

# PENNYRAIL

JUNE 2005

VOLUME 9 NUMBER 6

TODAY'S FACTS ARE

## IMHO

SHOW  
AND  
TELL



## Chapter News

### CHAPTER MEETING

**MONDAY, JUNE 27**

**7:00 PM**

**Badgett Center (L&N depot)  
Arch St at the Railroad  
Madisonville, KY**

### PROGRAM

**David Hayes** will provide the program for the June meeting. Hayes is a member of our Chapter as well as the Owensboro and Louisville Chapters and is the editor of both the Owensboro and Louisville chapter newsletters. He is dedicated fan of the Illinois Central Railroad and particularly the IC's Kentucky Division. His program is titled "Down the KY Division from Derby City to Banana City." **Tom Steiner** will provide the refreshments. This should be a most interesting meeting. Come and bring a friend!

### MAY MEETING

Twenty two members and two guests were on hand for the annual Hopkinsville meeting. **William Turner** welcomed the members to the Hopkinsville - Christian County Historical Society's building. Following a short business session including a discussion of alternate methods of conducting Chapter business, the meeting adjourned for refreshments provided by

*(Continued on page 2)*

Western Kentucky  
Chapter, NRHS

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

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Vice President  
Rich Hane

Sect. Treas.  
Wally Watts

National Director  
Wallace Henderson

"PENNYRAIL" is the  
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With the implementation of some changes in the format of our monthly Chapter meetings, at least on a trail basis, it looks like we will have some time to deal with the subject near and dear to all of us . . . **TRAINS!**

For the past several years the Chapter has had a "Show and Tell" feature at the annual Christmas dinner and it has been well received. Our sister Chapters - Louisville and Owensboro - make "Show and Tell" a part of each of their regular meetings and it seems to work. Our membership seems to have a great variety of railroad items in our personal collections. I know of at least two RR dining car china collections, a rather extensive collection of lanterns, a couple of collections of vintage photos and post cards, collections of employee and public time tables and very likely lots of other railroad items we have squirreled away at home.

I think it would be a great idea to make "Show and Tell" a part of every Chapter meeting. Everyone would not have to participate every month but the sharing of items of interest should make

## Chapter News

(Continued from page 1)

the Hopkinsville members, **Bob Moffet, Wallace Henderson, Louie Hicks** and **Chuck Hinrichs**. The program presented by Chapter member **Cliff Downey** depicted several little known facets of Tennessee Central Railroad history.

While the meeting site is a couple of blocks from the CSX line through town, the members still poured out of the building to catch sight of at least a couple of passing trains. All in all a most entertaining and informative evening.

## CHAPTER NEWS

**President McCracken** reports that it now appears our Badgett Center meeting site (the old L&N depot in Madisonville) is secure for at least the next year. The Center has received commitments sufficient to cover both mortgage payments and program continuity.

**Jim Pearson** has volunteered to take over the Program Director job as **Ricky Bivin's** new employment in Louisiana will make it necessary for him to step down. Also due to Rick's new schedule, work on the REA truck and operating sessions of the Charolais switcher will be suspended until further notice.

The Chapter officers, acting on recent comments about lengthy business sessions, will, on a trial basis conduct Chapter business at the Thursday night sessions at the Clayton Roundhouse. The officers will make a brief report at the Chapter meeting. Any expenditures of Chapter funds over and above normal expenses will, of course, be subject to membership approval. As the Minutes and treasurers report are published monthly in the Pennyrail the reading of these items will be dispensed with at the regular Chapter meetings.

**Each of you should have received a proxy for the**

## RAILFANNING THE "BIG EASY"

by

Several weeks ago a call from my son Andrew created the opportunity for a trip to New Orleans. Andrew is currently working in New Orleans as he trains to be a Trainmaster with Canadian National Railroad. Previously he worked in Homewood, Illinois as a Crew Caller.

I quickly obtained Amtrak tickets on-line and prepared for my journey. After work on Tuesday it was home to pack the essentials (scanner, camera, film) and some clothes for a few days. I was able to catch a few hours sleep before driving to Fulton, Ky. to catch the southbound "City of New Orleans". The train, one locomotive, baggage, dorm, diner, lounge, three coaches and one sleeper slid quietly into Fulton.... on time.

I was greeted by the Conductor and Car Attendant and shown to my room. My bed was ready for me and I was asleep by Newburn, TN. I slept through the station stop at Memphis and awoke a little after seven as we were standing at the south yard limit waiting for clearance. Hungry, I made my way to the diner where I was seated with a couple on their way home to a small town in northern Louisiana. Our conversation, over eggs, bacon and hashbrowns, revealed that they were on their way home from a two week trip to the north west by way of the Empire Builder. They are frequent travelers on Amtrak and reported that their trip was pleasant and uneventful from a railroad standpoint.

Back in my room I noted siding work between Marks and Crenshaw. Further along we noted new rail lying in place for installation and also some new bridgework going on. It is amazing what you can see out the backdoor of the train but it's easy when you are assigned to the last room on the last car.

Our conductors changed during an extended stop at Greenwood, MS. and this gave me a chance to look over the GP10 of the Columbus & Greenville in a pleasing green and gray scheme. Apparently the C & G was waiting for authority to cross the Greenwood diamond. Greenwood features a beautiful old IC station that reminds me of pictures of the long gone Mayfield, KY, IC station. Leaving town we saw four tracks through the Greenwood yard and a good number of freight cars in evidence.

We pulled into Jackson, MS on time and held there for thirty minutes. This gave the smokers a chance to grab a few smokes and some of us railfans got a chance to walk the train and get a close look at the equipment. I talked to a couple from Australia who were on an extended trip of the States and doing their travel exclusively by Amtrak. They were impressed by the scenery but were amazed by the plight of our cities. One does get to see the older parts of our cities and some of our inner cities do look like third-world countries from the window of a train. They did note that their trains were on time except when they were on UP tracks. "Slow!! Everything before Amtrak!" was a direct quote. Downtown Jackson has several older buildings that would make an excellent case for urban renewal. The King Edward Hotel would be a great place to start once the trees growing on the roof are cut down. Lunch after Jackson was delightful with a gentleman from Chicago, a university teacher from Champaign-Urbana and a British railfan on his way to Mobile to visit friends. He has ridden trains all over the world and can't understand why our government doesn't "get it" about passenger train subsidies. He also found our trains rough riding and rarely on time. He loves the scenery,

(Continued on page 3)

## Big Easy

(Continued from page 2)

especially the West, and finds Americans friendly and helpful. The Australian couple across the aisle nodded in agreement.

We made good time through Louisiana and I watched passengers come and go from the lounge car. The CN tracks parallel I-55 into New Orleans and skirt the west side of Lake Ponchartrain. As we entered the city, Andrew called to see where I was. When I said "the north Mays Yard switch" his response was "Great! How do you know that?" "Because it says so on the switch box" I replied. Ten minutes we were at the bumper and headed to the concourse of the station. It's a neat station, not too big or too small, a lot of charm and the staff is a lot more laid back than Union Station in Chicago. As a matter of fact, the whole city is laid back. Everything moves at a nice pace.

New Orleans is not a big city where everything is spread out and it takes forever to get around so a quick trip to Andrew's place and it was back downtown for a look at Bourbon Street. After a good dinner and the required Hurricane to wash it down we proceed to take in the sights and sounds of the nightlife. After a two AM breakfast we hit the sack to prepare for a day of railfanning on Thursday.

Morning found us trackside at Destrehan Yard where Andrew does a lot of work. This yard sees a lot of grain traffic passing through for overseas shipment and a lot of plastic

pellets from the local chemical plants in addition to the usual assortment of shipments. We were able to see the usual assortment of SD40's and GP40's and 38's. The yard sees three switch and one lead job per shift. After a lunch of famous po'boy sandwiches at Andrew's favorite hole-in-the-wall restaurant we crossed the Mississippi and followed the river road back down toward New Orleans passing the famous Oak Alley Plantation on the way. It was late in the day as we crossed the Huey Long Bridge into downtown New Orleans ending our day of railfanning. We had dinner at a good restaurant and then back to Bourbon St. to see what we had missed the night before.

We slept late and had a great lunch at a seafood market/restaurant. The blackened red fish was excellent. After a quick drive downtown it was back on the train for my trip north. This time my trip north was on the west side of the train and the view of the marsh-lands were beautiful. Once again we departed on time. Our stop at McComb, MS revealed a beautiful red brick and stone station that has been restored. Obviously built at a time when stations were a status symbol

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## PENNYRAIL

for both the railroad and the city. Along side the station sits IC 2-8-2 2542 with reefer 51000, and caboose 9384. Brookhaven too is home to a nice station and a rather large pulpwood operation. The local switcher, tied up in a siding, commanded two GP38's in the standard, well-worn IC black.

Further down the track we took the siding for the southbound M320 followed by Q194. M320 was led by two axle GE's with a mixed consist. Five minutes later Q194, marshaled by two of the newer widecab GE's and pulling a consist of containers and trailers, sped quickly southbound. After a total of thirty minutes in Esson Siding we again took the main and resumed track speed. We arrived at Hazelhurst at 4:50 PM...now 27 minutes late. There is a primered IC caboose on display beside an old IC station.

Our Car Attendant was very efficient and likeable. When I told him I would be exiting at Fulton, KY his response of "I know, I've got you covered" was very heartening. He checked with me twice to see what I'd heard on my scanner about our lack of progress. We arrived in Jackson, MS. at 5:30 PM. The schedule is obviously padded as we sat here until 5:44 PM and departed on schedule. The northbound consist is just like the southbound, eight cars and one locomotive

I remember as we had left New Orleans and I was making my way to the lounge car I encountered a coach door that would not open. The attendant lamented that they had bad-ordered that car for three months about that door only to be told each time that it was fixed. When I returned from the lounge I noted that the attendant and conductor had made a running repair and blocked the door half open. No problem for me but two of the more Rubenesque ladies on board were none too happy.

We were on time at Greenwood and loaded 10-20 passengers. I met a guy in the lounge who was from Paducah. He was getting off in Carbondale because Amtrak

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# Big Easy

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told him that was the closest place to Paducah. Dinner of beef tips and the trimmings was almost as good as the conversation with my dinner companion. A slightly built southern lady from New Orleans told me she was a regular on the "City" as she had daughters in Memphis, Chicago and Detroit. She was also quick to point out that I used too much salt on my food. I guess the mother gene never dies. I returned to my room to finish my latest John Grisham novel as we ran like crazy across northern Mississippi to arrive in Memphis twenty minutes early.

## SOMETHING TO PONDER

DO BUS HISTORICAL GROUPS TRAVEL BY TRAIN TO PLACES WHERE THEY CAN RIDE VINTAGE BUSSES?

## PHOTO RUNBYS.....

THE MALE EQUIVALENT TO SHOPPING

# PHOTO SECTION



A 'white face' GP30 leads a BNSF freight south over the CSX (ex B&O) diamond at Shattuc, IL. Shattuc is just a few miles north and west of the busy junction city of Centralia, IL. This shot was taken during a recent Chapter outing in Southern Illinois on May 2, 2005 *digital*



This Illinois Western Paducah Built GP10, 7570, is in service at the Effingham Railroad facility at Effingham, Illinois. This new industrial shortline switches an industrial park south of the CN-NS diamond. This site was one of several

"PENNYRAIL" is your publication. If you have photographs or other material of current or 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

# PHOTO SECTION

PENNYRAIL

## Chris Dees and Southern Illinois Diamonds

by  
Chuck Hinrichs



A shrink-wrapped chassis and internal parts - prime mover, generator, etc. - is at the NRE (VMV) backlot. From all that we have been able to gather these are SD70ACe locomotive kits that are being assembled and finished for delivery to Union Pacific.  
*photo by Wallace*



A pair of freshly assembled and painted EMD locomotives are ready for delivery to Union Pacific. These yellow and gray monsters, UP SD70ACes 8322 and 8356 were caught at P&I junction in Paducah, KY on April 27, 2005. These units were probably assembled from kits as shown above.  
*Photo by Wallace Henderson*

**For more railroad photographs check out the Photo Gallery**

There was no action at Kinmundy so we headed for Edgewood and Effingham to catch some CN and NS action. No NS trains but we did see some CN action at both Edgewood and Effingham. The old depot at the CN-NS junction makes a nice place to shoot or just watch trains. We had lunch in Effingham and then shot the power, a GP10, at the Effingham RR. The locomotive is lettered for Illinois Western. We then headed west along the NS line to Altamont where the northbound UP tracks share a couple of miles with the east-west NS. We caught a UP train coming off the shared tracks and heading north.

The next stop was Vandalia and the home of the Vandalia RR, a shortline operating on a portion of the IC charter line. The next stop was Smithboro where the north-south BNSF line crosses the east-west NS line. This is a nice location but we had only one eastbound train with CSX, UP (CNW) and a lease unit for power. Nothing on the BNSF line. The next stop was the bustling metropolis of Stubblefield, IL (population, less than 100) where we shot the road sign before heading south to Carlyle where we tied on the feed bag as the sun was setting. We headed back to Salem on US 50 checking for action at Shattuc and Odin but no trains.

After a good nights rest and a continental breakfast the three Kentuckians (Chris had to work) were back at Shattuc hoping for some CSX or BNSF action but no luck. A quick run to Centralia brought some backyard running

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**APRIL MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 CC Historical Society Bldg. Hopkinsville, KY  
 Monday, May 23 7:00 pm

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

**TREASURER'S REPORT:**

Beginning Balance	\$2,347.46		
Income			
Nat. Dues	\$0.00		
Chp. Dues	\$0.00		
Donations	\$0.00		
REA	\$0.00		
Raffle	\$0.00		
Video	\$0.00		
Other	\$0.00		
TOTAL	\$0.00		
Adjusted Balance	\$2,347.46		
Expenses			
Nat. Dues	\$0.00		
Postage	\$41.00		
Printing	\$49.98		
Video	\$0.00		
Supplies	\$0.00		
REA	\$0.00		
Other	\$10.00		
TOTAL	\$100.98		
Ending Balance	\$2,246.48		
<b>MEMBERSHIP:</b>			
<b>Full</b>	<b>5</b>	<b>8</b>	
<b>Chapter Only</b>	<b>1</b>	<b>8</b>	
<b>Total</b>	<b>7</b>	<b>6</b>	

**DIRECTORS REPORT:** According to current membership statistics we are the 4th largest Chapter in our region.

**OLD BUSINESS:** No definite word yet on the fate of the Badgett Center, Ricky Bivins resigned as Program Director and announced suspension of REA truck work as well as operations of the Charolais locomotive.

**NEW BUSINESS:** Jim Pearson will be the new Program Director.

**ANNOUNCEMENTS:** The new model railroad club being formed in Hopkinsville may have found a permanent meeting location and will be fully organized in the next few weeks.

**ATTENDANCE:** Twenty-two members and guests Jim Bergant and Charles Jackson were on had for the meeting.

**REMEMBER .....**

**RAILROAD PROPERTY IS PRIVATE PROPERTY.** Take your pictures and watch your trains but don't trespass!

**RARE MILES**

By  
 Don Clayton

**Union Pacific - Minnesota and Iowa  
 "Operation Lifesaver Special"**

On Monday night, May 23, I made one of my usual trips to Carbondale, IL to start another rail adventure. I arrived about midnight and waited until the arrival of Amtrak's northbound **City of New Orleans**.

Now it's Tuesday, May 24 and I am headed for Chicago. This mornings train is unusual in that the two sleepers are on opposite ends of the train and there is no baggage car! After a few hours of sleep a knock on the door informs me that breakfast is being served in the diner. After a delicious breakfast I watch the approaching Chicago skyline. I detrained and checked into the enlarged Metropolitan Lounge. I met Rev. Steve Morris from Eire, PA and we proceeded to Lou Mitchell's for lunch.

We boarded the **Empire Builder** for the run to Minneapolis/St. Paul. We enjoyed dinner in the diner and the scenery along the Mississippi River. We spent the night in Bloomington, MN

Wednesday, May 25 greets us with clouds and rain. A chartered motor coach takes us to the former M&StL depot in New Prague, MN, where we board our special train and ride over 200 miles to Mason City, IA over ex Chicago & Northwestern trackage. Our train had Union Pacific diesels at each end and a consist of 6 "Chippewa Valley" (ex Canadian Pacific) coaches. While aboard the special, an "Operation Lifesaver" presentation was given to all the passengers.

Our motor coach met us at trainside and whisked us back to the Twin Cities. After a sound sleep, Steve and I taxied to the Amtrak station to board the **Empire Builder** to Chicago. Timekeeping was good on the ex Milwaukee road. Steve changed to the **Lake Shore Limited** to Eire and I to the **City of New Orleans** for Carbondale. I had a safe drive back home to Kentucky.

**VISIT THE CHAPTER WEB SITE**

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

PENNYRAIL

## Diamonds

Canadian Pacific Railway announced today it is pursuing expressions of interest from third parties for its 92.3-mile track from Fayette to Bedford, Indiana, known as the Latta Subdivision. The company is examining all opportunities to improve rail service in southern Indiana and the Louisville, Kentucky, market for the benefit of CPR and its shippers.

A range of outcomes is possible, including new operating arrangements with other railroads or the sale of the rail line to another operator. Abandonment of the line is not being considered, as sufficient business exists on the rail line to support ongoing operations. A decision on the course of action is expected by the end of the year.

"CPR is initiating a process to identify all opportunities to retain and enhance the economic value of this rail line. CPR has undertaken similar reviews at other points on our network that have resulted in positive outcomes for shippers, employees and other stakeholders in the region," said Dave Craig, general manager business development for CPR.

The Latta Subdivision is an attractive and viable operation due to its connections and interchanges with four shortline railroads and two Class I railroads, the Norfolk Southern and CSX. The four shortlines are the Indiana Rail Road Co., Indiana Southern Railroad Inc., Louisville & Indiana Railroad Co. and Paducah & Louisville Railway Inc.

Canadian Pacific Railway has about 90 employees in southern Indiana, with most working out of terminals at Jasonville and Terre Haute.

To reach CPR's southern Indiana line from Chicago and Louisville, Kentucky, its trains travel over the CSX. Traffic on the CPR line consists primarily of coal, coke and potash.

Railroad operator Genesee & Wyoming Inc. said Thursday (5/25/05) that it agreed to acquire the rail operations of Rail Management Corp. for \$243 million in cash.

The transaction requires Genesee to assume \$1.7 million of non-interest bearing debt. The company expects the acquisition to boost its earnings immediately and add \$22 million to its free cash flow per year.

Rail Management operates 14 railroads in the South and Southeast United States with over 928 miles of track, 88 locomotives and 1,751 freight cars.

Included in the transaction are the following lines in our area: Western Kentucky Railway, Clay, KY and KWT Railway, Paris, TN.

Jim Pearson reports that a CSX engineer told him that CSX will build a third mainline through the Howell Yard in Evansville. The added trackage is to improve the flow of traffic through the yard. No word on when the work will be started or completed.

The shrink wrapped locomotive chassis and prime movers noted at the NRE (VMV) shops in Paducah are evidently SD70ACE locomotive kits being completed by the shops for eventual delivery to Union Pacific. No details as to the source of the body parts and other accessories such as radiators, cabs, etc. The plastic covers over the chassis have a number corresponding to UP SD70ACE numbers. Wallace Henderson has photos of the chassis as well as some completed locomotives. See the Photo Section.

(Continued from page 5)

as an NS freight headed east. We returned to Shattuc caught 3 CSX eastbounders and finally a BNSF train with a 'white face' GP30 leading. With Shattuc actions slowing we headed for Kinmundy. The afternoon light was perfect and the old rusty feed mill made a good backdrop. We caught both UP and CN action as well as Amtrak's **Illini**. We also did a little exploring around the feed mill including an abandoned flat bed truck with a nice sized tree growing up through the bad. We also caught a CN train taking the wye to the UP tracks to Salem. CN and UP do interchange at Salem to avoid the congestion and delays in Chicago. Chris met us at Kinmundy. and we stopped at Salem for some switching action and a light engine move before heading to Applebee's for dinner. We said good bye to Chris and thanked him again for the great job he did as tour director and diamond hunter.

Tuesday was another crisp and sunny day and we headed south to Mt Vernon, where we caught some UP power at the UP office. We then elected to head east and follow the NS line. Our first stop was at Bluford where the NS crosses over the CN on a bridge. CN has remnants of a small yard here but it looked pretty quiet. just east of town we caught a westbound NS train at grade crossing. We caught our next train (another westbound) at Sims. Fairfield is a pretty good sized town but no action. We caught our next train at Garden Gate and another holding a siding east of Garden Gate at a grain facility. Albion is a nice old town with a beautiful 'S' curve but no train this day. We crossed into Indiana at Mt Carmel and headed east to Princeton, IN where we had lunch and then checked out the NS yard. Several locomotives on hand including a tattered SF warbonnet. We then headed back to US 41 and made tracks for home. The 4 day adventure was a real treat. Chris

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**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](mailto:eltravis@spis.net)

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**PENNYRAIL**

% C. F. Hinrichs, Editor  
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**TIMETABLE #92**

FOR THE GOVERNMENT OF RAILFANS ONLY

**October 1 Chattanooga, TN Tennessee Valley Rail Museum**  
Take a 100-mile round-trip ride from Chattanooga to Summerville, GA. Steam locomotive No. 610 will power this trip both ways thanks to the recently installed Summerville turntable. Tickets \$65  
email: [info@tvrail.com](mailto:info@tvrail.com) phone 423-894-8028

**July 5-10 Portland, OR NRHS National Convention Host - Pacific Northwest Chapter.** Details in NRHS newsletter.

**August 13 Cincinnati, OH Summerail at CUT** Multimedia slide shows. railroadians show and sale. Tower A visits. \$15  
Details in May Pennyrail or at [cincinnatiirclub.org/](http://cincinnatiirclub.org/) or [summerail@fuse.net](mailto:summerail@fuse.net)

**September 24 & 25 Dubuque IA ICHS joint meeting with CB&Q Historical Society.** Details at ICHS website <http://www.icrrhistorical.org>

**September 29- October 2 Bardstown, KY L&NHS Annual meeting and #152's 100th Birthday.** Details at L&NHS website [www.rhhistorical.com/lnhs](http://www.rhhistorical.com/lnhs)

**September 3, 4, 10, 11 Nashville, TN TC Railway Museum A Day Out With Thomas.**

**October 15, 22 Nashville, TN TC Railway Museum Nashville - Cookeville 180 Mile RT Super Fall Foliage Trip I and II**  
For tickets and information . . .

Send email to [ordertickets@tcry.org](mailto:ordertickets@tcry.org) or phone 615-244-9001  
Website [www.tcry.org/pass\\_ops.htm](http://www.tcry.org/pass_ops.htm)