

# PENNYRAIL

NOVEMBER 2004

VOLUME 8 NUMBER 11

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## ELECTIONS



## Chapter

### CHAPTER MEETINGS

**MONDAY, NOVEMBER 22**

**7:00 PM**

**Badgett Center**

#### PROGRAM

**Wallace Henderson** will provide the program for the November meeting, a DVD of the 60s Disney feature "The Great Locomotive Chase." This vintage movie has great steam action and is reasonably accurate historically. **Donny and Betty Knight** will provide the refreshments.

Election of Chapter Officers will also be on the agenda. This should be an interesting evening. Come and bring a friend.

**MONDAY, DECEMBER 13**

**CHRISTMAS BANQUET**

**Madisonville Country Club**

**6 PM Happy Hour**

**7 PM Dinner**

#### PROGRAM

We will try the same program format as we used last year - "**SHOW & TELL**". Bring one of your favorite railroad items and be ready to describe it and

*(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

As befitting a Railroad Club, we did a pretty good job of 'Railroading' when President McCracken asked for nominations for Chapter officers for the coming year. A motion was made, seconded and passed to nominate all incumbents for another term.

Nominees are:

President, Bob McCracken.

Vice President, Rich Hane.

Secretary-Treasurer, Wally Watts.

National Director, Wallace Henderson.

Director at Large, Ron Stubblefield

Additional nominations can be made from the floor prior to the election at the November meeting.

Following the election the President will appoint additional non-elective Chapter offices.

Current non-elective officers are:

Program Chairman, Ricky Bivins.

Chapter Webmaster, Jim Pearson.

Newsletter Editor, Chuck Hinrichs.

Historian, vacant.

2004 has been a very good year for the Chapter. Membership is up and lots of good things are happening. Let's keep the ball rolling in 2005.

## Chapter News

(Continued from page 1)  
it's significance.

The dinner, Prime Rib, will be \$20 per person, gratuity included. Happy Hour is a cash bar. **Let Bob McCracken know if you are coming no later than December 5th. Reach Bob by phone at 270-821-6246 or by e-mail - trains@madisonville.com.**

### OCTOBER MEETING

Eighteen Chapter members were on hand at the Badgett Center for the October meeting. Following a brief business session and the nomination of all incumbents for another term, the members headed for the excellent munchies provided by **Tim Moore**.

**Wally Watts** presented the program, a pair of videos. The opener was a Little Rascals adventure in a Santa Fe freight yard with a steam engine. This was followed by an excellent video depicting the restoration and operation of the "The Flying Scotsman".

CSX cooperated by sending three trains by the old L&N depot during the evening's activities. Northbound manifest, Q686, was first by with a UP C44-9W and a UP SD40-2 doing the chores. It was followed by northbound Q588 behind a pair of CSX SD50s. The last train by was a southbound manifest, Q647, with a UP SD70M leading a Helm (ex LMX) B39-8.

All-in-all a most enjoyable evening and a hearty 'thank you' to **Wally** and **Tim**.

### NEW MEMBERS

The Chapter's newest members are **Wayne and Mary Jo Hall** of Guthrie, KY. They learned about the Chapter from **Wally Watts** during the Steam Tractor Show at Adams, TN. A warm welcome to both **Wayne and Mary Jo** and we

(Continued on page 3)

# PHOTO SECTION



On a beautiful fall day a pair of vintage SD40-2s, one in BNSF Heritage paint and the other in CSX traditional colors, are northbound with a CSX manifest at South Latham, Kentucky. Train watching on the Henderson Sub is a real adventure these days as you never know whose locomotives may be pulling the next train. Digital photo taken on October 16, 2004 by Chuck Hinrichs



Among the seemingly endless variety of power in the CSX lease fleet is this unique SD45-2. It started life in 1972 as an ATSF unit, was repowered with a Caterpillar 4000 hp engine in 1987, then sold to Morrison Knudsen and leased to Utah Railway. It was returned to MK where it was reconfigured with it's original EMD 20-645ES engine and then all the MK units were sold to Helm. It was returned from Utah Railway in 2001 and now is working on CSX. She is seen here on CSX Q515 at 16th St. in Hopkinsville on October 10, 2004, still in Utah Railway paint. Color print by Wallace Henderson

## Chapter News

(Continued from page 2)

hope to see you at a Chapter function in the very near future.

Wayne & Mary Jo Hall  
368 Third St  
PO Box 52  
Guthrie, KY 42234-0052  
270-483-2580

### CHAPTER NEWS

The weather man cooperated and 25 Chapter members and guests turned out for the October 30th locomotive operating session at the Charolais facility at St Charles. The exIC SW7 performed with no major problems and there were smiles on everyone's faces during the morning trips. The biggest smiles were on the faces of the children riding the locomotive. **Liam "Little Wally" Thomas, Thomas "Horn Happy" Bryan and Jonathon "Mister L&N" Jarvis** were all trainmen-in-training during the operating session. Chapter member **Phil Randall** had his whole crew with him, his wife and three daughters all seemed to enjoy the festivities.

We certainly owe a debt of gratitude to Don Bowles, Charolais Corp, and to our own **Rick Bivins** for making these fun and educational outings possible.

Weather permitting there will be another operating session on November 20 from 9 AM to noon. Mark your calendar! Check with **Rick Bivins** for last minute information, 270-339-8491.

Following several years of meticulous labor on his K4 Pacific live steamer, **Bob McCracken** posted the following on the internet - *"Just passed a major milestone on the K4. I finally got enough nerve to hydro test the boiler. The first time I started to pump it up I got to about 150 psi and the gasket on the turret blew out. The water wasn't coming out too fast, but it was faster than I could pump more in. I had to stop and make a new gasket and install it a little more carefully. This time it held and I was able to pump it up to 250 psi, 2 1/2 times the working pressure. I had several weeps at a couple of fittings, but all of the welds and tubes held tight and I held it at 250 psi for about 5 minutes. That's a major milestone. I can now start the plumbing and the boiler attachments (cladding, lagging, running boards, etc). I just had to tell some one."* Bob, we are all looking forward to "steam-up day", keep us posted.

**REA truck news.** Ricky has not yet moved the truck to the airport but many of the parts are there and can be worked on at an inside location. Volunteers are welcome on any weekend. Coordinate with

### 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>

## UP THE MISSISSIPPI STEAM AND DIESEL

by

This article is the conclusion of Shirley and Chuck Hinrichs' rail - steamboat adventure on the upper Mississippi River. Last month we left the travelers on their first full day on the River, Monday, September 20.

We were a bit surprised when we woke up as the sun was not where we expected it to be. The River makes a rather dramatic turn north of St Louis and we awoke finding ourselves actually travelling south for several miles before returning to our expected northerly direction. We made no landings this day and spent our time getting acquainted with the ship and watching the ever-changing scenery.

Tuesday was our first landing in the historic Missouri town of Hannibal. This town is steeped in the rich river traditions as so enjoyably described by the great American author, Mark Twain. There are a variety of historical sights including Tom Sawyer's whitewash fence and Becky Thatcher's home and, of course, a Mark Twain Museum. There was an NS track between our mooring site and downtown Hannibal and a couple of freights passed as we were docking but nothing after we were trackside. By mid-afternoon were were under way again with the Calliope playing a raucous farewell to Hannibal. A cool drink on the aft upper deck preceded the evening's entertainment and a sumptuous dinner.

Wednesday was spent on the River. I was up early and got some very nice sunrise photos off the stern of the boat. We went through several locks and each one was a unique experience. The lock at Keokuk, Iowa is particularly impressive with a lift of some 38 feet. We looked out our stateroom window and all we could see was a seemingly endless concrete wall. It took only a few

(Continued on page 4)

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

**MISSISSIPPI**

*(Continued from page 3)*

minutes and we were up at the next river level and ready to head up stream. We passed by the Quad Cities at about dusk and I was able to get some very nice evening shots as we passed through the lock near Davenport, Iowa.

Thursday found me up again at dawn for more sunrise shots as we passed several islands. The channel is much narrower here with lots of direction changes. We docked at Dubuque just before noon and saw a pair of CN (IC) trains crossing the river as we approached the landing. There was an excellent museum just a few yards from the dock and also a retired Corp of Engineers dredge which was open to visitors. Next to the museum was the CN and IC&E tracks and a very nicely restored CB&Q depot which is now an ice cream shop. There was also a Casino near the mooring site but we didn't try our luck. The excellent weather we had enjoyed for nearly a week looked as if it was coming to an end as clouds were gathering as we boarded for our departure from Dubuque. We passed by the CN swing bridge and got a good look at the tunnel just east of the bridge. We also saw a BNSF train hustling northbound on the east bank of the river. The rain

*(Continued on page 5)*

**THERE WILL BE NO  
PENNYRAIL  
IN DECEMBER  
SO.....**

**AN EARLY  
BUT  
VERY SINCERE**

**MERRY CHRISTMAS  
and  
HAPPY NEW YEAR**

**MAINE TWO FOOTERS**

by

In October Jackie and I decided to visit our friends Bob and Louise Eggleston in North Pownal, Maine. Bob and I had met while we were working for GE, he in Cincinnati and I in Madisonville. A mutual friend introduced us when he realized we were both foamers as well as live steamers. When we made our plans to visit, Bob had promised some narrow gauge action. He was active in three different organizations that had their roots in the old Maine two foot gauge railroads.

We flew Northwest through Detroit and actually had pleasant flights into Portland. Bob and Louise met us at the airport and we journeyed into the woods to their house about 25 miles outside of Portland. In the morning Bob and I ate hearty breakfasts and headed to the first of three destinations, the Wiscasset, Waterville, and Farmington Railway. As it turned out, this was the only authentic working two foot gauge railway we would see. This road was a restoration of the actual railway that served the area. The other two roads were small short lines that had been assembled from components of previous two footers from other places, and were run strictly as museums and tourist attractions. The WW&FR is a work in progress and has been featured on PBS because of the restoration efforts.

The WW&FR was first organized in the 1850's, but didn't actually run until after the turn of the twentieth century. It was supposed to run from the seacoast into the interior and connect with the Sandy River and Rangely Lake Railroad, also a two-footer. In fact, the grand plan was to go all the way to the Quebec boarder. The connection came close, but money ran out before they could finish a bridge, so the WW&FR became an isolated but self sustaining railroad. It started out hauling coal into the interior and timber out. Later the customers also included agricultural and some industrial products. Passenger service was also important, as Maine roads in the early 1900's were not very good. By 1933 trucks and cars had made serious intrusions on the railroads business and they ceased operation. Fortunately, much of the right-of-way remained in the custody of the owners for many years, and it was possible to restore a part of it starting in the 1990's. Even one of the locomotives had been saved in a barn and is now operational.

The first thing you notice when you see a two foot gauge railroad is that it's not a toy, but it's a lot smaller than what you are used to seeing. It's kind of a live steam road on steroids. It was late in the season when we were there and they had the steamer in the shops. It was a diminutive 0-4-4T Forney 40 tonner built by the Portland Locomotive Company. The day's assignment was being handled by a small Plymouth gasoline locomotive. The passenger car behind it was typical of the two-footers. It was about 30' long, 7' wide and about 9' high. When you get on board you unconsciously tend to stay centered so you don't tip the car. Actually, they seem to be very stable. The lettering on the car reflected the lofty goals of the original road, "Wiscasset and Quebec". We rode the length of the present line, about two miles. They have additional right-of-way and will be pushing further into the woods. At the far end a work party (all volunteers) was constructing a grade crossing at a small sand road that appeared to go nowhere. The train staff was very friendly and made it a very pleasant experience.

*(Continued on page 5)*

## MAINE

*(Continued from page 4)*

Next, we pushed on to the Boothbay Railway, probably only 10 miles from the WW&FRY. This is a museum of surface transportation in the Maine area. In addition to railroads they also feature cars, trucks, and other mechanical gadgets of an earlier time. They have a small amount of track, but some interesting locomotives. Unfortunately, they were holding a steam class that day and everything was shut down. We were able to inspect the engines even though they were cold. The center of their motive power is two 0-4-0T Henschels built in Germany. They looked like overgrown LGB engines, even being painted green. They looked like they would be a lot of fun to operate. We looked at the rolling stock, all of it in decent condition, and then pressed on. It was approaching noon and one thing I learned from Ron Stubblefield was never miss a meal, not even for a train. We stopped at a small roadside diner and, typical of Maine, we were able to get some really great lobster rolls.

The last stop was in downtown Portland at the Maine Narrow Gauge Railroad. This is also a museum type operation. It sits on the Portland waterfront adjacent to the old Portland Locomotive Company where many of the two-footers were built. The track wanders a short distance along the waterfront, with operations ceasing at a swing bridge that hasn't swung shut in many years, a distance of probably a mile or less. Unfortunately for them, there is a grade crossing to a public parking lot which places them under FRA jurisdiction. As with the WW&FRY the steam power had been put up for the season and a small GE switcher was providing the power. It was the narrowest locomotive I have ever seen.

The body, minus the walkways, was only about 3 feet across, and it had a set of trucks unlike any I had ever seen. It was pulling (or pushing) a caboose (restored Sandy River and Rangely Lake) and a coach. My friend had helped restore the caboose, so we decided to ride in the cupola. Two adults really filled the cupola seating! During the return trip we gave the seats to several kids that were looking longingly in our direction and chose more comfortable seats "down below". A walk through the museum was interesting. They had an old Ford high-railer, as well as a railbus. A restored Sandy River and Rangely Lake parlor car showed that the small cars did not mean you had to rough it. The car was very plush and the seats looked very comfortable. We then decided it was time to head home so we could get ready for another Maine seafood dinner.

If you want to see more of these operations they all have good web sites. If you visit them, do so in the summer when they are running the

## MISSISSIPPI

*(Continued from page 4)*

came during the dinner hour and by the time we finished eating the skies were clearing and our good weather was to continue for the rest of the trip.

Friday was our only stop on the east bank of the river. We arrived at La Crosse, Wisconsin about noon and got a rousing welcome from the city officials. It was Oktoberfest in La Crosse and the whole town was in a celebration mood. The downtown section seemed to be nothing but bars and taverns with crowds spilling into the street at each location. The Fest site near our boat landing had a giant tent with a multitude of beer taps and locals savoring the dispensed liquids. I don't know when I

*(Continued on page 7)*

## PENNYRAIL

## PADUCAH &

The line, now operated by the Paducah & Louisville Railway, was purchased from the Illinois Central Railroad in August of 1986 by CG&T Industries, Inc., a corporation formed by the owners of two Jessup, KY, businesses--- Reed Crushed Stone (now Vulcan Materials' Reed Quarry) and BRT Transfer Terminals (now Kinder Morgan's GRT Terminals). The PAL began operations on August 27, 1986. In late 1988, the two businessmen sold their interests in CG&T to an affiliate of the First Chicago Corporation. In July 1995, ownership of the line was transferred to its current owner, Four Rivers Transportation, Inc., a holding company owned by PAL management and CSX Transportation, Inc.

### Some Historical Milestones

- 2000-CN&IC Merger and BNSF & CN call off plans to merge
- 1999 - Paducah "City Lead" is rehabilitated.
- 1996 - A major portion of the "Old Line" between Dawson Springs and Central City is abandoned.
- 1995 - Ownership of PAL is transferred to Four Rivers Transportation, a holding company owned by PAL management and CSX Transportation. VMV no longer "sister" company.
- 1994- BN & ATSF Merger
- 1993 - Kevil Line is rehabilitated.
- 1992 - Steam locomotive NKP 765 runs excursions over the PAL's lines.
- 1988 - The PAL is purchased by First Chicago Corporation.
- 1986 - IC sells its Louisville to Paducah rail line and its Paducah Shops rebuild facility to CG&T Industries. The rail line is operated by the Paducah & Louisville Railway, Inc. (PAL). The Paducah Shops rebuild facility becomes VMV Enterprises, Inc.

Information from the P&L website:  
[www.palrr.com](http://www.palrr.com)

**OCTOBER MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 Badgett Center Madisonville, KY  
 Monday, October 25 7:00 pm

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

**TREASURER'S REPORT:**

Beginning Balance		\$1,949.40
Income		
Nat. Dues	\$0.00	
Chap. Dues	\$0.00	
Donations	\$0.00	
REA	\$0.00	
Raffle	\$8.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$8.00	
Adjusted Balance		\$1,957.40
Expenses		
Nat. Dues	\$0.00	
Postage	\$29.60	
Printing	\$36.25	
Video	\$0.00	
Supplies	\$0.00	
REA	\$0.00	
Other	\$0.00	
TOTAL	\$65.85	
Ending Balance		\$1,891.55

<b>MEMBERSHIP:</b>	<b>Full</b>	<b>5</b>	<b>6</b>
	<b>Chapter Only</b>	<b>1</b>	<b>8</b>
	<b>Total</b>	<b>7</b>	<b>4</b>

**DIRECTORS REPORT:** No report

**OLD BUSINESS:** None

**NEW BUSINESS:** Nomination for 2005 Chapter officers were made. (see listing on front page) Keith Kittinger was recognized for his work with the L&NHS. Our Webmaster, Jim Pearson reports that there are over 800 photographs on the Chapter website.

**ANNOUNCEMENTS:** Clayton/Watts Open House, November 13. Chapter Christmas Banquet, December 13. Work is continuing on the REA truck. Work is done on weekends. Contact Ricky for schedule.

**ATTENDANCE:** 18 members.

**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 OR ON-LINE AT chuckrail@charter.net**

**THERE WILL BE NO REGULAR CHAPTER MEETING AND NO "PENNYRAIL" IN DECEMBER. HAVE A GREAT HOLIDAY SEASON ed**

# TIMETABLE #88

FOR THE GOVERNMENT OF RAILFANS ONLY

## CHAPTER EVENTS

**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.) Program is "Show and Tell" Let Bob McCracken know if you plan to attend by no later than December 5.

## 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.

**November 20 Southern Illinois Train Club DuQuoin, IL** It is being held at the State Fairgrounds. A good place to eat is Alongi's Italian Restaurant - a block west of the Amtrak depot.

**January 29-30, 2005 Greenberg Train Show** Louisville, KY Kentucky International Convention Center. 10 AM - 4 PM both days.

## RAILFAN EVENTS and EXCURSIONS

**Tennessee Central Museum Excursions**  
 e-mail ordertickets@tcry.org phone 615-244-9001

**December 4** Nashville - Lebanon 64 Mile RT  
 Victorian Christmas Excursion

**December 11** Nashville - Watertown 90 Mile RT  
 Santa Train

## VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

PENNYRAIL

## MISSISSIPPI

The Walking Horse & Eastern RR will run a Santa excursion train over Tennessee's oldest branchline from Wartrace on Saturday December 11th. at 10:00 AM and 1:00 PM. A third trip will run at 3:30 PM if demand warrants. Tickets are \$8. for adults and \$4. for children under 12. Free stuffed toys and candy will be distributed to children. The train will originate at the Wartrace Chamber of Commerce Welcome Center on State Highway 64 and run roundtrip to Stone Gait Farm to pick up Santa. For ticket information contact the Wartrace Chamber of Commerce at (931) 389-9999. The WHOE is the former NC&StL Ry Shelbyville branch built in 1852 by the Nashville & Chattanooga Rail Road. Motive power for the Santa Train will be a 1947 EMD NW-2 built for the Southern Ry. The WHOE has an EMD FP-9 painted in NC&StL passenger colors. The unit is sidelined in Shelbyville for mechanical repairs. Wartrace is located on the CSX Nashville-Chattanooga mainline with approximately 20+ trains per day.

Trains Unlimited Tours Announces Special Train to 2005 NRHS Convention

Trains Unlimited Tours has announced the operation of a special train from Sacramento, California to the 2005 National Railway Historical Society Convention in Portland, Oregon. The planned route includes the former Western Pacific to Keddie, the BNSF Highline to Klamath Falls, and the Inside Gateway from Chemult Junction, Oregon to Wishram, Washington. The three-day trip will operate on July 2, 3 and 4, 2005 with overnight stops in Greenville and Bend.

Although the train capacity is almost 400 seats, the operators expect it to sell out quickly because of the unusual and highly scenic route. The inbound special is now open for reservations, and NRHS members heading for the convention are urged to act quickly. The inbound special is included in Trains Unlimited Tours' 2005 brochure, which will be distributed to their full mailing list on November 1. As an incentive for early reservations, Trains Unlimited Tours is offering a \$100 per person discount off the published fares to passengers who book before October 22, 2004. Deposits are due within two weeks of placing an order.

The special train will feature a variety of accommodations and ticket prices. Trains Unlimited Tours offers optional transfers and hotel accommodations at the two overnight stops. They also plan to offer an optional chase bus for photographers on two segments of the route.

For more information and prices, visit the Trains Unlimited Tours website

at: <http://www.trainsunlimitedtours.com/>

Well, it's been a damn long time, but I've finally received some proofs for the TC book (yeah, this is the same book that I submitted the materials for about 3 years ago). I've been going over them this week to pick out any typos and will be sending them back this week.

I've received the proofs for about 2/3 of the book and hope to receive the rest within a couple weeks. I'm a bit biased, but I really think it will be a great book. There's a great mix of steam and diesel photos from across the system, including several great J. Parker Lamb photos. Few of the photos have been published before and I really think folks will enjoy it.

Once I get a DEFINITE publication date I'll pass it along.

*Cliff Downey internet*

*(Continued from page 5)*

have seen so many happy people so early in the day. Some of them so happy they could hardly walk. The local High School band was dockside to give us a parting serenade.

Saturday found us in Red Wing, Minnesota, a delightful river town. The **Queen** was re-fueled while we checked out the town. A pair of CP freights passed by the dock and park while we were seeing the sights. Red Wing was, and is, a major grain shipping point with product moving by both barge and rail. This was our last night on board the **Mississippi Queen** and we were treated to a great Dixieland concert and a champagne toast before dinner.

We docked in St Paul early Sunday and once we had located our baggage we were off on a brief bus tour of the Twin Cities. We saw the 29th lock on the river, the only one we did not traverse. We spent the night at the Doubletree Hotel in Minneapolis and had a enjoyable farewell supper at the hotel dining room.

Monday morning found us up bright and early for a bus trip to the Amtrak station in St Paul where we boarded the **Empire Builder** for the daylight run to Chicago. The trip was smooth and with no delays we arrived just a few minutes off the schedule.

Shirley and I said our farewells to our traveling companions and checked our bags on the **City of New Orleans**. We grabbed a light snack and then watched the rush hour confusion at Union Station. The **City of New Orleans** left on time and, in spite of the late hour, the diner was open so we enjoyed an excellent meal before retiring to our economy bedroom for the run to Carbondale. We arrived on time and headed for home with heavy eye lids as it was nearly dawn by the time we pulled into our driveway and got a warm greeting from our cat. It was a great twelve days and the boat trip was one I would recommend to

**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 ettravis@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

**DECEMBER 13, 2004**  
**Madisonville Country Club**  
**BE THERE !**

**PHOTO SECTION**



The power for the Maine Narrow Gauge Railroad's excursion train was this diminutive GE switcher. It is a very narrow locomotive. The body, minus the walkways, was only about 3 feet across. The consist included a caboose (restored Sandy River and Rangely Lake) and a coach. Portland, Maine, October 2004. *digital image by Bob McCracken*



The Wiscasset, Waterville, and Farmington Railway operates on trackage that was once part of Maine's working 2 foot narrow gauge railroads. Power this day was a compact Plymouth gasoline locomotive. The coach is about 30' long, 7' wide and about 9' high. Even the depot has a narrow look. October 2004 *digital image by Bob McCracken*

"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.