

PENNYRAIL

SEPTEMBER 2004

VOLUME 8 NUMBER 9



Chapter

CHAPTER MEETING
MONDAY, SEPTEMBER 27
7:00 PM
Badgett Center
(Old L&N Depot)
(Arch St and the Railroad)
Madisonville, KY

PROGRAM

The September program will be **"MEMBERS FAVORITE SLIDE NIGHT"**. Chapter members are encouraged to bring some of their favorite shots (up to 36 slides) to share with the membership. A Kodak Carousel projector will be available for your use and a stackloader will be available if your slides are not in trays. Based on the success of last month's program we can also handle slides that are on a TV compatible CD or DVD disk. Steve Miller will provide the refreshments. This should be a most interesting program. Come and bring a friend.

AUGUST MEETING

Twenty-four members and one guest were on hand for the August Chapter meeting. Following a brief business session that highlighted plans for a double header Chapter outing and picnic on Saturday, October 2, Eric Travis and his wife Tammy offered up a delightful variety of refreshments. Jim Pearson

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The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

Chuck Hinrichs

REFRESHMENTS

The August Chapter meeting was another unqualified success. The program was very well presented and the refreshments were, to say the least, sumptuous. Eric and Tammy outdid themselves in providing, not only refreshments, but nearly a complete meal.

With no animosity or criticism toward the Travis's or, for that matter, the McCrackens or the Cobbs, I wonder if we are not going overboard in the matter of meeting refreshments. I would hate to see us slipping into a "can you top this" situation as far as refreshments are concerned. I suspect that I am not the only Chapter member who eats dinner before heading out for the Monday night meeting and that a spread of sandwiches in addition to desert items, chips and soft drinks is not only dietary overkill but also a considerable financial burden on the refreshment host.

Perhaps a return to a "Coke and cookie" refreshment regimen would ease the burden on our pocket books as well as controlling our waistlines.

Some definitive action at the September meeting

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
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Chapter, NRHS.
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other rail information
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Chapter News

(Continued from page 1)

ushered us into the next generation of rail photography with a digital slide show featuring scenes from two of Jim's recent trips to Ohio. The projection equipment at the Badgett Center needs a bit of fine tuning but all-in-all it was a good show. Thanks to Jim and the Travis's for a most enjoyable evening.

Dennis Carnal saved his position as meeting train coordinator by promoting two CSX run-bys during the evening. An early arrival was southbound manifest, Q645, with CSX SD50, CSX (ex Conrail) SD80MAC and SOO SD60 pulling the loads. Later in the evening an unidentified CSX manifest passed the depot northbound with a UP SD70M leading a CSX C40-8W. The rest of the evenings traffic passed through the Atkinson yard on the cutoff.

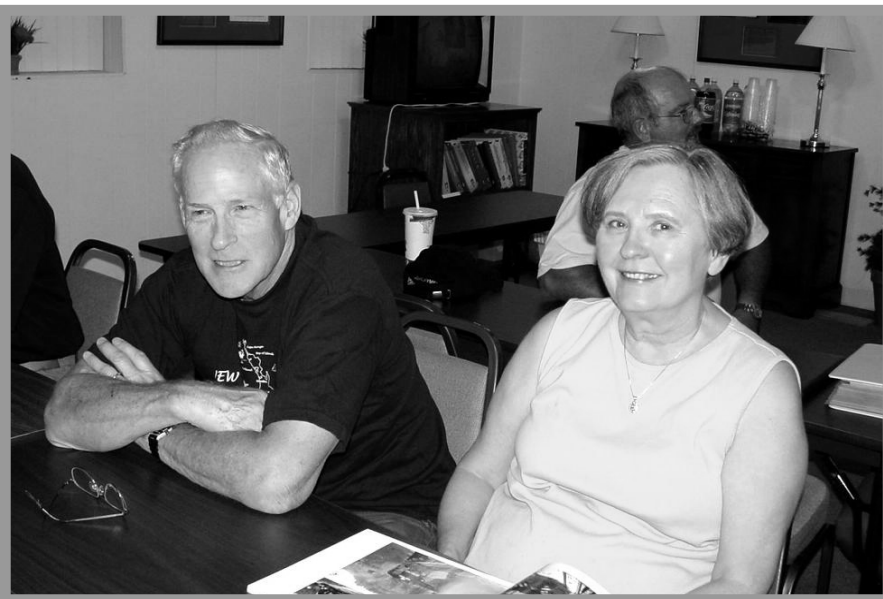
CHAPTER NEWS

Ricky has not yet moved the REA truck to the airport and no work sessions will be scheduled until the move has been made.

President McCracken has made arrangements at the Madisonville Country Club for our Christmas banquet. The date is December 13th, a week later than last year. We will have the prime rib once more, although the new chef assures me it will be better as he cooks all of the meat himself, and he will carve it to suite at the buffet table. The menu will be salad, prime rib, baked potato, and veggies of some sort, with a cobbler for dessert. The cost will be the same as last year at \$20 including tip. The happy hour will be from 6 to 7, with dinner at 7. We will have the dining room to ourselves, but there may be a Monday night football gathering in the lounge. He also said he would accommodate any special dietary needs if necessary (no rubber

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PHOTO SECTION



New Chapter members, Harry and Linda Dolph get settled at the Badgett Center for the August Chapter meeting. The Dolphs have settled in Madisonville as a retirement location and are already involved in several community activities. We certainly extend our warmest welcome to Harry and Linda and look forward to their active participation in Chapter activities.
digital image by Chuck



The "Three Stooges", Bob McCracken, Chuck Hinrichs and Jim Pearson model the shirts and hats they acquired from the mayor of LaGrange, Kentucky while the guys were visiting the town - and it's CSX street running - on the way to Cincinnati for the 2004 SUMMERAIL. It's nice to be welcomed as a rail fan rather than hassled.
digital image by Jim Bryan and Chuck

Chapter News

(Continued from page 2)

chicken though). Mark your calendar now.

NEW MEMBER

The newest member of the Chapter is Tom Metters of Athens, Ohio. Tom has had a longtime interest in railroading and particularly the operations on B&O's former St Louis mainline that was abandoned by CSX. He is a lifelong resident of Athens and is a graduate of Ohio University with a degree in Journalism and spent his career with the Athens Messenger. Now retired, Tom is a member of the Southeastern Ohio Railroad Club, the B&O Historical and the C&O Historical Society.

Tom Metters
71 Sunnyside Dr
Athens, OH 45701
740-593-3646

Welcome to the Chapter, Tom. We hope to see you at one of our meetings in the near future.

OUT AND ABOUT

Summertime finds lots of Chapter members on the move. SUMMERAIL at the Cincinnati Union Terminal usually draws a few of the faithful to a weekend of superb rail photography. 2004 was no exception, Jim Pearson, Bob McCracken and your editor made the trek to Ohio for both the informal

Friday evening slide show at Tower A and the formal presentations and the railroadians show on Saturday. Bill Grady was there for the weekend and Donny and Betty Knight dropped by for the railroadians show and a little Tower A action. Jim, Bob and I railfanned our way to Cincinnati via southern Indiana to Louisville and then up the Short Line to Florence where we spent the next two nights. We didn't see much action on NS's line in Indiana but did catch one train in a siding. We did stumble on a surprise in Marengo, IN. This small town was devastated by a tornado earlier this year and there is still lots of damage in evidence. We had been looking for a place to eat and had seen nothing but we did spot a pretty ratty looking saloon by the tracks with a sign saying 'eats' so we took a chance. The interior was not much better than the exterior but the waitress suggested the Philly beef sandwich and it was excellent - you can't judge a book by it's cover..

Crossing back into Kentucky at Louisville we headed up the Short Line and saw of couple of CSX trains but no spot to pull off the road to get a shot. We did manage to get ahead of a

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northbounder just short of LaGrange and we got some pretty good shots of the train doing the 'street running' thing through downtown. We grabbed a quick snack at the local Dairy Queen and, as we reported at the Chapter meeting, were accosted by the Mayor of LaGrange and given railroad shirts and caps (see picture on pg 3).

After checking in to the motel we headed for Cincinnati and pigged out on 'Chili - 5 ways' before the informal Tower A slide show. As a harbinger of things to come, one of the presentations was done using digital images and an electronic projector.

The railroadians show was well attended with a variety of items but, alas, no Rock Island or GM&O lanterns. I did get several books signed by the Authors and picked up books for Dennis and Rich and some IC photos of Central City for Tom Worthham.

The highlights of the formal SUMMERAIL program were a pair of digital presentations by Mel Patrick - great stuff. All the programs were good with Mike Hasbargen, Steve Phillips and Eric Powell's shows real top-notchers. During the dinner break we found an excellent German restaurant in Covington and enjoyed both the food and the beer.

We took RAILFAN magazine's advice and headed for Hamilton, OH, a bit north of Cincinnati, for lot of CSX and NS action on Sunday morning. The lines coming north out of Cincinnati cross at Hamilton. We had a late breakfast at the Cozy Cafe in downtown Hamilton - a great little cafe with excellent food.

We then headed back across the river and looked for action on the Short Line. We caught one train at Glencoe and then caught up with a bit of a traffic jam at Worthville. There was a south bound train in the yard with another holding just north of the yard. A northbounder was trying to make a pickup of cars off the Carrolton Branch but the dispatcher and the crew were not

(Continued on page 7)

**THE GRAND
EXCURSION**

The only part of 261's (Milwaukee 4-8-4) Grand Excursion that used rare mileage was the Chicago to Rock Island portion that used the CB&Q (now BNSF) via Galesburg.

On Thursday, July 24, Wally, Kirby, Maurice, Patty, Cindy and I drove to St. Louis. We transfer to Meteor Rails private car "Cimarron River" for the fast trip to Chicago courtesy of Amtrak. We spent the afternoon enjoying champagne, snacks and vestibule riding. After night caps we spent the night on board in the Chicago yards. On Friday I met Chris Dees and we enjoyed the one-way trip to Rock Island. A fast three hour bus return was provided. The last passenger train on the Galesburg-Rock Island segment was provided by a St. Louis-Rock Island train. This service ceased in 1960. We re-boarded the "Cimarron River" for our second night in Chicago.

On Saturday, June 26, our group enjoyed lunch at Marshall Field's Walnut Room. We returned to Union Station and boarded the train to St. Louis. Due to bad ordered cars we were several hours late in leaving Chicago. We slept in our private rooms en-route to St. Louis, arriving about 2:00 AM. We got back to Madisonville at 7:00 AM, tired but happy.

MARK YOUR CALENDAR

Saturday, October 2

9 AM

St Charles

Locomotive Operating Session

Noon

Crofton

Chapter Picnic

details in the Timetable, pg 6

ROUND AND ABOUT TO MINNEAPOLIS

by
Wallace Henderson

How do you go to Minneapolis? How about via South Dakota? Out of the way, you say? Not if you want to experience a 2-6-6-2 articulated tank locomotive!

After picking up my engineer friend Dale Roberts outside of St. Louis, we headed for the Council Bluffs museums. It was Monday and the UP museum was closed but we visited the well preserved Rock Island depot museum with their interesting display of equipment (UP 4-8-4, CB&Q 4-6-0, etc) unfortunately not under cover.

The next day it was westward to Fremont, where we checked out tourist line Fremont & Elkhorn Valley's equipment, then west along the UP mainline to Grand Island, and the Stehur Museum of the Prairie Pioneer. There is both narrow gauge and standard gauge equipment here but they no longer run trains around the grounds. On the way, at Columbus, there was a UP (Oregon Short Line) 2-8-0 on display and here another UP 2-8-0.

From Grand Island, we followed BNSF's coal line diagonally across Nebraska to Alliance, with its steady parade of mostly coal trains, some headed by the ubiquitous SD70MACs, but others with the new AC440OCWs and older SD60Ms still in BN green. Overnighting in Alliance, we checked out the pretty CB&Q 4-6-0 (Havelock Shops, 1903) in a park. Next morning, some time was spent at the summit of Crawford Hill where a new double track line has replaced the only tunnel in the state of Nebraska. Since Don Clayton and I were there in 1996, pusher sets of SD40-2s have been replaced by SD60Ms but some sets still include a auxiliary fuel tank car.

Turning northeasterly from Crawford, the Nebkota Railway's shops and offices are at the former C&NW ("The Cowboy Line") roundhouse in Chadron. The guys here were very friendly and I was able to photograph their GP7 and GP9 and their dinner train. Going into South Dakota, there is a pretty nicely preserved joint CB&Q/C&NW depot at Hot Springs.

Arriving in Hill City, S.D. just before the Black Hills Central Railroad's last train of the day to Keystone, I was able to chase it on a back road in brilliant sunshine. Lucky as a storm came in that night and the next morning was chilly, raining, and heavily overcast but a good day for riding the train. The 2-6-6-2T is a well maintained locomotive and interesting to watch in operation. This location is certainly worth a visit. There is much interesting equipment there (in varying conditions) including a pair of Pullman built heavy weight hospital cars, which I had never seen before.

Due to the low clouds and gloomy weather, a visit to nearby Mt. Rushmore was skipped, and we headed east on 190 to Chamberlain, where a visit to the Dakota Southern (ex-Milwaukee Road) found the railroad out of service but with some interesting power sitting around on rails made in 1899! However, there was a guy in a office who said they serviced a large plant to the east in Mitchell with a Alco C420, ex-Long Island. The next morning it showed up behind the fine old Milwaukee station there (now a restaurant/bar) with a cut of cars from the plant.

Heading north up 129 for Fargo, a detour was made into Milbank, S.D. to check out the Sisseton Milbank RR's ("The Barley Line") tourist train equipment consisting of ex-Milwaukee Road cabooses, a unique Milwaukee streamlined open platform combine plus Soo Line and GN cars, pulled by a ex-Milwaukee SW-1200.

(Continued on page 5)

MINNEAPOLIS

(Continued from page 4)

Fargo is home to a pair of large very fine preserved Northern Pacific and Great Northern stations plus a GN freight station. From here we followed the former NP all the way to Duluth. At Brainerd, MN., the huge former NP steam locomotive shops have survived and shop switcher 0-6-OST #10 (Baldwin-1896) sits in a park.

Arriving Duluth in the late afternoon (and having difficulty finding a motel) I took advantage of the sunny weather to shoot a DM&IR "hill job" at Proctor going down to and returning from the docks with a Paducah rebuilt ex-SP tunnel motor and an ex-CSX SD45-2 (both now SD40-3s). The next morning we caught a DM&IR mixed freight (2 SD38s bracketing a tunnel motor) coming down the hill to the Duluth yards, then rode a Lake Superior & Mississippi tourist train on a segment of the first railroad (later NP) built out of Duluth. Although pulled by a "critter", it included a solarium car built in 1914 for the DM&N. In the afternoon we chased a DM&IR northbound rock train pulled by two rebuilt tunnel motors and a SD38, caught an inbound taconite train led by a pair of Alstom rebuilt GCFX SD40-3s, and outbound BNSF empties led by a pair of Santa Fe red & silver Warbonnets!

In Superior, the former NP-GN Union Station is now a big antique store and I found there a large Southern Railway round platter for my collection of dining car china. You just never know where something will turn up! Also, the large Soo Line station still exists along with a small NP station at South Superior.

From Superior we traveled south to Spooner, Wisconsin, to the museum in the large C&NW station there. It hosts a very fine collection of

railroadiana. Spooner was once in the center of a X where two C&NW (Omaha Road) lines crossed and was a important division point. A large roundhouse with turntable still stands but the only action in town today is tourist line Wisconsin Great Northern, This was a Monday so they were not running, but we were able to check out their passenger cars, cabooses, DM&IR Big Hook and lucked out as they were running a deadhead move north to pick up former Duluth & Northern Minnesota solarium lounge car "Arrowhead". As dusk fell, we chased this move back to Spooner with ex-C&NW "Executive" F"A #423, painted in Great Northern colors, doing the honors. Also on WGN is sister #400.

The next day was Tuesday and after a stop at the Osceola museum operation (covered in last month's **PENNYRAIL**), it was on to Minneapolis for the convention dinner train that evening.

TOUR ACROSS VERMONT

by

It's been a long time since my last train trip - October 25, 2003 - so it's time for another trip. On May 27th I drove to Centralia, IL where I met Chris Dees from nearby Salem, IL. We had dinner at the Centralia House (in business for over 100 years) next to the CN(IC), BNSF and NS mainlines. In my 12 hours in Centralia I saw 4 Amtrak trains and numerous freights. All the BNSF coal trains have a pusher. Finally the northbound **City of New Orleans** pulls in with 3 engines, a deadhead coach, baggage, crew dormitory, 3 coaches, sight-seer lounge-cafe, dining car and sleeping car (on the rear as God intended). After a short nap it was time for breakfast - Western omelet, grits, juice and coffee. Arrival

PENNYRAIL

in Chicago was a bit late. After checking in with the Metropolitan Lounge, it was time for a walk to a new restaurant for lunch. Today's choice is the "Prairie Restaurant" in the Hyatt on Dearborn St. The decor is inspired by Frank Lloyd Wright's Prairie School of Architecture. Soon it was time to board the **Lake Shore Limited** for Albany, NY. We pulled out on time and picked up some roadrailers in the yard. It was then time to eat - again! Amtrak's steak, baked potato and salad filled the bill. The train was full and the dining car staff worked until 3 AM to complete dinner and the clean-up. After a good night's sleep on "The Water Level Route" I wake up to a new day and another trip to the diner for an omelet and then some scenery watching and the lunch - chicken pot-pie and salad. All to soon we pull into Albany where I de-train and wait for my connection to Rutland, VT. I rode the train to Rutland where I spent the night.

Sunday begins with new miles on the Green Mountain RR with an excursion pulled by an ex-Rutland RS-1. We stop for numerous photo run-bys including covered bridges and, of course, the Green Mountains. The trip today was a one way excursion to Bellows Falls, where I spent the night.

Monday starts with some old mileage from Bellows Falls to New York City. I ride the ex-NYC commuter line from Grand Central Terminal to Wassaic (82 miles one way). The northern part of the line is quite mountainous and even has a commuter stop for the Appalachian Trail. I spent the night in the Roosevelt Hotel - formerly owned by the New York Central.

June 1 found me logging more new miles. I rode **The Pennsylvanian** en-route from Pittsburgh to Trenton, NJ. This train featured leg rests and seats spaced farther apart than the high density coaches. The new mileage is a light rail line to Camden, NJ built on the former Pennsy right-of-way. While riding this line I saw

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AUGUST MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville, KY
 Monday, August 23 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		\$2,278.54
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
REA	\$0.00	
Raffle	\$0.00	
Video	\$20.00	
Other	\$0.00	
TOTAL	\$20.00	
Adjusted Balance		\$2,298.54
Expenses		
Nat. Dues	\$0.00	
Postage	\$33.45	
Printing	\$38.46	
Video	\$0.00	
Supplies	\$8.42	
REA	\$0.00	
Other	\$0.00	
TOTAL	\$80.33	
Ending Balance		\$2,218.21

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

DIRECTORS REPORT: Wallace gave a summary of regional chapter membership statistics and a run-down of up-coming BOD meetings. He also detailed the results of the 2004 grant program.

OLD BUSINESS: Rick Bivins confirmed the October date for the Charolais train operation outing. It will be run in conjunction with the Crofton picnic. Train operation at about 9 AM and picnic in the afternoon.

NEW BUSINESS: none

ANNOUNCEMENTS: Rich Hane donated a computer rack and Chuck Hinrichs gave a brief run-down on the visit to LaGrange and the tee shirts and caps.

ATTENDANCE: 24 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

WHOOPS.....

JIM PEARSON'S PHOTOGRAPH OF OHIO CENTRAL (GRAND TRUNK) LOCOMOTIVE

TIMETABLE #87

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

October 2 St Charles, KY Locomotive operating session. Chapter members will have an opportunity to operate a diesel switcher at the Charolais facility just east of St Charles on US 62. 9 AM to noon.

October 2 Crofton, KY Chapter Picnic At the shelter right behind Crofton City Hall. Noon til ??? Bring your own eats. Soft drinks will be provided. This facility is right by the tracks so bring your camera

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.

December 13 Madisonville, KY Chapter Annual Christmas Banquet. Madisonville Country Club. Happy Hour 6 to 7 PM and dinner at 7 PM. Prime rib - \$20 per person (gratuity included.)

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

November 5-7 Weekend in St Louis Private varnish from Chicago Hotel or stay on train with deluxe dinners and Saturday night party. Fare \$549 double occupancy Powhatan Rail Tours 248-435-2858 franktrainman@yahoo.com www.americanrail.com

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

CSX New Trains on the Henderson Sub. CSX is changing some freight schedules to accommodate modified terminal assignments. Osborn Yard in Louisville is now primarily an automotive sorting and reblocking facility with regular freight being diverted to Nashville, Cincinnati, Indianapolis and Evansville for classification. Manifests Q514 and Q515 are new trains now working between Nashville and Indianapolis and Q615 has been annulled, Q566 is a new train operating between Nashville and Evansville, and Q688 is a new train for the Henderson Sub running from Waycross to Indianapolis (this train formerly ran through Louisville). Other changes will likely happen as the new terminal assignments get sorted out.

The local - J722 - that normally worked on a daily basis from Guthrie to Hopkinsville has been missing for several weeks. I can't get a confirmation on it's annulment but the Dana plant is being handled by Q514 and the grain elevator at Casky is being handled out of Atkinson. *chuck hinrichs*

"On September 2, Alliance Resource Partners, L.P. announced that it planned to resume production at its Newcoal surface mine that will produce approximately 70,000 tons of high-sulfur coal per month and is located near Madisonville, Kentucky. The decision to re-open the mine that had been idled in June 2003 was a response to additional sales opportunities from ARLP's existing customers and continued strong market demand for Illinois Basin coal. The mine is expected to begin production within 30 days. With approximately 1.1 million tons of remaining coal reserves, the Newcoal mine has a productive life of 15.7 months based on production of 70,000 tons of coal per month."

Seems the mine is pretty close to played out, but coal prices have been really strong. The utility industry discovered that there's not enough natural gas to run all the plants it built in the late 1990s, so they're shelving plans to mothball coal-fired generation. We should see more announcements of this type in the coming months. Met coal is strong, too, with Chinese demand for steel now amounting to about a quarter of the worldwide total. *internet*

GOSHEN, Ind. - A mile-long freight train was ticketed by police for blocking a dozen city crossings for almost an hour as it awaited the arrival of a replacement crew.

Under federal regulations, train operators cannot work more than 12 straight hours. The engineer of a Norfolk Southern freight notified the company on Thursday that he was approaching 12 hours.

He then parked the train that was moving through Goshen when he reached that limit, Police Sgt. Darrell Robinson said.

Traffic in the city about 30 miles east of South Bend had to find other routes and some semi trucks that were unable to turn around, trapping them, said Robinson, who wrote a ticket to the r a i l r o a d c o m p a n y . *internet*

NS 143 derailed into the side of 284 near the CP at Lancing (TN) last night, resulting in 4 cars from 143 and 13 from 284 hitting the dirt, with several turned over. as of 1600 this afternoon at least one track is back open. Danville held Southbounds all night, and the first one (triple crown 251) left about 1615 this afternoon. (August 26). Bell, KD4JSL

VERMONT

(Continued from page 5)

both CSX and NS freights. On the return to New York City I rode a corridor train featuring a "quiet car". This was a regular Amfleet coach at the rear of the train with a sign posted "cell phones, radios and loud conversations are not permitted."

After a brief wait in Penn Station's Metropolitan Lounge it was time to board the **Lake Shore Limited** for Chicago. The trip to the Windy City was uneventful. I changed trains at Union Station and caught the **Illini** to Centralia. Chris Dees welcomed me back to Southern Illinois and I drove home to Madisonville - tired but glad to be back on the rails after the long

Chapter News

(Continued from page 3)

sure of just how many cars to get. There was also another northbounder holding just south of the yard. I took the better part of three hours to get things sorted out. As the sun was dropping in the western sky I headed for Hopkinsville. Jim and Bob stayed for another half hour or so. It was a fun weekend.

I was the only Chapter member to attend the Illinois Central get-together in St Louis. The meeting was rather poorly attended but the visit to the Missouri Transportation Museum and a complete tour of the Metralink facilities made the trip worthwhile. I was impressed with the pride and enthusiasm of the Metralink employees both in the shop, on the trains and in the offices. I elected to pass on the layout visits but did enjoy the clinics and the swap meet. I also rode the Metralink from end to end (76 miles roundtrip).

The banquet was excellent and the program was both informative and entertaining.

Railfanning to and from St Louis provided action at

BUY SELL SWAP

Buy or Swap I am looking for any back issues of Locomotive & Railway Preservation magazine formerly published by Pentrex. I would purchase them or trade for them.
 Phil Randall 270-676-8703
 e-mail paroc@madisonville.com.

Wanted Junk or scrap HO locomotives or locomotive shells, GP7s, GP9s and GP18s. I'm building a series of Paducah Geeps - GP8s and GP10s.
 Eric Travis 270-821-0865
 e-mail eltravis@spis.net

For Sale **L&N** and **Family Lines** employee magazines, \$2 each plus postage. Call or send for list.
 Dennis Carnal
 704 Choctaw Drive Madisonville, KY 42431
 270-825-0693

For Sale Numerous railroadiana items. Call Don Clayton at 270-821-0731 or inquire in person during the Thursday night sessions at his house.

Wanted Photographs of the IC depot in Central City. Will buy or borrow to scan.
 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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OCTOBER 2, 2004
St Charles - Crofton
BE THERE !

PHOTO SECTION



A symphony of moving parts is played out as Black Hills Central RR #110 2-6-6-2T (Baldwin - 1927 and initially in service with Weyerhaeuser) pulls tourist trains out of Hill City, SD. Wallace Henderson chased the train in the sunshine and then rode it the next day in the rain.
photo by Wallace Henderson (June 2004)



Another fallen flag is the DM&IR. Here, in what may soon be a rare sight, is A DM&IR rock train near Kelsey, MN A pair of rebuilt exSP tunnel motors (401 and 406) and an SD38 are doing the chores. CN has acquired this operation and like the IC and the WC the name will soon be lost in the CN shuffle.
photo by Wallace Henderson (June 2004)

"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.