

PENNYRAIL

JULY 2005

VOLUME 9 NUMBER 7

TODAY'S FACTS ARE

P971

On Thursday, June 23, several Chapter members received an e-mail from **Bill Grady** with a heads-up on a CSX office car movement on Sunday June 26. **Keith Kittinger** confirmed the movement and the early afternoon Nashville departure to Evansville and St Louis.

Several members were spaced out over the Henderson Sub with cell phones and cameras at the ready. **Tim Moore** was stationed at Hanson, **Bob McCracken** and **Jim Pearson** were in the Gum Lick trestle area, **Wallace Henderson** was covering the Hopkinsville area and **Chuck Hinrichs** was stationed at Sadlers, TN just south of Guthrie.

Keith kept us posted as the departure time slipped later and later in the afternoon. By mid-afternoon **Chuck** had still heard nothing on his scanner and he was nearly washed away in a vigorous summer storm. He also had a visit from the Robertson County Sheriff responding to a call from a local about a strange SUV parked by the tracks. He finally heard that P971 was going in the hole at Cedar Hill for a pair of southbound freights. **Chuck** caught the special at the Cedar Hill siding in bright sunshine and then

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Chapter News

CHAPTER MEETING

MONDAY, JULY 25

7:00 PM

Badgett Center (L&N depot)

Arch St at the Railroad

Madisonville, KY

PROGRAM

The Traveling Trio - **Jim Pearson**, **Bob McCracken** and **Chuck Hinrichs** - will present three different digital views depicting a recent railfan outing to south-central Illinois hosted by **Chris Dees**. **Jim Pearson** will provide the refreshments. This contemporary program will provide exciting insights into the ever-expanding world of digital photography.

JUNE MEETING

Twenty-one members and guest **Jim Bergant** from Louisville were on hand at the Badgett Center for the June meeting. Following a brief business session and some excellent munchies courtesy of **Tom Steiner**, the members settled back for an excellent program describing Illinois Central's Kentucky Division presented by **David Hayes**. David had an interesting variety of historical and contemporary slides to enhance the program. Thanks David for a most entertaining and informative program.

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Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

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"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

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Chapter News

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CSX did a commendable job of dispatching as three trains passed by the depot during the evenings activity. First was southbound intermodal, Q121 with all CSX power - C40-8W, SD50 and SD40-2. Next was a southbound light engine move bound for the Ft Campbell interchange in Hopkinsville. The lead unit was CSX B23-7R #3185 (a rare bird that is featured in a Dennis Carnal article on page 6) and a CSX SD40-2. The final train was southbound manifest Q597 with CSX AC60-CW on the point followed by a CSX SD70MAC.

Nice weather, several trains, a great program and lots of snacks (there were only a few crumbs for Tom to take home) - It don't get much better than this!

CHAPTER NEWS

The Chapter has a new member. **Charles Jackson** was a quest at the May meeting in Hopkinsville and evidently he liked what he saw as he joined the Chapter. Charles is anxious to attend a Chapter meeting and is eager to see the Clayton/Watts "O" gauge empire. Welcome Charles.

Charles R Jackson
505 Deepwood Drive
PO Box 306
Hopkinsville, KY 42241-0306
270-885-5985

The Chapter roster enclosed in the June PENNYRAIL has a few corrections. . . .

Jim Kemp's address is now
PO Box 331
Dixon, KY 42409-0331

Reid Adams' address is now
1136 23rd Ave S
Seattle, WA 98114

Tim Moore's e-mail address is no longer valid. We will publish his new address when we get the information.

Union Pacific in Western Kentucky

by
Cliff Downey

Even though I grew up along the L&N in Pembroke, I've always had a fondness for the Union Pacific RR. This was probably due to the fact that I could find few books about the L&N or IC, but UP books were plentiful. Those photos of UP Big Boys, Challengers, and 4-8-4's out in Colorado and Wyoming fascinated me. The scenery thrilled me as much as the locomotives, and I wanted to live out West. Yeah, I knew it was colder than **** in the winter, but I didn't care.

This fascination with UP help transform me from a mere train watcher into a rabid, hardcore railfan. Back in the summer of 1983 the Seaboard System and UP started a run through train powered by UP and MP SD40-2's. It went northbound through Pembroke in the late afternoon and I was determined to catch it on film. So, I borrowed my Dad's Canon, which he had acquired while stationed in South Korea.

Of course, my first train photo was of a UP run-throughs. In the next few weeks, to kill time until the daily UP train arrived, I started photographing SBD trains. After Dad's Canon literally fell apart, I bought my first "serious" camera, a Pentax K1000, from Tim Baggett at Camera World in Hopkinsville. Since then I've been through a half dozen cameras and shot hundreds of rolls of film (sorry, I'm ready to take the digital leap yet). And I've shot dozens of railroads and industries in 20 or so states.

I'll always consider the Illinois Central to be my favorite railroad and have enjoyed all of my trips to photograph the IC (err, CN-IC, or whatever it's called now). However, my favorite fan trip was back in September, 1989, when my Dad and I rode behind UP 844 between Cheyenne and Denver. Doggone, that 4-8-4 could fly! We ran 60 mph+ on most of the trip and it was obvious that big Northern could hit 90 or more.

Today, UP is often called the "Evil Empire" by railfans, thanks to its purchase of the MP, WP, MKT, C&NW, and SP. I'll admit this reputation is somewhat deserved. All five railroads had their own unique identity and operating style. After each merger "Uncle Pete" stormed in and quickly erased all that uniqueness. When UP took over the C&NW and SP, chaos quickly erupted. And about every two years UP seems to suffer a near meltdown, usually centered around Texas.

Despite all this, I still love to see a UP train. Back on June 22 my daughter Rebecca and I were in Paducah and spotted a UP coal train headed towards Kentucky Dam behind a pair of UP Dash 9-whatever's. We were headed to Benton to see my fiancé, so I decided to detour into Calvert City and catch the UP train. It was a muggy afternoon, not unlike that afternoon in 1983 when I took my first train photo, which of course was a UP train.

After a short wait in "downtown" Calvert City, the coal train showed up. Rebecca was tickled pink by the two big GE's chugging and smoking, and I was too. Another GE was bringing up the rear. Its cab was coupled next to the train, which made for an odd sight. As the rear end helper finally rounded the curve and left our sights, Rebecca kept making train noises. But I couldn't help but think of all the changes that had taken place since 1983. Back in 1983 who would have thought that the IC would sell its Kentucky Division? Or that the west Kentucky coal industry would nearly dry up, and coal trains from Wyoming and Colorado would be rolling into the area? Also, it was nearly inconceivable that GE

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Union Pacific

(Continued from page 2)

would become the dominant locomotive builder and GM would sell off EMD.

In my personal life I'd gotten married, had a child, got divorced, and recently engaged again. After all this I don't even want to think what changes might happen in the next 22 years! I suspect by that time there might be grandkids (but it better be awhile, since Rebecca is only 8). No matter what happens, I'm nearly 100% certain that on some hot,

No Trains, Helicopters and...BOATS?

By

The above title is a play on words from a movie titled: *Trains, Planes and Automobiles*. I have not seen the movie so this article may be totally unrelated. My work for Petroleum Helicopters Inc., PHI for short has me located in Boothville Louisiana. Boothville is on the west side of the Mississippi River and about 60 miles south of New Orleans. You may be thinking that the Gulf of Mexico is closer to New Orleans than that. Well, yes and no. If one follows the river on the map it becomes clear how the river has created land from silt deposits along its route to the gulf. The river and its

peninsula jut out into the gulf several miles. The land is wet and marsh like except inside the levees along the river. Just seven miles south of Boothville is the end of the road and the town of Venice. That road is Louisiana route 23. At the end of the road is a sign: "This is a far south as one can drive in Louisiana." While one can not drive any farther, the mouth of the river is still forty miles away.

As for trains, well there are none. At one time the Mo-Pac had a line to Buras, four miles north of Boothville. I suspect river trade and lumber brought the railroad to town. This general area is now dry thanks to the levee's along the river. But before the levee's were built the area was marsh and wet. Cypress trees were plentiful and logged for lumber and fuel for the steam boats on the river. The railroad is gone now and I have not yet found a remnant of it. There is a Mo-Pac truck trailer in a field near here but it is newer than the date the line has been gone. I suspect Louisiana Route 23 is built over the old right of way. The line still runs to Diamond, a town about 20 miles south of New Orleans. There is a large refinery there and a few other business that ship by rail. That

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part of the line is right next to the hi-way. The hi-way is four lanes all the way south except for a short segment in Port Sulfur. I am sure the old road bed lurks beneath the concrete.

As for helicopters, that is why I am here. PHI has a fleet of 230 or more helicopters in operation around the world. The air medical helicopter in Madisonville is a PHI operation. There are twenty six choppers in Boothville give or take a few at any one time. I along with three other crew members maintain five Bell 412 heli's. The 412 is basically an updated model of the famous Huey UH-1. The Huey had a single Lycoming engine and two blades on the main rotor. The 412 has two Pratt and Whitney PT-6 engines and four blades.

These choppers shuttle oil rig workers from shore to the rigs in the Gulf of Mexico. These aircraft fly a lot of hours during the day; we maintain them during the night. The 412 seats up to 13 men and two crew members and is a work horse in the fleet.

And now for the BOATS portion of this story. A few years ago I was really into boats. Old wood boats anyway. I built a few models and built the boys a wood Jon boat. Well that interest finally passed and now I find my self in what could be boat heaven. There are several marina's here and fishing boats everywhere. Shrimp, mullets and some crabbing is the staple of the local economy. I see a few tuna plants too but I am not sure what a tuna boat looks like. I have seen a few lobster boats but I suspect they are used for some other catch. One thing I noticed about the marinas is they are not the clean, flashy places full of beautiful boats and girls as one sees on TV. Oh no, these places stink and are filthy. This is a working place, not a place for pretty girls. And it appears if a boat sinks and is not in the way... leave it!

The mighty Mississippi River is right next to the heli-port. I see the world's ocean going ships pass by

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BOATS?

(Continued from page 3)

day and night. These ships are huge and silent. They are very interesting to watch. For example: who builds these ships, who owns them and how do they operate? I figure if one were to study them they would be as interesting as GE and EMD locomotives and railroad operations. One time Keith Kittinger, Robert Metcalfe and I were chasing trains some where near a river when one of the two said how boring chasing barges would be. The nuts and bolts of boats may be as interesting as trains!

I was a bit apprehensive about working in Louisiana at first. I had visions in my head of swamps and alligators and mean ugly men named Amos Moses. Not the case. It is a unique state and the people while diverse are interesting and very friendly. Many of the people I work with are from other states and drive have



moved closer to Louisiana. PHI is that good of a company to work for.

MILESTONES

Keith Kittinger reached the half century mark on July 5

Chuck Hinrichs made it to seventy-five on June 11

PHOTO SECTION



A CSX light engine move from Atkinson to the Ft Campbell interchange south of Hopkinsville. The lead unit, CSX 3185, is a unique engine - a GE B23-7R - with only 2 on the CSX roster. This unit was originally a Western Pacific B23-7 and still rides on its as-built EMD trucks. 6/27/05 Digital image by Chuck



CSX Office Car Special, P971, waits in the siding at Cedar Hill, TN for a pair of southbound freights. This was an equipment move with no passengers on board (if passengers had been on board you can bet it would not have been in the

“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

COLORADO RARE MILES

by
Don Clayton



High Iron Special on LaVeta Pass on former D&RGW Line from Walsenburg to Alamosa, Colorado in June of 2005 This was the first passenger train on these tracks since 1966. *Photo by Don*



One of the infamous "Galloping Geese" of Rio Grande Southern fame spotted and photographed during the High Iron Travel rare mileage odyssey in southern Colorado in June of this year. *Photo by Don Clayton*

For more railroad photographs check out the Photo Gallery

I started my second rare mileage trip of the year by driving to Centralia, IL and having dinner with Chris Dees at the famous Centralia House. Next I drove to St. Louis and caught the **Texas Eagle** to Chicago. I arrive over an hour early from Texas! I enjoyed a delicious breakfast and lunch enroute to the Windy City. I boarded the private cars for the trip to La Junta, CO behind Amtrak's **Southwest Chief**. On arrival in La Junta, we were switched into a siding.

We enjoyed a day of touring southern Colorado. First on the agenda was Bent's Old Fort National Historic Site, a reconstruction of a frontier trading fort. Next we toured three buildings of the Transportation Technology Center in Pueblo. We saw the Railroad Wheel Dynamometer demonstrated. This is the former AAR/DOT facility with the railroad test track. For dinner we were invited to join BNSF's Powder River Division Safety Picnic at the La Junta station.

The next day we toured the Pueblo Union Depot and a backyard narrow gauge railroad before reboarding our private cars for the start of our rare mileage odyssey. The trip began with a run on the former D&RGW line from Walsenburg to Alamosa over the famous LaVeta Pass. We made side trips to Antonito, CO and Chama, NM on the Cumbres and Toltec Scenic Railroad. and Monte Vista and Center, CO. via the San Luis & Rio Grande Railroad.

In Monte Vista we saw the exFEC #148, a 4-6-2 Pacific planned for excursion service on the the former D&RGW Creede Branch. We retraced our route

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JUNE MINUTES SUMMARY

Western Kentucky Chapter, NRHS

Badgett Center Madisonville, KY

Monday, June 27 7:00 pm

President McCracken called the meeting to order and the minutes of the May meeting as reported in **PENNYRAIL** were approved. The current treasurers report was also approved..

TREASURER'S REPORT:

June 22, 2005

Beginning Balance \$2,246.48
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 \$2,276.48

Expenses

- Nat. Dues \$20.00
- Postage \$29.60
- Printing \$60.58
- Video \$0.00
- Supplies \$8.42
- REA \$0.00
- Other \$0.00
- TOTAL \$118.60

Ending Balance \$2,157.88

MEMBERSHIP:	Full	5	9
	Chapter Only	1	8
	Total	7	7

DIRECTORS REPORT: No report.

OLD BUSINESS: President McCracken reports that the Badgett Center will be in business for at least another year.

NEW BUSINESS: The membership approved an executive committee proposal to fund a refurbishing of the handicap access ramps at the depot. work is estimated at less than \$300. This project is a form of a thank you to the Center for the use of the facilities for our Chapter meetings.

ANNOUNCEMENTS: Wallace Henderson reports that L&N #152 at KRM is celebrating it's 100th anniversary this year. Following the celebration the locomotive will be shopped for much needed repairs. She should be back in service in 2007.

ATTENDANCE: 21 members and 1 guest.

REMEMBER

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

CSX 3185

3185

The locomotive leading a light engine move past the Badgett Center during our June Chapter meeting was a true "rare bird." CSX 3185, a 4 axle unit, with a Dash-8 carbody and riding on EMD Blomberg trucks is also unique in that it carries a 3xxx road number. As most of you know, my primary interest in the railroad hobby is diesel locomotives from the 50s through today. 3185 sent me scurrying to my reference books to identify this stranger.

According to the Bull Sheet and the Kerr roster book this is one only two GE B23-7Rs on the CSX roster and likely one of only a few of these units on any railroad roster (there are none on the current rosters of the Class 1 railroads).

3185 has a pretty colorful past. It was originally built by General Electric at it's Erie, PA plant as a U23B and delivered to Western Pacific in 1972. 3185 was originally WP 2254 and the EMD trucks came from EMD F7s that were traded in by Western Pacific as a cost cutting measure on the U23B purchase. When the Western Pacific U23Bs were retired they were returned to GE and some were put through the GE Super 7 rebuilding program. The U23Bs emerged from the GE rebuilding as B23-S7s. The rebuilding took place at the GE shops in Montreal and was done in late 1989 and early 1990. The Monongahela Railway acquired 11 of these B23-S7s and they were numbered 2300-2310 (3185 was 2300). On May 1, 1993 the Monongahela was merged into Conrail and the B23-7Ss were renumbered 2030-2040 (3185 was CR 2030). With the 1999 breakup of Conrail 4 of the B23-7Ss went to CSX and the remaining seven were acquired by Norfolk Southern. CSX changed the designation of the units from B23-7S to B23-7R and renumbered the units to 3185-3188. The NS units were retired in 2002 and two of the CSX units have been retired. 3185 has a fresh coat of the new CSX paint scheme so it may be around for at least a few more years.

GE Super 7

During the late 1980s when GE introduced the Dash 8 family of locomotives there was some concern that sales were being lost as many shortlines and small class 1s were not buying new locomotives but buying rebuilt locomotives. All this business was in rebuilt EMD units. GE, in an effort to regain some of this lost business, developed the Super 7 series of locomotives. These rebuilds used the frames from GE U series locomotives and either new or rebuilt prime movers, trucks, traction motors and alternators. New Dash 8 cabs and new car bodies were featured on all Super 7 locomotives. From the start of Super 7 production in late 1989 to the end of 1990 nearly 200 Super 7 locomotives, both 4 axle and six axle, were at work in Mexico, Canada and the United States.

Remember, not all diesel locomotive are alike. Some have very interesting histories. Keep this in mind the next time you see

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

There's more progress to report on Middle Tennessee's commuter train service, The **Music City Star**.

Officials broke ground for two more rail stations Thursday in Donelson and in Hermitage.

Two other stations in Lebanon and Mt. Juliet are already being built.

They'll make up the east corridor of the **Music City Star** which will run from Lebanon to Nashville's Riverfront Park.

Eventually, transit officials hope to expand the services from downtown to Franklin, Kingston Springs, Hendersonville, Gallatin, Smyrna and Murfreesboro.
internet

I have heard from several local railfans that the Appalachian & Ohio is going to begin leasing the old B&O West End from Grafton to Cumberland starting Labor Day weekend in September and westward from Grafton to New Martinsville down to Parkersburg in December.

I haven't heard or seen anything official but it has been said it was a done deal when the A&O started the Cowen Sub operation.

Have no idea if this affects the construction of Cars shops and Locomotive facility in Buckhannon if this is true.

Also, if all this come to past, the A&O may be bumped to a class 2 Railroad by both mileage and income. There would also be a serious deficit of motive power, possibly requiring WATCO to purchase brand new from EMD or GE.

Pat Miller Mon Valley Railroad Club of Morgantown, WV

Next month marks the 100th anniversary of the passing of the Scott Special from Los Angeles to Chicago over the Santa Fe. Death Valley Scotty's chartered three car train departed from La Grande Station in Los Angeles on July 9th, 1905 at 1:00 PM and arrived at

Dearborn Station in Chicago at 11:54 on the morning of July 11th. This historic run of 2,265 miles was completed in a record 44 hours and 54 minutes, a record that stood until 1935 when the Santa Fe's new diesel powered "Super Chief" made the trip in 39 hours and 34 minutes.

I make mention of this event on this list because for the 20 miles in Illinois between Pequot and Joliet, the "Scott Special" operated over the tracks of the Chicago & Alton's Coal city branch. Earlier in 1905, the Santa Fe and the Chicago & Alton had negotiated their agreement for each to use each others rails. Westbound Santa Fe and southbound C&A trains used the AT&SF track from Joliet to Pequot while eastbound Santa Fe and northbound C&A trains used the C&A tracks from Pequot to Joliet.

The Joliet Area Historical Museum has an exhibit on display, now through August of the "Scott Special" approaching Joliet. Their HO scale diorama shows the "Scott Special" on the C&A track at the Lorenzo Road crossing southwest of town. For more information, visit www.jolietmuseum.org
Bill Molony

The Henderson Sub continues to provide almost daily locomotive surprises. The ex Conrail B23-7R, now CSX 3185, sighted at the June Chapter meeting is just one example. Other recent sightings include a BNSF SD9, an Alstom SD40-2 in Alstom maroon and gold paint, finally one of the brand new SD70MACe units, a pair of ex BNSF SD40-2s (one in BN green and the other

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COLORADO

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over LaVeta Pass to Walsenburg and the end of the rare mileage part of our trip. A chartered Motor Coach took us up I 25 to Denver for a couple of days of sight seeing.

I toured the State Capitol, the Colorado History Museum, the Forney Transportation Museum and the famous Caboose Hobby Shop.

Our private cars were coupled to the rear of the **California Zephyr** for a quick run to Chicago. I spent the night in the Chicago yards. During the night the cars were switched to the rear of the **Ann Rutledge** for St. Louis and Kansas

P971

(Continued from page 1)

headed north after alerting the rest of the troops of the movement. The train was caught by the defect detector south of Guthrie and the crew had to walk the train. The weather was cloudy with light rain and it didn't look promising for more photos so Chuck headed for the house after giving the guys up the line the latest info. Wallace gave up before the train arrived, he had a late afternoon dinner engagement. Bob and Jim stayed with the program and caught the train at Gum Lick trestle and then, after a quick chase, at an overpass near Slaughters.

Tim Moore had the bad break of the day. After waiting at Hanson for most of the afternoon, Tim finally spotted the headlight of the northbound train. He framed the shot and pushed the shutter release only to find that his camera batteries had expired. Some days it just don't pay to get out of bed.

The days activity just confirms the 'catch as catch can' aspect of railfanning. In spite of all the modern gadgets - scanner, cell phone, etc. - the photos still don't happen until the train finally passes your location. In spite of

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e-mail eltravis@spis.net

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TIMETABLE #95

FOR THE GOVERNMENT OF RAILFANS ONLY

July 25 Madisonville, KY Chapter meeting. 7 pm at the Old L&N Depot. Program and refreshments. Guests welcome.

July 30 Springfield, IL NAOTC Railroad Collectibles Show and Sale. Crown Plaza Convention Hotel, 3000 South Dirksen Parkway, 9 am to 3:30 pm. Admission \$2 (This is not a model railroad show!)

August 13 Cincinnati, OH Summerail at CUT Multimedia slide shows. railroadians show and sale. Tower A visits. \$15 Details in May Pennyrail or at cincinnatiirrclub.org/ or 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.rrhistorical.com/lrhs

September 30-October 2 French Lick, IN Monon Historical Society Annual Convention. French Lick Resort. Banquet, railroadians show and more. Info 1-262-862-2878 monontom@yahoo.com

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 phone 423-894-8028

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 or phone 615-244-9001

Website www.tcry.org/pass_ops.htm

PENNYRAIL

% C. F. Hinrichs, Editor

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