

PENNYRAIL

OCTOBER 2004

VOLUME 8 NUMBER 10

The official publication
of the Western Kentucky
Chapter, NRHS.

ELECTIONS



Chapter

CHAPTER MEETING MONDAY, OCTOBER 25 7:00 PM Badgett Center (Old L&N Depot) (Arch St and the Railroad) Madisonville, KY

PROGRAM

Wally Watts will present the program for the October meeting. A video depicting the history, restoration, excursion runs of "The Flying Scotsman" and it's current home and operation on the Nene Valley Railway in England. **Tim Moore** will provide the refreshments. Nominations for Chapter officers will be made during the business session. Come and bring a friend.

SEPTEMBER MEETING

Seventeen members and one guest were on hand at the Badgett Center for the September Chapter meeting. Following an informative business session and some delicious refreshments courtesy of **Steve Miller** the members settled back for the evenings program. The "Members Favorite Slides" did not produce the quantity we saw last year but the quality of slides from **Jim Pearson** and **Bill Thomas** made up for the lack of numbers. **Bob McCracken** brought a

(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:

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
270-886-2849

e-mail
chuckrail@charter.net

OCTOBER IS THE MONTH FOR NOMINATIONS FOR CHAPTER OFFICERS FOR THE YEAR 2005. ELECTIONS WILL BE HELD AT THE NOVEMBER CHAPTER MEETING.

OFFICERS TO BE ELECTED ARE; PRESIDENT, VICE PRESIDENT, SECRETARY, TREASURER, NATIONAL DIRECTOR AND, IF THE OFFICES OF SECRETARY AND TREASURER ARE FILLED BY ONE PERSON, A DIRECTOR AT LARGE.

WE ARE WINDING UP A MOST SUCCESSFUL YEAR FOR THE WESTERN KENTUCKY CHAPTER. MEMBERSHIP IS UP AND WE HAVE A GOOD GROUP OF ACTIVE AND ENTHUSIASTIC YOUNGER MEMBERS. OUR PROGRAMS HAVE HAD REAL VARIETY AND THE HIGHLIGHT OF THE YEAR WAS THE VISIT FROM OUR NATIONAL NRHS PRESIDENT, GREG MOLLOY.

OUR OFFICERS AND COMMITTEE PEOPLE ARE TO BE CONGRATULATED ON A JOB WELL DONE. IT WILL BE UP TO THE MEMBERSHIP TO ELECT CHAPTER OFFICERS THAT WILL KEEP THE BALL ROLLING AND CONTINUE THE GROWTH AND VITALITY THAT HAS

Chapter News

(Continued from page 1)

DVD with some of his photographs but the projector would not handle the disk.

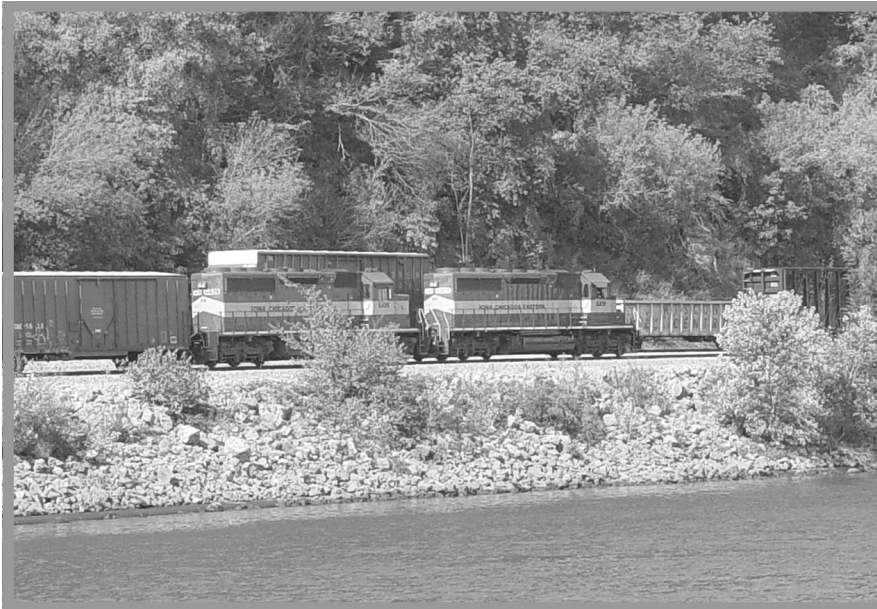
CSX made a good effort to provide some trains for the members enjoyment but the timing was a bit off. Just before the meeting southbound manifest, Q685, passed with a UP C44-9W and a UP (ex SP) SD45 handling the power chores. Just after the meeting northbound manifest, Q686, crawled by the depot. This train ran at 15 MPH from Mortons Gap to Arklow due to a report that a person was seen laying on the track. The train crew saw no one on or near the tracks and the Madisonville police also found no one. The train had a pair of UP SD70Ms bracketing a TFM AC44CW.

CHAPTER NEWS

The October 2 Chapter railfan double header turned out to be an unqualified success. Initially it looked like the Charolais locomotive operating session would be a washout. A serious air leak on 1249, the only operational switcher of the three units at St Charles, could have doomed the venture. Rick spread the word by cell phone that the operating session was in jeopardy. Don Bowles sent one of his mechanics to St Charles and with assistance from **Rick** and **Keith Kittinger** the air leak was located and successfully bypassed and the word went out by cell phone that the session was on. The track at St Charles is in surprisingly good condition and with the exception of one damaged frog the trips back and forth were done with a minimum of difficulty. Everyone who wished to operate the SW7 got a chance and if any one missed out the next session set for October 30 should provide the opportunity. Some 14 members

(Continued on page 3)

PHOTO SECTION



This is a view of Iowa Chicago and Eastern operations that is not readily available to the weekend end railfan. The shot of the northbound IC&E train was made just south of Debuque, Iowa from the deck of **THE MISSISSIPPI QUEEN** during it's mid-September run from St Louis to St Paul. Chuck and Shirley Hinrichs were passengers on the week long journey. *digital image by*



Chapter members swarm over the landlocked Charolais SW7 during the locomotive operating session held at St Charles, Kentucky and Saturday morning, October 2, 2004. An opportunity to run the engine was given to anyone who was willing to give it a try. There is about 3/4 of a mile of track for running and it is in pretty good shape. A great time was had by all who attended. *digital image by Chuck*

Chapter News

(Continued from page 2)

were on hand at St Charles for the operating session. The morning's action wound up with 1249 running east of the engine house and coupling up to 1250 and pulling it back west and then towards the engine house so that it's condition can be evaluated. Many, many thanks to **Rick Bivins** and Don Bowles for setting up a memorable experience.

Following the operating session the members and a few added participants gathered at the Memorial Park in Crofton for a picnic lunch and plenty of fellowship and some 'in your face' train watching. **Steve Miller** had his computer set-up to monitor the CSX action and **Wally Watts** brought a couple of his model live steam engines. There were also a few insulators and pole equipment items harvested from the decommissioned telegraph poles alongside the CSX main. All in all it was a great day. There were seventeen Chapter participants in one or both of the activities and we were very pleased to welcome our NRHS Regional Vice President, Wes Ross and his wife Shirley to the festivities.

Again our thanks to **Rick Bivins** for making the Charolais arrangements and to **Chuck Hinrichs** for securing the use of the picnic pavilion at Crofton's Memorial Park.

Those in attendance were: Rick Bivins, Keith Kittinger,

Bob and Jackie McCracken, Steve Miller, Phil Randall, David Millen, Chuck and Shirley Hinrichs, Rich Hane, Wes and Shirley Ross, Dennis Carnal, Wally Watts, Don Clayton, Jim Pearson, Tim Moore and Wallace Henderson.

We need to do this type of thing more often!

October 30 St Charles, KY Locomotive Operating Session.

Chapter members will have another opportunity to operate a diesel switcher at the Charolais facility just east of St Charles on US 62. 9 AM to noon. Call Rick Bivins at 270-339-8161 to confirm operation.

RAILROAD EMERGENCY PHONE NUMBERS

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

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

UP THE MISSISSIPPI STEAM AND DIESEL

by

It's a rare treat these days to catch a ride behind a steam locomotive and even more unusual to ride on an authentic steam powered paddlewheel boat. Our trip from Hopkinsville to Carbondale by car, from Carbondale to Chicago by train, from Chicago to St Louis by train from St Louis to St Paul by steamboat, then from St Paul to Carbondale by train and then home again by automobile gave us a chance to sample all the transportation options in MID-America (no airlines thank you!) and sample healthy portions of both steam and diesel power.

Thursday, September 16, 2004 found Shirley and I on our way to Carbondale, IL to board the afternoon **ILLINI** to Chicago on the first leg of our 12 day rail-river adventure. We arrived at the Carbondale Amtrak station about 45 minutes before train time and found to our discomfort that the **ILLINI** did not handle checked baggage. We had quite a load as we were packed for nearly two weeks and had to cover for the expected variations in upper Midwest fall weather.

The train crew was quite helpful in assisting us on board with our luggage and we found seats at the front of the coach with luggage space close by - we would never have been able to wrestle our stuff into the overhead rack. We left on time and settled back for the five hour trip to the windy city. A PA announcement informed us that the cafe car attendant did not make the train and that the cafe car would not be in service for the entire trip - so much for a snack to make up for a missed lunch. The trip was reasonably smooth and with a heavily padded schedule for the run from Homewood to Union

(Continued on page 4)

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

MISSISSIPPI

(Continued from page 3)

Station we turned a 25 minute late arrival in Homewood to a 5 minute early arrival at Union Station. Our tour agent met us at the Station and a short cab ride got us to the Palmer House Hotel. A prompt check-in got us to our room and then to a hotel restaurant for a much needed meal and a bit of liquid refreshment. Friday was an on-our-own day and we checked out Michigan Avenue, Grant Park and the major department stores. We had a delightful German dinner at Burghoffs - one of Don Clayton's favorite spots. Saturday was highlighted by an afternoon architectural cruise on the Chicago River and a get acquainted cocktail party at Trader Vic's. Sunday morning found us in the hotel lobby at 7 AM for transportation to Union Station our train to St Louis. The vans had barely enough room for the 24 passengers much less the mountain of luggage. The tour agent finally secured a couple of cabs for the overflow and we made it to Union Station in time for the 8:45 am departure of Amtrak's **ANN RUTLEDGE** to St Louis.

Our group was given preferential pre-boarding so we found seats with no difficulty and got our luggage stowed before the rest of

(Continued on page 5)

MARK YOUR CALENDAR

**Saturday, November 13
7 PM**

**The
Annual
Clayton-Watts
Railroad
Open House**

750 Wilson Drive

Rail Trouble

By DAVID THIGPEN

When Union Pacific Railroad executive vice president John Koraleski faces his customers these days, he prefers to stay on his feet rather than sit in one place, he says, "because it's harder to hit a moving target." It has been that kind of year for UP, the nation's No. 1 freight carrier, which moves millions of tons of coal, lumber, automobiles, corn you name it each day.

The most storied of American railroads, Union Pacific Railroad was launched in Nebraska during the Civil War with a handful of tracklayers, helped open up the frontier West and has since grown into a \$12 billion-a-year colossus with 48,000 employees and 33,000 miles of track crisscrossing 23 Western states. Today UP handles some 30% of the nation's rail freight traffic. But during the past year, the legendary railroad has been groaning under the weight of embarrassing logistical breakdowns.

Customers from Dow Chemical, UPS and Amtrak to a small New Orleans molasses shipper and a Houston creosote supplier have watched in frustration as delays on UP's rails caused their products to pile up in railyards and ports, arrive hours or days late and sometimes never get to the destination at all. UP has been paying a hefty price too: as its rails began backing up, the company's profits took a hit, falling to \$323 million in the first half of 2004 from \$717 million in that period a year ago.

"When trains run slowly, sit in terminals and don't get where they should be on time, productivity is lower," says railroad analyst Donald Broughton of AG Edwards, "but labor costs, maintenance and equipment expenses rise, and that cuts into profits."

There's more at stake than the fate of one railroad company or getting a carload of molasses to the supermarket on time. The nation's four largest railroads, UP, Burlington Northern Santa Fe, CSX and Norfolk Southern, are a linchpin of the U.S. economy; when they don't run smoothly, it's tough for the economy to grow. And lately, for companies whose bottom line depends on moving goods on schedule, the situation has become dire. UPS, the huge parcel service, was recently forced to shift some shipments to trucks. Dow Chemical, which supplies, among other things, chlorine for water utilities, suspended operations at a Michigan plant until the distribution logjam clears. Passenger trains are affected too. Amtrak's Sunset Limited, which makes a thrice-weekly run from Orlando, Fla., to Los Angeles, has yet to arrive on time this year, rolling in as much as 40 hours late. Amtrak had to fly one near mutinous trainload of passengers to their destination when the Limited fell behind, leaving customers and Amtrak fuming. "There are other freight tracks we operate over that are busy," says Amtrak spokesman Mark Magliari, "but none are as bad as UP."

UP found itself under the hot lights earlier this month when representatives from the major railroads gathered in Kansas City, Mo., for a regulatory meeting convened by the federal Surface Transportation Board. Asked to explain what has gone wrong at

(Continued on page 5)

Rail Trouble

(Continued from page 4)

UP, executive Koraleski (sent by CEO Richard Davidson to calm the waters) blamed the strangest of culprits: unexpectedly strong demand. UP executives were caught by surprise when the economy rebounded and freight volume spiked. (Normally, a 1% to 2% uptick is considered a good month, but UP's carloads increased 5.3% in May alone.) Meanwhile, a weakening dollar ratcheted up demand for U.S. goods abroad. On top of that, a chilly winter increased demand for coal, and a bumper harvest on Midwest farms flooded the system with crops. The upshot: in the first six months of 2004, UP has seen record volume, and the 2.37 million carloads it shipped in the second quarter was its most ever. "Our crystal ball did not see this coming," admits Koraleski.

But it gets worse: UP's planning in the preceding years set the firm up for the current crisis. About 30% of its work force including engineers needed to run the trains was allowed to take early retirement just before traffic began picking up. UP chief operating officer Dennis Duffy defends his railroad by saying that "predicting capacity is more art than science," and adds that UP is hiring engineers and buying new locomotives as fast as possible. But some railroad customers point out that Burlington Northern and Norfolk Southern have largely avoided UP-style bottlenecks through foresight and quick hiring. (CSX, caught short by sudden congestion on its lines, has also seen its profits tumble.) "This is not an industry that can easily turn on a dime," says Surface Transportation Board chairman Roger Nober. That's hardly news to UP's customers. At the Kansas City meeting,

while Houston creosote broker Bobby Godfrey of KMG-Bernuth listened, UP's Koraleski admitted that the railroad has still not cleared backlogs in the Houston area and anticipates more delays. "I've been in this business since

MISSISSIPPI

(Continued from page 4)

the passengers boarded. It was a pretty full train and the air conditioning was working overtime. This train's cafe car was well manned and a breakfast sandwich and some pretty good coffee got the day off to an acceptable start. The car got colder with each passing mile. The conductor said that the A/C system was an on or off proposition and the outside temperatures in the 80s we were better off being a bit chilly. Shirley and I retrieved jackets from our luggage and hunkered down with collars turned up. When we arrived in St Louis we caused a bit of a stir as we detrained in jackets in 85 degree weather.

The trip to the waterfront was a bit less cramped than the morning mis-adventure in Chicago but some of us still rode to the waterfront with a lap full of luggage.

Our home for the next seven days, **THE MISSISSIPPI QUEEN**, was moored on the St Louis riverfront right in front of the Arch, a pretty impressive way to start our journey up river. Our luggage was finally out of our hands and was deposited on the landing and would be delivered to our state rooms later in the afternoon. We took the time before our 5 pm departure to get acquainted with the boat and to grab a snack or two in one of several locations on the boat's five decks. Our stateroom on the port side of the boat had a private verandah, twin beds, a compact but complete

(Continued on page 7)

PENNYRAIL

EGGS

As things have been quiet for a while I'll tell this story, allegedly from Queensland, though it may well be one of the many stories that make up the folklore of the railwayman.

Western Queensland, steam days, well before the advent of road transport, a very basic track and little rail traffic.

The train guard, together with his other duties, such as shunting, recording the trains time and progress, had the task of sorting out, and delivering parcels and packages for people along the line.

Well, this day he had a parcel for a particular unattended station, called Oodnagallarbi (pronounced phonetically) and he had forgotten to tell the train crew that they needed to stop. So approaching Oodnagallarbi the train failed to slow down and it sailed through the station.

The guard being a fellow not in possession of a strong work ethic and too tired to walk back from where the train stopped after he had pulled the tail, grasped the package from his van and threw it onto the station platform as his van passed by.

The package contained eggs.

The recipient of the parcels on seeing that the contents were not as originally ordered naturally complained to the authorities, and an investigation was commenced.

Eventually the guard received a 'bung' as to why the contents of the package (eggs) were broken. His reply was, "They were in perfect condition when they left my hands".

from the internet

SEPTEMBER MINUTES SUMMARY

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

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

TREASURER'S REPORT:

| | | |
|-------------------|----------|------------|
| Beginning Balance | | \$2,220.21 |
| Income | | |
| Nat. Dues | \$30.00 | |
| Chap. Dues | \$0.00 | |
| Donations | \$0.00 | |
| REA | \$0.00 | |
| Raffle | \$0.00 | |
| Video | \$0.00 | |
| Other | \$0.00 | |
| TOTAL | \$30.00 | |
| Adjusted Balance | | \$2,250.21 |
| Expenses | | |
| Nat. Dues | \$20.00 | |
| Postage | \$37.00 | |
| Printing | \$39.75 | |
| Video | \$0.00 | |
| Supplies | \$94.61 | |
| REA | \$0.00 | |
| Other | \$109.45 | |
| TOTAL | \$300.81 | |
| Ending Balance | | \$1,949.40 |

| | | | |
|--------------------|---------------------|----------|----------|
| MEMBERSHIP: | Full | 5 | 4 |
| | Chapter Only | 1 | 8 |
| | Total | 7 | 2 |

DIRECTORS REPORT: No opposition expected to slate of National officers. There will be a budget deficit. Membership drop is likely. Rick Bivins was presented his 25 year pin.

OLD BUSINESS: Charolais locomotive run and Chapter picnic are set for October 2.

NEW BUSINESS: Clayton-Watts Open House set for November 13. Christmas banquet firm for December 13. Membership brochure has been revised and printed.

ANNOUNCEMENTS: Indiana Historical Society's Lincoln exhibit train will be in Evansville October 15-17.

ATTENDANCE: 17 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

THERE ARE STILL A FEW BOXES OF CROFTON DEPOT NOTE CARDS AVAILABLE AT \$2 PER BOX. CHECK WITH CHUCK HINRICHS AT 270-886-2849

TIMETABLE #87

FOR THE GOVERNMENT OF RAILFANS ONLY

CHAPTER EVENTS

October 30 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. Call Rick Bivins at 270-339-8161 to confirm operation.

November 13 The Annual Clayton-Watts

Open House. Lots of great eats, railroad discussions and an operating "O" scale layout. 7 PM 750 Wilson Drive, Madisonville.

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

In separate filings, KWT Railway Inc. (KWT) and Riceboro Southern Railway L.L.C. (RSOR) are requesting Surface Transportation Board approval to acquire lines from CSX Transportation.

KWT plans to purchase and operate a 12.8-mile line between McKenzie and Dresden, Tenn. Under an agreement with the Class I, the 58-mile short line also would obtain incidental trackage rights for 23 miles of mainline between McKenzie and CSXT's Bruceton, Tenn., yard. The transaction would enable KWT to extend its existing line and create a western interchange with CSXT at the yard.

internet

Chris Dees

BALTIMORE, Sept. 15 /PRNewswire/ -- The Baltimore & Ohio Railroad Museum will celebrate the rebirth of its signature Roundhouse when it reopens its doors to the public the weekend of November 13-14, 2004. Visitors will be able to celebrate the complete restoration of the 1884 National Historic Landmark Roundhouse, and also experience some of the museum's expanded facilities.

internet

Champaign, IL

Horizon Hobby, Inc. is pleased to announce it has signed a multi-year licensing agreement with Union Pacific for Athearn Trains. UP has further withdrawn the complaint it filed against Athearn in U.S. district court.

Tim Geddes, president of the Athearn division, stated, "Formalizing our relationship with UP is the first step in what is sure to be a long and productive relationship. We know that UP road names are critical to many modelers and are pleased we will be able to continue providing high-quality.

That's it for today.

T h e F o l k s a t A t h e a r n
internet

... but today I caught the CSX local switching at Ragu in Owensboro. Of interest was a very rusty, very faded but still legible ex-CADIZ Railroad boxcar. Haven't seen one of those in probably ten years! Anyone else seen them of late???

Chad Cowan

internet

EARLINGTON, KY Oct 13 A southbound CSX train (Q121) collided with a tractor-trailer Wednesday afternoon in Earlington. Rick Bennett, owner of Bennett Farms in Dawson Springs, was driving a tractor-trailer loaded with concrete barricades, headed for Dawson Springs at approximately 2:15 p.m. He made a right turn off U.S. 41 to cross the railroad tracks onto Kentucky 112, Earlington policeman Chris Proctor said.

"I made the turn and the arm of the gate got caught between the truck and the trailer," Bennett said. "I got out to try to move the arm up, but when I saw that train booking, I ran down the hill and got out of there as fast as I could. That train was hauling it, really hauling it." There were no injuries in the collision. "The only thing hurt is my feelings," Bennett said. Kentucky 112 was blocked for more than four hours after the incident, which left huge slabs of concrete and debris scattered along the tracks.

The crossing bell was still ringing more than an hour

MISSISSIPPI

(Continued from page 5)

bathroom and shower and ample closet space. We had initially requested seating at the early dinner sitting but when we discovered that early meant really early, like 5:15 pm we requested a change to the late seating and were promptly accommodated.

We left the mooring at St Louis promptly at 5 pm and made our way a couple of miles up stream to a fuel barge where the boat's tanks were topped off with bunker C fuel oil for boiler fuel. We were still in sight of St Louis, it's bridges and the Arch and it was a spectacular sight to see the Arch and a rising half moon at dusk. I got some great photos. Dinner the first night was but an introduction to a week of gourmet gluttony. The five course meal was splendid and even something as mundane as bread pudding was made unforgettable with a delicious bourbon sauce. Our dinner companions for the week were a retired lawyer from Kansas and his wife, a widow from North Carolina and a mother and her daughter-in-law from California.

We were still at the fuel barge when we retired for the night. Shirley was up for the first of 28 locks we would pass through in the next seven days and I think she witnessed our passage through all but three of them. There are 29 locks on the Mississippi from St Louis to Minneapolis. It is odd that there are no locks on the Mississippi from St Louis south to New Orleans

Monday was spent on the river with no ports of call. Lot of birds can be seen and we saw eagles, osprey, pelicans, gulls, herons, cranes and turkey vultures at nearly every bend in the river. The Riverlorian gave a talk each morning on the sights of the day and River history.

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

OCTOBER 30, 2004
St Charles
BE THERE !

PHOTO SECTION



Chapter members gather at the picnic pavilion at Veterans Memorial Park in Crofton, Kentucky following a busy morning of locomotive operations at St Charles, Kentucky. CSX cooperated by sending three trains through town including a meet on the siding. The weather was cool but comfortable. October 2, 2004 *digital image by Chuck*



Earlington, KY October 13, 2004 Tractor-trailer versus locomotive - locomotive wins. A semi with a load of concrete highway barriers got caught when the crossing gates came down between the tractor and the load. The southbound CSX intermodal train couldn't stop. Fortunately no injuries *digital image by Jim*

"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.