

PENNYRAIL

AUGUST 2005

VOLUME 9 NUMBER 8

TODAY'S FACTS ARE

IMHO

The hazards of railroad photography in these post 9/11 days made the National media scene as CNN did a feature that included the detention of a pair of railfan photographers in a Chicago suburb earlier this year. Local police and transit security were both involved in the detention in spite of the fact that the photographers were on public property. The transit authority issued an apology to the photographers following a story in one of the major Chicago newspapers.

Several New York public transit systems proposed banning all photography in or near their facilities. Cooler heads have prevailed, likely due to the fact that more and more cell phones have photo capability and that is to large and vocal a population to hassle.

With the recent London transportation attacks it is not likely that any unusual activity in or around transit facilities will be subject to official inquiry.

For the railfan/photographer this presents a real dilemma. You will likely be questioned if you trespass or otherwise appear suspicious. If you are questioned, be polite and courteous and explain why you are in



Chapter News

CHAPTER MEETING

MONDAY, AUGUST 22

7:00 PM

Badgett Center (L&N depot)

Arch St at the Railroad

Madisonville, KY

PROGRAM

Wallace Henderson will provide the program for the August meeting. He is still trying to choose between a couple of historical videos. Regardless of the choice it will be an entertaining show. **Steve Miller** will provide the refreshments. Don't forget to bring some thing for SHOW and TELL

JUNE MEETING

Nineteen members and 1 guest were on hand for the June Chapter meeting. Following a short business session and some good **Jim Pearson** munchies the members settled down to watch a digital photography show provided by our three digital aficionados; **Bob McCracken**, **Jim Pearson** and **Chuck Hinrichs**. The feature was three different views of a recent railfan outing to south-central Illinois. Jim and Bob also had a few shots of local action. The digital program segments were separated by member's Show & Tell items.

(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:

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Chapter News

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CSX provided only a single train during the meeting, a northbound unit grain train - G203 - with a pair of CSX C40-8Ws pulling the string of empty hoppers.

All-in-all a very enjoyable summer evening of railroading.

CHAPTER NEWS

The Chapter has two new members, one from each coast.

Cpt. Phillip B. Bush, II
16 Third St, NE
Washington DC 20002-7312
202-544-3399

Gary Miller
2124 Meridian St S H201
Puyallup, WA 78371

Captain Bush is a retired naval officer.

Welcome to the Chapter, Gary and Phillip. We hope your travels will bring you to Kentucky for one of our Chapter meetings.

Chapter Historian, **Tim Moore**, has a new e-mail address. . .
twmoore@localnet.com

Rick Bivins evidently found Cajun cooking more than he could handle and is now back in Kentucky full time. Welcome home Rick!

The Chapter was well represented at the Portland Convention. **Wallace Henderson** was our official representative and **Wally Watts** and **Don Clayton** also made the trip out west.

Check out the Chapter web site. The Gallery has over 1000 photographs depicting both contemporary and historical railroad scenes. The Forum has lots of up-to-date Chapter information including schedules and future meeting information. PENNYRAIL features and

"GO BY TRAIN 2005"

THE PORTLAND CONVENTION

by
Wallace Henderson

Our convention this year was scheduled from July 5th through the 9th and Trains Unlimited Tours organized a special inbound Amtrak train from California. The route was to be up the Feather River Canyon to Keddie and then the famous "Inside Passage" to Klamath Falls over BNSF. However, at the last minute, UP changed the route to the former SP "Shasta Route" due to 'freight congestion'. So to make up for this change, the special would be run over the McCloud RR out of Mt. Shasta city.

The special began at Amtrak's Emeryville facility but many riders, including Don Clayton, Wally Watts, and myself, got on in Sacramento. They had ridden out on the "California Zephyr" but I flew. I had also booked a dome seat and was fortunate to get the ex-Burlington "Silver Lariat" (which I had ridden in Canada last year) instead of the full length former Milwaukee Road dome, in which I couldn't stand up straight!

Leading the two Amtrak Genesis diesels was a former Via (exCN) FP7, repainted into the famous SP "Black Widow" scheme. The train arrived only 20 minutes late, our big bags were quickly checked into the baggage car, and the adventure began. I was lucky to find a seat with National President Gregg Molloy in the very front of the dome and soon we were traversing the new connection between the SP and WP on the east side of the city. This facilitates bypassing the congestion around the big Roseville yard by trains that don't need to go there and we soon met the southbound "Coast Starlight". At Marysville, we went back on the SP.

At the north end of the Central Valley is Redding and above there we crossed Shasta Lake and began the climb to Dunsmuir with Mount Shasta looming ever closer to our north. Dunsmuir is just a shadow of its former self as a division point and helper terminal with the helpers now replaced by DPUs where needed.

By late afternoon, we were at Mt. Shasta city and the McCloud Railroad. Here the train was split into two sections and the Amtrak units were left behind. The McCloud has a half switchback with steep climbs up to it in both directions, (By "half", I mean that a train headed into this switchback from either end of the railroad must back the remaining distance to the other terminal), and the plan was for everyone to detrain there and photograph three McCloud trains, the third being the dinner train. The first class cars were the second section but our SD38 fell down on the grade, probably due to the weight of the Milwaukee dome, delaying us enough so that we were unable to get any pictures.

I had paid extra for the dinner train, so I got off at the switchback and got on it and had an excellent meal in spite of the train being very crowded. Because of being on this train, I was assigned to stay in McCloud while many others were bussed back to Mt. Shasta and even down to Dunsmuir due to the lack of large motels in the area. The next morning, Mikado #18 had been fired up for us and it ran back and forth through the yard with a short freight. Our section was first out and Gregg mentioned to TUT owner Chris Scow that we had been unable to get photographs the afternoon before of the first section, which was headed up by a WP orange and silver painted GP20 doubling with the FP7. So Chris told us to get off at the switchback so we could shoot the first section coming up and then ride it down to Mt. Shasta city, which

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GO BY TRAIN

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we did.

By now an air problem had developed with the FP7, so after an hours delay and no success in repairing the problem, we left it behind and headed north, skirting the west and then the north side of the majestic Mt. Shasta. North of Klamath Falls, the line skirts the east side of Upper Klamath Lake and eventually reaches Cascade Summit where the spectacular descent begins to Eugene, far below

At Eugene a caterer put a nice dinner aboard and we were soon headed west on the former SP Coos Bay Branch, now part of the Central Oregon & Pacific. The reason for this extra trip was that the following day would be Monday, July 4th, and the UP had scheduled major track work on the mainline to Portland, shutting it down for the day. Arrival at Florence, near the coast, was after 10 PM and again the group was split up among a number of motels. The next day, I learned of a problem that had developed with the Best Western there in that they did not hold the reserved rooms and so those folks, Don Clayton and Wally Watts among them, were forced to spend the night on the train.

Florence is a great little town with many really nice restaurants along the riverfront. Here we had the morning free, going back to the train after lunch. But first we were treated to a surprise; the train was backed across the Suislaw River swing bridge with its long approach trestle on the south side for the benefit of the photographers. Back to Eugene, we were pulled by CORP units (GP38, road slug, GP40) with the Amtrak units bringing up the

SUBSCRIPTION RATES

PENNYRAIL

11 issues
\$12 PER YEAR

rear.

Again, the caterer was waiting with our supper at Eugene and we were soon at track speed headed for Portland. We arrived at Union Station at midnight just minutes before our crew would have gone dead on the clock! Two school buses were waiting to haul everyone, bags included, to the convention hotel, which took a long time. When I finally got to my room, it was 1:20 AM and naturally there was an early rise for a trip to Astoria the next morning. But fellows, you don't go to these conventions to sleep!

Tuesday, July 5th, began the convention with a ride on the "Lewis & Clark Explorer" Rail Diesel Cars on the former Spokane Portland & Seattle Astoria branch. This operation was part of the State of Oregon's celebration of the 200th anniversary of Lewis & Clark's expedition and would finish at the close of this year's season. This line closely follows the Columbia River, which flows into the Pacific just west of Astoria, and is now operated by the Portland & Western. The three RDC cars, all built by Budd in 1954, are historic in their own right, the two full coach cars (RDC-1) having been built for BC Rail predecessor Pacific Great Eastern, and the third, a RDC-3 with mail and baggage compartments, was Great Northern #2490, GN's only RDC car.

Due to the limited capacity of

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PENNYRAIL

the RDCs, convention attendees were split into two groups, each bussing one way and riding the cars the other. I was fortunate to get the bus out to Astoria, so I didn't have to rush quite as much leaving the hotel that morning. Astoria has a nice waterfront trolley line with beautifully restored car #300 built in 1913 for San Antonio, Texas. After riding this car and having lunch in town, the RDC ride back was enhanced with a photo run on a long trestle and bridge. An interesting aspect of this line is that there are three manually operated swing bridges over the many streams that flow into the Columbia.

Wednesday, July 6th, was the Big Day of the convention, at least if you like Big Steam. For this was the day of the doubleheaded "Western Star" special up the north bank of the Columbia River on BNSF (ex SP&S) to the former division town of Wishram, Washington. Have you ever seen two 4-8-4s doubleheaded? (I hadn't, although at last year's convention we had a 4-6-4 doubled with a 4-8-4.) And running at track speed? Well, it was not only thrilling but just downright awesome to see and hear them thunder by. Eastbound, the SP&S 700 was leading while westbound the 4449 led, which meant that the former was more spectacular in that eastbound is all upgrade. Knowing that the riders would be lucky to get a photo run (and the one scheduled was later canceled due to freight traffic"), Bulletin Editor Jeff Smith and I chased in a rental car. We had a great day and the clouds and showers that were forecast did not penetrate too far up the river so we were treated to mostly sunny weather.

Having I-84 on the Oregon side of the river was a big help as that enabled us to cross over and get ahead of the special. At Wishram, we photographed the wyeing of the special on the Oregon Trunk bridge across the Columbia while the off-loaded passengers ate a bar-b-que lunch. Then we waited a little ways downstream at a beautiful location in Horse Thief Lake State Park where the line crosses a causeway with great cliffs rising up behind and the Columbia to the side. The special was considerably delayed leaving Wishram by that freight traffic but it finally showed at 4:10 PM and the afternoon

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GO BY TRAIN

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chase was on! For the day, we photographed at eight different locations and this was the highlight of the entire convention for us both.

Thursday's trip was over a portion of the Port of Tillamook Bay RR, a former SP branch. We were bussed out to Banks, west of Portland, where the POTB begins (and connects with the P&W). This line has a steep climb through heavily forested mountains up and over the Coast Range. Our train was pulled by three SD9s (2 ex BN, 1 ex-SP), and we went several miles past the summit to a place called Enright where we had a photo run under a heavy overcast sky. It is an interesting and scenic line with several tunnels and high wooden trestles; quite a contrast from the previous day!

That night was the night photo shoot at Brooklyn Roundhouse, home to the 700 and 4449 and the location where Doyle McCormick is rebuilding his Alco PA. Due to darkness coming so late up there, we didn't leave the hotel until 10 PM and it was about 2 AM when I got back! Not only were both the 700 and 4449 steamed up and riding the turntable for us, but we also were able to photograph the PA and also a Great Northern F7 and Santa Fe SDF40-2 still painted for the Maersk publicity photos and itself a former Amtrak SDP40-F. It was a tiring night to say the least and so I slept in the next morning and skipped the Friday seminars. This, of course, was the business day of the convention with the 1 PM Board Meeting, followed by the annual Membership Meeting, and the banquet that night. This year I also attended the membership meeting in order to give support for the new by laws, which, despite some opposition, were approved. The deciding factor was the proxies and I thank all of you who were returned yours as I had requested. The Board approved the \$2 dues increase.

The annual banquet that night was truly special in that we had co-speakers. Steve Lee from the UP and Doyle McCormick both gave interesting and informative talks sprinkled with humorous stories of their experiences with their respective steam locomotives. Their talks will be hard to top at future

(Continued on page 5)

PHOTO SECTION



Two spectacular paint schemes are featured on this McCloud RR special for the inbound Convention Special. A GP20 in Western Pacific orange and silver paint leads a exVIA FP7 in SP Black Widow paint past the switchback on the McCloud RR. Sunday July 3, 2005 *photo by*



The NRHS Portland Convention highlight was a pair of 4-8-4s at track speed on mainline high iron. SPS 700 and SP 4449 are pulling the conventioners on a trip up the Columbia River gorge. The 4449 took the lead on the return to

"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

GO BY TRAIN



Climax #10 was one of two locomotives on a double headed special on the Mount Rainier Scenic Railroad for NRHS Convention attendees. This was one of the Convention's final trips and brought the festivities to a perfect end. Saturday July 9. *photo by*



California Western RR tourist train ready to depart from Fort Bragg, California, Locomotive #45, a Baldwin built Mikado (2-8-2) was built in 1924. This shot was taken during Wallace's post convention trip down the Oregon-California coast. *photo by Wallace*

For more railroad photographs check out the Photo Gallery on the Chapter's web site <http://>

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banquets.

Saturday, the convention's final day, brought a bus trip up to the Mount Rainier Scenic Railroad south of Tacoma, Washington. And here we were treated to another doubleheader. Leading was the largest Heisler I've ever seen: a 90 ton, 3-truck "West Coast Special", built in 1930 and once owned by Kinzua Pine Mills of Kinzua, Oregon. The second locomotive was Climax #10, a 70 ton, 3-truck engine, the second to last Climax built, in 1928, for Hilcrest Lumber Company of Mesachie Lake, B.C. They put on a grand show as we wound through the forests and over several high trestles with majestic Mount Rainier rising to the east. A double photo run was staged for us and a fine buffet lunch served by the local women of Morton, WA., the end of the line. On our return trip, we were met by the regular tourist train with ex-Hammond Lumber Company Alco 2-8-2T #17, built in 1929. This was an all-together satisfying way to end a memorable convention.

The next day, Sunday, brought a heavy overcast and intermittent showers and so ruined the plan Jeff and I had to drive east into the Columbia Gorge and photograph UP and BNSF freights. So after taking the light rail to the airport and picking up my rental SUV, it sat in the hotel garage while we spent the afternoon riding some of Portland's now extensive light rail lines. After dinner in a downtown micro-brewery, I took Jeff to the airport for his red-eye flight home to Philadelphia and found a Super 8.

Monday's weather was much improved, so I went across to Vancouver, Washington, to photograph the BNSF (ex-NP) Columbia River Bridge and the NPISP&S station. After photographing the inbound Empire Builder and a meet between two freights on the bridge, I headed southwest for Tillamook on the coast. Here I found a pair of POTB SD9s backing a long string of various kinds of cars, including several from our special of

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JULY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville, KY
 Monday, July 25 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:

July 25, 2005

Beginning Balance \$2,157.88
 Income

- Nat. Dues \$0.00
- Cha. Dues \$20.00
- Donations \$0.00
- REA \$0.00
- Raffle \$0.00
- Video \$10.00
- Other \$0.00
- TOTAL \$30.00**

Adjusted Balance \$2,187.88

Expenses

- Nat. Dues \$0.00
- Postage \$29.60
- Printing \$60.04
- Video \$0.00
- Supplies \$0.00
- REA \$0.00
- Other \$0.00
- TOTAL \$89.64**

Ending Balance \$2,098.24

MEMBERSHIP:	Full	5	9
	Chapter Only	2	0
	Total	7	9

DIRECTORS REPORT: National dues have been raised \$2. Dues notices should be out shortly with new membership records people on board. Bulletin #3 is at the printers but delayed. #4 is ready for proof and #5 is due in about two months. The 2005 activities issue should be out before year-end. The 2006 Convention will be at the Ohio Central on July 18-23.

OLD BUSINESS: McCracken has the specs for the ramp renovation at the Badgett Center. Funds for this work were approved at the June meeting.

NEW BUSINESS: No new business.

ANNOUNCEMENTS: Summerail in Cincinnati will be on August 13.

ATTENDANCE: 19 members and 1 guest.

REMEMBER

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

TOOLS FOR RAILFANNING

**LOCOMOTIVE IDENTIFICATION
 GE**

There was a time when EMD dominated the diesel locomotive market but from a modest beginning as an electrical component supplier and manufacturer of small switching locomotives, General Electric entered the diesel road locomotive market in the early 60s and by the mid 80s surpassed EMD. The market leadership has rested with GE ever since and in a few instances has outsold EMD by over 2 to 1.

The most significant spotting feature for GE locomotives is the pronounced wing shaped radiator section (see inset). GE, like it's competitor markets both AC and DC locomotives and units with either 4 or 6 axles. 6 axle units dominate the current fleets of both GE and EMD locomotives with AC locomotives now accounting for roughly half of unit sales.



On the local scene neither Paducah & Louisville nor R J Corman roster any GE locomotives. CSX, however, has been one of GE's best customers. The CSX roster includes:

Model	Road Numbers	Total
AC4400CW	1-599 5101-5122	593
AC6000CW	600-698 5000-5016	113
B23-7R	3185, 3188	2
B30-7	5500-5581	63
B36-7	5808-5925	86
C30-7	7001-7117	15
C36-7	7116-7140	22
C39-8	7480-7488	9
C40-8	7489-7646	156
C40-8W	7300-7396 7650-7929	376
C44-9W	9000-9052	53

UP, NS and BNSF also have substantial fleets of GE locomotives and these units are common visitors to CSX's Henderson Sub.

BUY SELL SWAP

Wanted: issues 1-8 of Locomotive and Railway Preservation magazine. Contact Phil Randall at 270-676-8703. or parroc@madisonville.com

For Sale: Numerous pieces of misc. model railroad equipment, accessories, parts, tools, Large Scale, O, S, Sn3, OO, HO, TT scales. Contact Phil Randall at 270-676-8703 or parroc@madisonville.com

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

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

New dining in Indiana

Three retired railroad cars -- a dining car, a kitchen car and a caboose -- have been sidetracked at 1041 Ind. 62 in Charlestown, Ind., to make the Whistle Stop Cafe.

The cafe features diner food such as hot sandwiches, burgers and sides along the lines of fried green tomatoes, onion rings and macaroni salad. Sandwiches, served with chips, are \$5.95 to \$7.95. Homemade desserts are made fresh every day.

The restaurant is open daily from 11 a.m. to 7 p.m. The phone number is (812) 256-6769. *(Bill Thomas internet)*

Hardin Southern

The only tourist railroad in far western Kentucky will not run in 2005 and the prospect of future operations are up in the air. In 2004 the train was operated under contract by the Mid South Rail Heritage Foundation. For reasons unknown, the contract was not renewed for 2005 (OK, I've heard lots of rumors but I'm not certain how reliable any of them are so I'd best not pass them along. I'm not a member of MSRHF so I don't know all the dirty details).

Collapse of the deal with MSRHF left HS's owners with two choices for 2005. They could run the excursion train itself, or two, contract with another group to run the train. Apparently neither option was feasible so the train will sit, rusting away, at the yard in Hardin.

Also present at Hardin is a privately owned Davenport diesel and the remnants of a wooden NC&StL caboose. These belong to either the MSRHF or one of their members.

The HS owned SW1 863, ex-J&J, ex-MILW. There are three coaches in the old Norfolk Southern excursion paint scheme, which is appropriate since two of the cars did run on NS's passenger trains before that rat who runs the Nastyville Southern pulled the plug on the excursion trains back in 1994.

The HS also owns an ex-C&O caboose still in Chessie colors. Of course, the railroad also owns 2-6-2 4 which is in a perennial state of restoration. For personal reasons I have largely tried to stay away from Hardin, but during my few trips over the past few years it doesn't appear as if much has been done.

So, there's a Hardin report in a small nutshell. Earlier this year I suspected that relations between the HS and MSRHF had soured. There is a sign right where the tracks deadened next to KY 80 in Hardin. The sign used to have the emblems of both the Hardin Southern RR and the MSRHF and the notation that the trains were operated by MSRHF. Shortly after Christmas I noticed that the MSRHF emblems had been crudely painted out with black paint.

Although no HS trains will run this year, keep your eye on Ebay. A few months back I noticed an authentic Hardin Southern RR police department patch was being offered. So, even if you can't ride the train, at least you can dress up and chase all those juvenile punks who walk along the tracks to go fishing.

There is a small bit of good info on the old NC&StL line through here. A new industry called Webasco is building a new plant north of Murray and they have had a rail siding installed. They make sliding sun roofs, moon roofs, etc., for cars and apparently will be receiving raw materials, probably sand for the glass. The new plant will be welcome because some

GO BY TRAIN

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the previous Thursday, towards the industrial park where the line ends. Much farther down the coast, I overnighted again in Florence and the next morning at Reedsport, I headed back east to the former SP "Siskiyou Line", now operated by the Central Oregon & Pacific. The attraction was the only remaining pairs of lower quadrant semaphores in North America. These are concentrated between Cottage Grove and Yoncalla, north of Roseburg and there are at least a dozen pairs in this area.

Back to the coast, I headed south through Coos Bay and finally, in southwestern Oregon, the highway began to skirt the ocean for a very scenic drive. The next morning I was in California and in Eureka, I visited Fort Humboldt State Park, where a pair of old logging locomotives are kept and occasionally operated. The "Falk", 0-4-OT built in 1884, was sitting outside receiving some spot painting. I had seen both previously at Railfair at Sacramento in 1991 and '99.

South of Eureka, I took California Highway #1 to the coast over 22 miles of the most winding, up and down highway across two forested mountains (with hairpin turns of 10,15, 20, 30 mph) that I have ever driven. But once back on the coast, it was a pretty drive down to an overnight at Fort Bragg. The California Western RR begins here and runs eastward to Willits and their tourist trains are called the "Skunks". When I rode the entire line in '99 after our Sacramento convention, the steam locomotive was not running but it is now back in service and so the next morning, I photographed it departing with the daily train before again heading south down the coast. Soon I encountered ocean fog, which did not hamper driving but meant I could see nothing out to sea. After stopping at the famous Point Arena lighthouse, I eventually gave up because of this fog and headed inland to Santa Rosa. Here the former North Western Pacific station is now a local museum and farther south at Petaluma and San Rafael, beautiful NWP stations still stand, although now not railroad used.

Now I had a extra day to kill as I

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GO BY TRAIN

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had misjudged how long it would take to drive down the coast. After spending the night in Berkeley, I drove in to Pinole, trying to access the former SP main along San Pablo Bay, which I found along with a nice city park which jutted out into the bay and afforded a nice and peaceful place to watch trains. And there were several Amtrak California "Capitals" plus the inbound "Coast Starlight". In the afternoon, I spent several very hot hours along the Santa Fe at the north end of Franklin Canyon, but this effort was unsuccessful as all I saw was a couple of light engine moves. However, one of these had one of the new GE "environmental" units in the lead. Later, in Martinez at 5:45 PM, I saw the inbound "California Zephyr" plus a pair of "Capitals". That night I stayed in Davis and found a very good Italian restaurant across from the beautiful former SP station, still used by Amtrak.

This West Coast "adventure" concluded the next day with my return Delta flight. Now its back again in November for the San Jose Board Meeting. I'll be passing the hat!!!

2005

TIMETABLE #96

FOR THE GOVERNMENT OF RAILFANS ONLY

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

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

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

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