

PENNYRAIL

AUGUST 2004

VOLUME 8 NUMBER 8



Chapter

CHAPTER MEETING MONDAY, AUGUST 23 7:00 PM Badgett Center (Old L&N Depot) (Arch St and the Railroad) Madisonville, KY

PROGRAM

Jim Pearson will present a photo program for the August Chapter meeting. Jim never disappoints with his photography. This presentation will feature rail action in Ohio. Eric Travis will provide the refreshments. This should be an excellent meeting and perhaps our train coordinator, Dennis Carnal, can coax some action out of CSX to liven up the evening.

JULY MEETING

Thirty-three members and guests were on hand to welcome NRHS National President, Greg Molloy to Western Kentucky and the July Chapter meeting. Following a short business meeting and refreshments provided by Rich Hane the crowd settled back to view a spectacular slide show provided by Molloy. He took us on a visual tour of the decaying rail network in Guatemala and El Salvador

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The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

Chuck Hinrichs

Getting Together

Several recent events have reaffirmed my belief that the railroad hobby is, at it's best, a group activity.

The folks that gather at Don's on Thursday night are there because they like trains and they like being around others who like trains. The Saturday night dinner at Hog Heaven during the Dennison Railfest was much more enjoyable as a group activity - there were 8 of us around the table - than it might have been had we all eaten alone. The P&L shop tour and the recent railfan trip to Illinois and Missouri were also activities that were better because they were done in groups with a common interest - trains and railroads.

We have discussed Chapter activities and with the exception on the lightly attended P&L shop tour, not much has happened. We have discussed a picnic and thanks to Jim Finley (see Regional Rail Notes on page 5) a location is right here on the Henderson Sub. Crofton has the facilities and the railroad. All we need are warm bodies and 'bring your own' picnic

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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
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the Western Kentucky
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Chapter News

(Continued from page 1)

In attendance were three members of the Owensboro Chapter and the President and another member from Paducah. Bob Johnson, Paducah President, gave us a report on the Paducah Muumuu and it's move to a new home. CSX put the only damper on the evening when they sent no trains past the depot. In spite of the lack of trains it was both an enjoyable and memorable evening.

CHAPTER NEWS

The Chapter was well represented at the National Convention in Minneapolis. Don Clayton, Wallace Henderson and Chuck and Shirley Hinrichs were there for the festivities.

Rick Bivins will have another REA truck work day on August 14. Unfortunately some of the members will be in Cincinnati for Summerail on that weekend.

The Dennison, Ohio Trainfest turned out to be a Chapter event as seven members were on hand for a weekend of rail activity including a good measure of steam. Jim Pearson, Chris Dees, Wallace Henderson, Bob and Jackie McCracken and Chuck and Shirley Hinrichs were on hand as well as Jim's nephew, Chris, and former Chapter members Jim Bengart and Jim Bergant. More on Dennison elsewhere in this issue.

Jackie McCracken will undergo cataract surgery on August 10. Our prayers are with Jackie for a quick and complete recovery.

Through the efforts of our webmaster, Jim Pearson, we have a photo gallery with over 500 images taken by Jim, Chuck Hinrichs, Ron Stubblefield, Tom Woodward. There is some great stuff just waiting to be viewed. Drop by and take a look and possibly post some of your work. Also checkout the Chapter Forum for up-to-date information on

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PHOTO SECTION



The gathering crowd is getting comfortable in the Badgett Center (L&N depot) and Greg Molloy is setting up equipment for his slide presentation on rail activity in Guatemala and El Salvador. The July meeting was the first time we have had a National NRHS officer visit our Chapter and we turned out some 33 members and guest for the special evening.

digital image by Chuck



Paducah Chapter President, Bob Johnson, our Western Kentucky Chapter President, Bob McCracken and National NRHS President, Greg Molloy check out the depot platform at the Badgett Center prior to Greg's slide program on Central American rail action. CSX failed to polish the rail behind the leaders during the evenings festivities.

digital image by Chuck

Chapter News

(Continued from page 2)

Chapter activities. The website URL is on the bottom of page 6.

NEW MEMBERS

We have picked up a pair of family members that were not earlier reported. Steve Gentry's son, Matt has been a member for a couple of months. Matt lives in Newburg, IN. Jim Bryan's son Thomas is also a member and he is a regular visitor to the C&W RR on Thursday evenings. A belated welcome to both Matt and Thomas.

Dr. Harry Dolph and his wife Linda are new Chapter members. The Dolphs are neighbors of Rich Hane.

Dr Harry and Linda Dolph
525 Threadneedle Dr
Madisonville, KY 42431
1-270-825-8416

Linda and Harry retired to Madisonville in 2002 from central New York. Linda was an Electrical Engineer with GE prior to managing Harry's Orthodontic practice. Linda enjoys singing and is busy doing family genealogy. Harry enjoys gardening, snow skiing and traveling. Harry's Dad was a school teacher in New York City and moonlighted moving mailbags around Grand Central Terminal on the weekends. The Dolphs were at the July meeting and we hope to see them at many more Chapter events.

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**Minneapolis
Convention
Activities
Wallace Henderson**

This is a little different slant on Convention activities other than the one reported last month by your editor.

The convention began with a trip on the Minnesota Zephyr Dinner Train on Tuesday evening. Buses departed the Hilton Hotel at 4:30 for Stillwater, the departure time necessitating an early hotel check in. I was able to secure a reservation in the full length Grand Dome, a former S.P. rebuilt Pullman, which added to the ambience of the trip. The train is pulled by F units on both ends and, although very slow, the food is excellent and the equipment is first-rate.

The Big Trip of the convention was Wednesday's bus trip up to Duluth to visit the very fine Lake Superior Museum of Transportation and then ride their North Shore Scenic line (ex-DM&IR) along the shore of Lake Superior to Two Harbors.

The museum is in downtown Duluth's former Union Station and houses a eclectic collection

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of locomotives and equipment, one of the finest in the country. Among the gems in this collection are GN (St. Paul & Pacific) 4-4-0 "William Crooks" and NP 0-4-OST #1 "Minnetonka" as well as Milwaukee Road 2-unit box cab electric #10200 (GE-1915), DM&IR "Yellowstone" 2-8-8-4 #227 (Baldwin-1941), rare NG NW-S #192 (EMD-1946), several other steam locomotives, various snow plows, wooden cabooses and passenger cars. After a couple of hours in the museum, we boarded a special up the shore line to Two Harbors, pulled by Erie Mining F9A #4211 and Soo Line FP7A #2500. I rode first class in the former DM&IR business car "Northland", the very first all steel Pullman car built (in 1916). In Two Harbors, "Yellowstone #229 and Duluth & Iron Range 2-6-0 #3 were on display at the nicely preserved two story DM&IR station. Photo runs going and coming back topped off this very fine day in spite of the long bus rides.

Thursday morning I toured the James J. Hill mansion in St. Paul. It is a grand house and, when completed in 1891, was the largest and most expensive home in Minnesota. The afternoon tour went first to the restored Como-Harriet streetcar line with three cars, one a PCC, shuttling us all back and forth over a mile or so of track. Next stop was the Minnesota Transportation Museum's large ex-GN Jackson Street Roundhouse in St. Paul. The star attraction there was GN SD-45 #400 "Hustle Muscle" which provided cab rides back and forth through the yard. Other pieces of interesting equipment included gas-electric locomotive #100 of the Dan Patch Lines (MN&S), and a Westinghouse built (1929) Armco box cab electric. A couple of NP steam locomotives were in various stages of rebuilding in the roundhouse, but I was generally disappointed in what was there and the condition of most of it, especially after Duluth.

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Minneapolis

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I attended the night photo session, conducted by Steve Barry, back at the roundhouse. But the best night photo session was an impromptu one the following night, also conducted by Steve, at the Minneapolis Junction shop of the 261 group. There were only a dozen photographers there and I am indebted to my friend Jeff Smith (NRHS Bulletin Editor & V.P.) for inviting me to come along. Shortly after arriving, the CP 4-6-4 #2816 arrived and we were able to photograph it in the shop during lubrication. Then it was coupled up to the Milwaukee 261 for the special they would pull the next day. For the Saturday doubleheader, I had planned to chase as there were to be no photo runs. Jeff Smith went with me and we had a great day chasing in spite of the heavy overcast and frequent rain. The run was down the west side of the Mississippi River on former Milwaukee Road track to La Crescent, MN, where the train could be wye'd. The chase traffic was not too bad and late in the afternoon we were able to get alongside the two locomotives and see and hear them running in tandem. It doesn't get much better than that!

The convention concluded with a Sunday trip to the MTM's Osceola & St. Croix Valley RR across the river in Wisconsin. Here the museum maintains several passenger cars and diesel locomotives, including a former Rock Island GP7 painted in Soo Line colors and a GN open observation car. The most interesting piece of equipment is a Northern Pacific mail-express-coach formerly used on prairie branch lines. I stopped here on my way into Minneapolis the previous Tuesday and was able to ride in this car. (The mail section is set up just as it was in regular service.) I was also given a cab ride in the GP7 on the return to Osceola from across the river in Minnesota.

On Sunday morning, Don Clayton and I visited the former Milwaukee Road Minneapolis station, now a Marriott hotel, and

What it is?

Several years ago, more than twenty, I was on one of many steam train trips to or from Chattanooga TN. I was fortunate enough to make several of these trips with Don Clayton, Wally Watts and a host of others. There are many memories here. On one such trip we were in a van belonging to one of the participants. As we were trying to pass a few (30+) cars so as to be in front of the train and its steam locomotive, the line of traffic closed up. The problem was not speed; the line was moving only 25 to 30 MPH pacing the train. The problem was the fact that there was no room for us to merge back into traffic. So the driver of the van floored it! Now I must tell you two things, one this van was way over powered. It had a big block 460 cubic inch Ford engine and a few speed mods too. The second is, we had the side door open for taking pictures of the train. Tony Clark for those who do not know him is a big and strong man. At the time he was a very young man too. Tony was in that side door with his arms spread across the opening. We wannabe photographers were hanging out of the door across Tony's arms. By the time the driver of the van had gotten to the front of the line of traffic, we were well over 100 MPH, and still hanging in the door. There are photo's floating around the rail fan circles of that van at speed taken from the train, we have seen them. Some one has photos of the train taken from the van with people on the train pointing at us. And one shows the train with the auto's in the next lane a complete blur.

On one trip to Georgia we all stopped a Kennesaw GA to see the General. As luck would have we were in the same van. This van did not have seats in the back so we rode in our own chairs. Being smart as I am, (or lucky) I brought a bean bag chair. I was low to the floor of the van so the yawing action of the van going around curves and the effect of inertia during braking was marginal on me. Wally Watts however being smart as he is (or unlucky) bought a new and comfortable lawn chair for the trip. Before the trip was over Wally was on the floor with me!

One trip to Chattanooga had a very brief and humorous moment. We were again behind steam and returning to the Chattanooga Choo Choo. As the train slowly made its way through some of the less developed areas of Chattanooga we passed a few, Dark Folk as Don Clayton would say. These steam trains draw a lot of attention. If you know Keith Kittinger then you can completely relate to this moment. Keith gets there attention with a wave I believe and then says, with his best accent, "What it is bro?" The "Bro" in response said, "It show ain't chew Honky"

It is in my opinion the memories of those trips that are what makes it a good trip. So many of those trips run together in my mind that now I can not separate one from the other. But to answer Keith's question, those memories are "What it is?"

Chapter News

(Continued from page 3)

OUT AND ABOUT

Dennison, Ohio was the point of interest for several Chapter members on the last weekend in July. Chuck and Shirley Hinrichs took a two day trip to Dennison. They avoided the Interstates as much as possible and overnighted in Ashland, KY after checking out the TTI between Paris and Maysville (alas no trains) and then following the river to Ashland. There is lots of activity around Russell, KY and the Raceland car shops of CSX. The depot at Vanceburg is very well preserved as are several downtown buildings. We crossed the Ohio River on Thursday morning and followed the river north to Marietta, OH and then a short run on I77 to the turnoff to Dennison. We checked out the Railfest site and the proceeded to New Philadelphia where we would stay for the next three nights. The McCrackens drove all the way on Thursday and arrived in time to have dinner with the Hinrichs. We spent the whole day Friday at Dennison, checking all the Ohio Central equipment displays, model layouts, railroadiana items and late in the afternoon a three hour trip to Morgan Junction and back behind OC 4-8-4 #6325. We got a shop tour at Morgan Junction and it is amazing how much steam and diesel restoration work is done by the OC in these shops. We had dinner at a very good Italian Restaurant in Dennison. Saturday's weather was kind of iffy so we elected to check out the Warther Museum in Dover. This is a 'must see' for any one visiting in the east-central Ohio area. "Mooney" Warther was a master carver and produced over 100 exquisite locomotive and train carvings in ebony and ivory. The

models are roughly "G" gauge and in exquisite detail. Wathers's wife had a magnificent collection of buttons - some 78,000 - of which some 20,000 are on display in a special building on the museum site. The material in the museum is beautifully displayed. Warther made his own carving instruments and built a cutlery business which is still in operation. Following the museum visit we headed west the Sugar Creek to see some of the Amish stores and get some lunch. We lucked out and caught the Pennsy E8s with the private car special from Philadelphia switching in town and then pulling up to the depot so the passengers could check out Sugar Creek. A lunch of bratwurst, kraut and German potatoes salad washed down with some Warsteiner completed a great stop at Sugar Creek.

We, then, headed back to Dennison to check out anything we missed on Friday. We saw Jim Bengart and his wife and Jim Bergant and finally caught up with Wallace Henderson and his friend Dale. Jim Pearson and his nephew Chris were busy chasing trains and we did not catch-up with them until later that evening. All the Kentukians got together for dinner at Hog Heaven in New Philadelphia.

We all scattered for home on Sunday. Shirley and I rode along the OC toward Columbus and caught the Columbus-Dennison train near Newark, Ohio. Chris Dees was riding that train. We caught a bit of I71 south of Columbus but jumped off and took US 68 south to the Ohio River at Maysville. We didn't see any trains but did find a delightful old depot at Midland City, Ohio. It is in rough shape but is an interesting building. We continued south on 68 to Lexington and then headed for home on the Bluegrass and WK parkways. All-in-all a most pleasant weekend.

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PENNYRAIL

RARE MILES & RARE EQUIPMENT

by Don Clayton

On Sunday evening, June 27, I drove to Newbern, TN. Due to fallen trees the "City of New Orleans" was about two hours late. I boarded and enjoyed a good night's sleep on the former "Main Line of Mid-America".

On Monday I arrived in Chicago and had lunch at The Burghoff on Adams St. For the remainder of the trip to Minneapolis I opted for lounge space on the "Dover Harbor". This is the Washington DC Chapter's private car. It has six double bedrooms, kitchen, dining area and lounge space. Dinner was served on reproduction "Pullman Co." china. On arriving in Minneapolis, I took a taxi to the Hilton Hotel and stayed with Chapter member Reid Adams.

The rest of the week was taken up with NRHS Convention activities including rides on the new Minneapolis light rail system, railroadiana show, banquet and slide show.

* * * *

On July 7, 2004 a four-day rare miles steam trip began in Minneapolis behind Canadian Pacific Hudson (4-6-4) #2816. The entire route was via Canadian Pacific's main line to Calgary (formerly the Soo Line). The first day was a 120 mile run to Glenwood, MN. I rode in High Iron Travel's private car Caritas for the entire trip.

On July 8, the trip continued for 136 miles from Glenwood to Enderlin, ND.

On July 9, we continued our trip from Enderlin to Minot, ND - a distance of 212 miles. The highlights of this segment were the crossing under the Northern Pacific high trestle in Valley City, ND and seeing a Soo Line steam engine (a 2-8-0) in a park in Harvey, ND. Upon our arrival in

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JULY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville, KY
 Monday, July 26 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		\$2,347.60
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$3.00	
Donations	\$0.00	
REA	\$0.00	
Raffle	\$19.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$22.00	
Adjusted Balance		\$2,369.60
Expenses		
Nat. Dues	\$23.00	
Postage	\$29.60	
Printing	\$38.46	
Video	\$0.00	
Supplies	\$0.00	
REA	\$0.00	
Other	\$0.00	
TOTAL	\$91.06	
Ending Balance		\$2,278.54

MEMBERSHIP:	Full	5	3
	Chapter Only	1	8
	Total	7	1

DIRECTORS REPORT: None

OLD BUSINESS: Rich Hane was the only one to work with Ricky on the REA truck. The next work session is set for August 14 from 9 AM to 3 PM. The truck may be moved to the airport where we can work indoors.

NEW BUSINESS: Crofton is suggested as a site for a Chapter picnic. Chuck will check with the city office and report back at the August meeting. A tentative date of October 2 has been set for the operation day at St Charles. LeRoy Cobb says that the Sebree "Chicken Days" will be on August 28. Wally will be there with his steam engines.

ANNOUNCEMENTS: The Paducah Chapter has moved out of the old NC&StL freight house and is now setting up in a city owned building a block closer to the river. No opening date yet for the new location.

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 THE LAW AND IS NOT RESPONSIBLE

TIMETABLE #86

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.

September 11 St Louis, MO Boeing Employees Railroad Club Railroad Swap Meet 10 AM-3 PM \$3 Info. 636/668-6313

RAILFAN EVENTS and EXCURSIONS

August 28 Sebree, KY Railroad Days/"Chicken Days" A day of family fun with exhibits, music and lots of good eat'n. Wally Watts will be on hand with his live stationary steam engines.

September 10-12 Bryson City, NC Great Smokey Mountains 4th Annual Railfest Three days of train rides and visiting equipment from NC Transportation Museum Info. 1-800-872-4681

September 18-19 Monticello, IL Monticello Railroad Museum "RAILROAD DAYS" Passenger and freight operations plus motor car rides. Info. 217/762-9011

September 18-19 Oroville, OH Oroville Railroad Heritage Society, Inc. Overnight excursion to Pittsburgh, PA includes box lunch, overnight in Pittsburgh Hilton, cruise on the Gateway Clipper and Sunday Breakfast. Info. 330/683-2426

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

REGIONAL RAIL NOTES

I had a great afternoon of train watching Saturday. Slipped away from the farm about 11:30 and headed to one of my favorite spots, Crofton KY, MP 154 on the Henderson sub on CSX just north of Hopkinsville KY. The signals never went dark the whole time I was there until 7:30 PM. The catch of the day was one of the rare ex EMD GP-60 Demos that CSX bought. I was too trifling to write down anything so from my semi functioning memory some of the trains were (all Q designations except coal) 514, 557,588 120 124 and 2 grain trains. Also 2 coal trains, a V236 empty back to Atkinson yard, plus a T101. I have forgotten one or two I know.

At Crofton they have a nice shelter right between the fire station and the tracks where I set up my portable workbench and assemble HO scale trains while I watch real ones.

The folks in Crofton are super friendly and the police chief said we railfans are welcome anytime. That is a relief compared to some stories being told about run ins with law enforcement even on public property in the post 9-11 paranoid world. I had a great time and thought you all might like to hear about it. Hope I didn't bore you to death.

Jim Finley, Princeton KY

internet

To All,

It is a sad day to have to realize that our rights to just make Decals for the railroads of our past is now here.

Today I had to sign for a registered letter to Fallen Flag Decals from the law firm of Atlantic Beach Law, P.A. to inform me that I was infringing on the rights of CSX Proprietary Logos. The letter stated that "Our firm has made numerous efforts to contact you." Well, I haven't moved for the last 18 years. I've been right here. They claim my decals are "likely to cause confusion or mistake. It will deceive the public in to thinking that you and your company have some affiliation or connection with CSX and that CSX has authorized their products." (Isn't that ridiculous?) "This is a flagrant violation of CSX's rights," (also covers TC). It states that "I must cease and desist using all CSX marks immediately and destroy all products featuring the mark by Aug. 31, 2004." Believe it or not, this list is a very long list covering railroads in the 1890's. How about Alabama Mineral and Chesapeake & Nashville etc.

I guess all I can hope for is that every train they run falls off into a ditch. (LOL) No, I hope they continue to well as I am for all Railroads. We almost lost them in the late 80's.

Happy railroading, John Arnold

internet

Train derailment causes evacuations in Henderson, Ky.

Roughly 50 Henderson, Ky., residents were evacuated from their homes late Thursday night (July 22) after a CSX train carrying hazardous chemicals derailed near O'Byrne and Atkinson streets.

Henderson Fire Chief Terry Lewis said two tanker cars - one carrying sulfur dioxide and the other carrying methanol - were southbound on a side track. The cars did not turn over but were leaning at about a 50-degree angle, Lewis said.

There were no leaks and neither of the tanker cars were damaged. Lewis said the evacuation was done as a precaution because of the car carrying methanol.

11:30 a.m. Friday, both cars were righted and residents were allowed to return home

RARE MILES

(Continued from page 5)

Minot, the 5 first-class passengers toured several landmarks in Minot: Soo Line Freight Station, Soo Line Passenger Station, Amtrak Passenger Station (formerly Great Northern RR) and railroad museum housed in a former lumber company building. The museum featured an HO layout, Soo Line dining car china, a CTC board, uniforms, a motor car, operating telegraph and many historical pictures. There were three safes in the building - one on each floor.

On July 10, we concluded our rare miles trip to Portal, ND near the Canadian border. We were bussed back to Minot where most of the passengers caught "The Empire Builder" to points east. I rode to Chicago and then "City of

IMHO

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lunches.

I am, subject to member approval at the August meeting, setting a Chapter Picnic date of Saturday October 2, 2004 at the pavilions just south of the City Hall in Crofton, Kentucky.

As the picnic area is on the west side of the tracks the light for photographs will be better in the afternoon so Picnic time will be from 11 AM to 4 PM. Bring your own food and drink (and like Jim Finley - maybe a model or two to assemble). There are two cafes within easy walking distance so you can buy some sandwiches if you choose not to bring some. there are also restrooms at service stations also within walking distance.

I have talked with the City Clerk in Crofton and there are no problems with using the pavilions. I will let her know when we have an approved date.

**MARK YOUR CALENDAR
CHAPTER PICNIC
SATURDAY OCTOBER 2**

Chapter News

(Continued from page 5)

The McCrackens headed home via I71 and I64 so they could pick up their dog in Henderson. Jim and His nephew spent a couple of more days in Ohio. Wallace did a little railfanning on the way from Dennison to Columbus and the made a beeline for Hopkinsville. I don't know how Chris Dees got home but I assume the trip included a bus back to Columbus from Dennison.

Ohio and the Ohio Central

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

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PHOTO SECTION



Ohio Central (ex Grand Trunk Western) 4-8-4 #6325 is running at track speed on one of several excursions run in conjunction with the Dennison Railfest 2004. This shot was made on one of the runs north from the Railfest site in Dennison. 6325 and Canadian Pacific 4-6-2 #2613 handled the steam trips. *digital image by Jim*



A pair of E8s in beautiful Pennsylvania RR maroon and gold paint pulled a private car train from Philadelphia to Dennison for the Railfest.. The Es joined a pair of Ohio Central Fs in maroon and gold paint and another F unit in OC red in the diesel portion of the busy three day excursion schedule. *digital image by*

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