a pleasant surprise. It was not a continental buffet but a full

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*(Continued from page 4)*

breakfast served at tables with linen, china and silver and freshly prepared hot dishes - we had quiche the first morning - and fresh fruit and gourmet coffee. Not bad fare for traveling railfans..

We spent the day visiting the Museum in the old Santa Fe depot and crossed the river to visit the town of Nauvoo, a restored Mormon city that was abandoned back in the 1840s following the assassination of John Smith. Many of the early buildings have been restored and the Temple which had been damaged by fire and finished off by a tornado was completely rebuilt. We also saw the home and shop of John Browning the pioneer gunsmith and father of the John Browning of pistol, shotgun and machine gun fame. We also checked out the BNSF yard on the south side of Fort Madison and the location of the Amtrak station. We had an excellent dinner in the restaurant adjacent to the Inn and spent the early evening checking on trains and watching barge traffic passing the double track swing bridge jus a bit north of the hotel.

Breakfast the next morning was again superb with the main dish a delightful sausage casserole. We checked out, reluctantly, and hit the road for Minneapolis, arriving in plenty of time to refresh ourselves and take care of Convention registration. The busses left at 4 pm for Stillwater and the Minnesota Zephyr dinner train. This is a first class operation. The trip is short and slow but the food and service are superb. The five course meal included shrimp cocktail, soup, salad, and a prime rib entree that was huge and very tender and tasty. Coffee and a blackberry cheese cake completed the meal. During dinner we were entertained by a foursome

dressed in '40s costumes and sing vintage W.W.II and swing numbers. All in all a delightful evening.

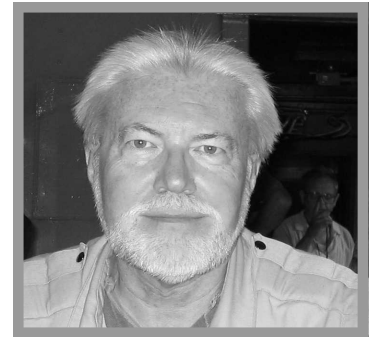
Wednesday's activities included at visit to the James Hill estate in St Paul (not near enough time to see all the house) the Bandanna Square (old Northern Pacific railroad car shop buildings) and the superb 1/4" scale rail layout of the Twin Cities Model RR Club. We saw the James Hill Stone Arch Bridge but only from the roadbed which has been converted to a pedestrian connection crossing the river. The last stop was at the old Milwaukee depot which is now a Marriott Courtyard. The train shed is used for outdoor activities - we lunched there- and hosts ice skating in the winter. The concourse and waiting room a nicely preserved and are an integral part of the hotel. There are some rooms decorated in vintage Victorian decor. We had an excellent dinner at the Hotel and retired early. Thursday's tour took us to the Minnesota Transportation Museum's Jackson Street Roundhouse where there are several nicely restored passenger cars, a pair of Pacifics being worked on and several diesel locomotives including the GN #400 "Hustle Muscle" the first SD45 delivered to an operating railroad.. The afternoon was spent at the MTM Lake Harriet trolley museum with three operating trolleys - a pair of old wooden trolleys and a more recent PCC car. We also saw the shops where restoration work is done.. The evening included a NRHS officers reception - nice surroundings but pricey drinks - and a dinner with Wallace Henderson at an outdoor brew pub.

Friday was devoted to seminars and a railroadians flea market. I caught the seminar on iron mining. The flea market was a disappointment unless you were a book fan. No china and

*(Continued on page 7)*

**GREG**

Gregory P. (Greg) Molloy has been interested in railroads for most of his life. He is a photographer, a rail traveler, and, when time permits, a writer. Greg recently published two feature articles on the railways of Cuba in the National Railway Bulletin. By his own count, he has traveled behind steam locomotives in 22 different countries, and he is always looking for opportunities to add more. Greg has held the office of President of the National Railway Historical Society since



1994.

Founded in 1935, the NRHS is America's largest railroad historical organization, with over 19,000 members worldwide. Prior to holding his current office, Greg chaired the 1984 NRHS national convention and served as Assistant Secretary 1985-87 and Secretary 1987-94. He is a member of the Cincinnati Chapter of the NRHS.

Greg was born in Newark, NJ in 1947 and grew up mostly in Ohio. After graduating from Illinois Institute of Technology with a degree in Chemical Engineering, he worked for the Procter & Gamble Co. and its subsidiaries in Green Bay, Wisconsin and Cincinnati, Ohio. He continues to reside in the Cincinnati area after retiring from P&G in 2000.

Greg's wife Honnay is also retired from P&G. They have two daughters. Elizabeth is an undergraduate at Smith College in Massachusetts, and Kathryn

**JUNE MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 Badgett Center Madisonville, KY  
 Monday, June 21 7:00 pm

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

**TREASURER'S REPORT:**

Beginning Balance		\$2,351.45	
Income			
Nat. Dues	\$87.00		
Chap. Dues		\$0.00	
Donations	\$0.00		
REA	\$0.00		
Raffle	\$0.00		
Video	\$15.00		
Other	\$0.00		
TOTAL	\$102.00		
Adjusted Balance		\$2,453.45	
Expenses			
Nat. Dues	\$40.00		
Postage	\$29.60		
Printing	\$36.25		
Video	\$0.00		
Supplies	\$0.00		
REA	\$0.00		
Other	\$0.00		
TOTAL	\$105.85		
Ending Balance		\$2,347.60	
<b>MEMBERSHIP:</b>	<b>Full</b>	<b>4</b>	<b>8</b>
	<b>Chapter Only</b>	<b>2</b>	<b>0</b>
	<b>Total</b>	<b>6</b>	<b>8</b>

**DIRECTORS REPORT:** None

**OLD BUSINESS:** 5 members took advantage of the P&L Shop Tour. No firm date on the Charolais locomotive operation day.

**NEW BUSINESS:** Ricky has set a REA truck work session for July 17 from 9 am to 3 pm. The Hopkinsville picnic is on hold. Ricky is trying to get a group together for a day of train watching at Mortons Gap. Suggest that Holiday plans be firmed up and set to avoid the schedule congestion we had last year. Chuck said that the Depot in Hopkinsville is hosting art exhibits and would be open to a show of railroad photography

**ANNOUNCEMENTS:** National President, Greg Molloy will be our special guest at the July meeting.

**ATTENDANCE:** 16 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 THE LAW AND IS NOT RESPONSIBLE RAILFANNING! BE CAREFUL - BE SAFE!**

# TIMETABLE #85

FOR THE GOVERNMENT OF RAILFANS ONLY

## HISTORICAL SOCIETY EVENTS

**August 26-29 St Louis, MO Illinois Central Historical Society Annual Meeting.** Headquarters Hotel is the Airport Marriott. Events include layout tours, tour of the Museum of Transport, MetroLink shop tour and optional tours of the Gateway Arch and the Lewis & Clark Museum. Saturday will feature a swap meet and a buffet dinner in the Lindbergh Room atop the Marriott.

**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

**Every Thursday evening at the Clayton Roundhouse in Madisonville.** A C&W operating session and general bull session. Call Don at 270-821-0731 for more info.

## 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.cincinnatiirrclub.org/](http://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

## ILLINOIS COAL DERAILMENT BLOCKS INTERSTATE

No serious injuries were reported following this morning's (7/9/04) coal train derailment on the overpass of I-57 at Benton, IL.

Apparently, a few autos made it under the bridge just before the coal loads came down onto the highway. The train had apparently already derailed when they passed beneath, as T.V. reports seemed to indicate ballast was falling from the overpass as they went below the train.

According to news reports on WSIL TV, officials are reporting little damage to the bridge itself other than a walkway being taken out. The train apparently derailed either on or west of the bridge. Derailed cars then fell off the bridge. There was no collapse as early reports indicated.

The train involved was a southbound loaded U.P. coal train. Reports indicated as many as 12 coal gons were involved. The reporting marks on some were FURX, though I was unable to read more than a few.

Scott McPherson

*internet*

Battered by changing consumer demands and the digital age, Kodak is closing its 50-year-old film development laboratory in Fair Lawn, NJ. This is one of the major Kodachrome processing facilities.

*internet*

The beginning of the end of the AEDC RR is at hand, some of the base RR tracks are being removed. The RR was built with the base in the 1950's and was a major part of daily operations including the base having a dedicated full time train crew and locomotive until the 1980's. Currently the base relies on as needed service from the Caney Fork and Western, this is now only a few times a year.

For those who might not be familiar with the acronym, AEDC is the Arnold Engineering Development Center in Tullahoma, TN. This is a large jet engine testing and research center. They have the capability of testing jet engines under conditions similar to those found at high altitudes and speeds, with a number of cryogenic wind tunnels. I suspect that their RR operations were not too terribly different from those of NASA at the Cape.

Lee Yoder, David Bridges

*internet*

The Mid-South Rail Heritage Foundation is proud to announce the opening of their excursion season over the historic Hardin Southern ( ex. Nashville, Chattanooga & St. Louis) railroad.

Excursions leave from the depot at Hardin KY Saturdays and most Sundays through October.

For more information on schedules, fares, directions and how you can become a part of this group, please visit our website below.

Thank you, and we look forward to your visit!

Bruce Pierce, Secretary  
Mid-South Rail Heritage Foundation

<http://www.midsouthernrail.org>

## TO NORTHSTAR 2004

only a couple of Pennsy lanterns. We spent the afternoon checking out the downtown Mall - I made it through Marshal Fields with out succumbing to the tempting area of chocolates - and then back to the hotel to get ready for the Social hour and Banquet. The dinner was excellent and the service very good. Shirley's roast beef and my salmon were both great. The speaker was Andrew Selden, President of the Minnesota Chapter of the NARP. He made a very logical and financially compelling case for the shift of Amtrak emphasis - and funds - from the Northeast Corridor to an expanded intercity network with better connectivity and customer service. We elected to pass on the Saturday and Sunday train trips - first class was not available. and headed out Saturday morning for Red Wing, Minnesota. We stopped at Hastings, Minnesota and watched a few of the paddle boats heading up-river to participate in the Great Excursion at St Paul. As it was a bit early for check-in at the St James we did a little shopping and grabbed a bite before going to the depot (ex Milwaukee) to await the arrival of the doubleheader steam special on it's return run to St Paul. Rumors were flying as to the time of arrival and the weather deteriorated as the afternoon wore on. Finally at about 4:30 pm the special arrived - some three hours late and stopped while 2816 was watered and both locomotives were serviced. All this in a light but steady drizzle. With service complete the special headed west in a magnificent cloud of smoke and steam and we headed for the St James to check in and get ready for Dinner in the Port restaurant. We watched several trains from our hotel window including the westbound Empire Builder and a fireworks display from an island in the river. Breakfast in the Veranda

*(Continued on page 8)*

**TO NORTHSTAR 2004**

restaurant and a bit more shopping in the hotel lobby and we were southbound on the Wisconsin/Illinois side of the Mississippi. We made it to Bloomington, IL in time to find a room and catch a pair of super fireworks displays. The final run to Hopkinsville was a storm dodging effort but we made it unscathed.

If you are in the upper Midwest on a railfan adventure you can't go wrong with either

**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** 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 non-commercial use of chapter members. Please submit your ads by e-mail or letter (typewritten, please) by the normal newsletter deadline

**PHOTO SECTION**



This is the first SD45 delivered from the EMD shops and went to the Great Northern. The unit, still serviceable, is located at the Minnesota Transportation Museum's Jackson Street Roundhouse in St. Paul. The Roundhouse was one of several Twin City locations visited on tours during the 2004 NRHS Convention. *digital image by Chuck Hinrichs*



This is a shot of one corner of 'railfan heaven.' ATSF 4-8-4 2913 rests alongside the busy BNSF Chicago-Kansas City Main at Fort Madison, Iowa. In the background is the Kingsley Inn with rooms overlooking the BNSF main and the Mississippi River. The Inn is very hospitable (see the article) and worth a visit. *digital image by Chuck*

"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.