

# PENNYRAIL

SEPTEMBER 2005

VOLUME 9 NUMBER 9

TODAY'S FACTS ARE

## IMHO

**RAILROADS  
AND THE NEWS  
MEDIA**



## Chapter News

### CHAPTER MEETING

**MONDAY, SEPTEMBER 26  
7:00 PM**

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

### PROGRAM

Your editor, **Chuck Hinrichs**, has the September program. Featured will be three programs that have been presented at recent Summerails. Summerail is an annual event held at the Cincinnati Union Terminal and features a day long series of photo presentations with musical accompaniment put together by some of the country's finest railroad photographers. Programs will be Scott Lothes' "Rediscovering Home", Evan Werrkema's "Uncle Pete's Used Locomotives" and Mel Patrick's "Chicago Union." Refreshments will be provided by the **Bryans, Jim and Thomas**. This should be one of the year's outstanding programs and a real visual treat. Come and bring your wife, significant other or a potential member.

### AUGUST MEETING

Fifteen members and a guest were on hand for the August Chapter meeting. **Steve Miller** provided the

*(Continued on page 2)*

Western Kentucky  
Chapter, NRHS, Inc.

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

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"PENNYRAIL" is the  
official publication of  
the Western Kentucky  
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Railroads seem to get the short end of the stick when there is either a grade crossing incident or a derailment. The typical reporting of a grade crossing incident might leave the reader (or viewer) with the impression that the train somehow left the tracks and went in search of the collision victim. Initial reports on grade crossing incidents - I hesitate to use the word accident - usually imply liability on the part of the railroad in spite of obvious evidence to the contrary. In rare instances there may be a follow-up several days after the incident indicating severe culpability on the part of the collision victim i.e.: alcohol or drug impairment, violation of operating protection devices or just plain carelessness.

With this media bias against railroads it should come as no shock that you will find little or no notice of the yeoman job done by the railroads in re-establishing service to areas devastated by hurricane Katrina. CN (IC) is back in service to even parts of New Orleans and NS and KCS are likewise rapidly restoring service. Only CSX, with

## Chapter News

(Continued from page 1)

refreshments and we were then treated to a pair of vintage videos provided by **Wallace Henderson** depicting narrow gauge SP action in eastern California and then some Virginia and Truckee action in west central Nevada.

CSX outdid themselves by putting six trains by the old L&N depot during the meeting. Q592 led the parade with a pair of CSX AC44-9Ws followed by another northbound manifest, Q514, with a mix of UP and CSX power. Q566 was next with CSX, BNSF and FURX units and then another northbounder, Q588 with a Helm SD40-2 and a CSX SD50. The parade of northbounders continued with the passing of Q688 with FURX, CSX and Helm power. The last train of the evening was intermodal, Q128 with a pair of CSX AC44-9Ws. A pretty impressive display.

## CHAPTER NEWS

**Don Clayton** was recently honored by the Madisonville Chamber of Commerce as "Teacher of the Year. Congratulations Don!

**Rick Bivins**, back home from his Louisiana adventure, reports that there is no longer space for the REA truck as his parents have sold the property where the truck is now stored. The chapter reluctantly voted to discontinue the restoration effort and allow Rick to dispose of the truck, as he see fit. Rick also indicates that there may be a Charolais operating session before year end but nothing definite at this time.

Chapter member, **Chris Gilkey**, is marrying Lindsey Nowak in ceremonies on October 1, 2005 in Hopkinsville. Chapter member, **Cliff Downey**, was married to Reverend Mary Jolinne Balentine on September 10, 2005 in Friendship, TN. Congratulations

## North to Alaska

by

In August Jackie and I realized a long time dream of visiting Alaska. Last summer, while visiting Rex and Melanie Easterly, they asked us to consider joining them on an Alaskan cruise this summer. What better way to see Alaska than with a fellow foamer! The best part of this trip was the itinerary included five days on land as well as seven days on the ship. Part of the land travel was by rail!

On August 7<sup>th</sup> we drove to St. Louis where our daughter would baby sit the dog and prepared for our great adventure. The next day we flew from St. Louis to Seattle on American Airlines, transferred to Alaska Air, and continued on to Fairbanks in the center of the 49<sup>th</sup> state. We stayed at the Princess Fairbanks Hotel for the night, where we were joined by Rex and Melanie. After a day touring Fairbanks and a gold mine (don't quit your day job to pan for gold) we had a good dinner and a good night's sleep. In the morning we boarded the train for Denali, about 2 hours south of Fairbanks. We rode in cars owned by Princess Cruise Lines. They had been coupled onto a regular Alaska Railroad passenger train. The Alaska Railroad was constructed from 1915 through 1923, the only major railroad totally funded and constructed by the US government. The gold strikes and other resources found in Alaska made it attractive to undertake this project despite the obvious hardships and difficulties encountered in building in Alaska. President Warren G. Harding himself drove the golden spike (requiring several swings to hit it). The railroad is as important to Alaska today as it was when it was built. It was the only way to reach Fairbanks and intermediate points until the Alkan Highway which was built in the 1940's. Today it still carries the bulk of freight shipped to the interior. It is the only major railroad in the USA to offer its own scheduled passenger service. The rail yards in Fairbanks were busy for a town the size of Fairbanks. Rows of tank cars used to transport both automotive and home heating fuel were apparent in the yards. A number of locomotives were in the yards including some SD70MAC's.

Our four cars were really set up for viewing the incredible Alaskan scenery. The cars were two-level, with the upper level for viewing. The windows started almost at the centerline of the roof and extended almost to waist level. Seating was at tables, with 4 to a table. The bottom level of the car was a diner. Several of the cars had open air viewing platforms for photography or fresh air. After a hardy breakfast (Rex ordered the right side of the menu) Rex and I headed for the open air platform. It was cool, but not cold, in the morning air. The line was single track with a number of passing sidings, so we didn't expect to see a constant parade of trains. We saw several freights during the hour or so we were on the platform. In general, the freights had priority and we took the sidings at meets. We saw some incredible scenery and mountain railroading. After about 2 hours on the train we arrived at Denali Park, one of the major passenger stops on the ARR. This is a gateway to one of the largest national parks in the USA. The focus of this park is Mt. McKinley, the tallest peak in North America at 20,230 feet above sea level, but there was much more to see. We spent several days seeing wild life, tundra, and mountains, although we never saw Mt. McKinley due to cloud cover.

The next move was by motor coach to Mt. McKinley Lodge an hour or so south of Denali. The move, while 50 or 60 miles, did not

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## North to Alaska

(Continued from page 2)

remove us from Mt. McKinley but left us about the same distance of 40 or so miles. We saw McKinley in profile from the lodge on our last night there. What an incredible sight it was! After several nights there we arose early and took the shuttle to Talkeetna. Talkeetna was a small town of interesting places and characters and was supposedly the inspiration for the TV series "Northern Exposure". It also was home to one of the ARR MOW crews and their equipment. We photographed a good share of the equipment as well as a passenger train that came through. After a real Alaskan breakfast and some rail fanning we found the railroad station and waited for the extra train to our ship at Whittier. It was a push-pull train to and from Whittier, with an SD40-2 on one end and an FP40 on the other. The cars were single level AAR cars, but also had the very large windows for viewing the landscape and wildlife.

From Talkeetna to Anchorage and on to Whittier we were treated to views of the Talkeetna, Alaska Range, and Chugach Mountains and the Turnagain Arm of the Cook Inlet. These cars had no open platform, so the foamers were confined to their seats. Finally, we entered a long tunnel, nearly 3 miles, and exited into Whittier. Whittier is primarily a seaport into Prince William Sound. The Alaska RR has no connecting interchange tracks with any other railroad, but it loads interchange traffic onto

barges and tows them to Prince Rupert or Vancouver. The barge dock was clearly visible from the ship, and a number of rail cars were in the yards for loading or for interchange.

Several things about the ARR left an impression on me. First, the difficulties, and I'm sure expense, of interchange result in very few foreign road cars in the trains. Most of the trains we saw were 100% ARR cars. Second, you don't see any lash-ups of two, three, or four different road head-end power. All of the locomotives are ARR, and, except for some work trains, they are the same paint scheme. Thirdly, they must spend a lot of time washing the locomotives. I didn't see any that weren't spotless. The passenger locomotives all had bright aluminum painted truck frames, something I haven't seen in the lower 48 except at VMV. I sensed a real feeling of pride in the few employees I talked with. They are operating a railroad that is vital to the well being of their state and they do it under some very difficult conditions.

Rail fanning the ARR should have been over by the time we boarded the Sun Princess, but the next day provided a nice postlude. We were in open water some 16 hours from

### 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>

## PENNYRAIL

embarkation in the Gulf of Alaska. It was foggy and I was relaxing on our balcony reading a book. I glanced up and there was a seagoing barge being towed by a large tug on the end of a quarter mile line. Sitting there on the barge was a load of railcars for interchange. I grabbed the Nikon, attached the telephoto lens and documented the rare find. It just proved that if you're a dedicated

### IT CAN'T HAPPEN

This was sent to me (Steve Barry), and the sender has given me permission to use the story in the next issue of R&R. Here's a sneak peek at something that is really alarming.

August 23, 2005

"My biggest fear, in recounting what happened to me August 19, 2005 in New Orleans, is that people will have a very difficult time believing me. I am sure some folks will be sure I am embellishing the facts, exaggerating, or outright lying. None of this is the case. Everything I state here happened as I say it.

I am a 60-year-old, recently retired pharmaceutical rep, with three grown sons. I have a particular fondness for trains, and riding on Amtrak. Friday morning, August 19, I departed Houston on the **Sunset Limited**, bound for Pensacola, Florida for a short vacation. The train had a layover of several hours in New Orleans, so I thought I would kill some time taking photographs of the terminal and Amtrak facilities. I had taken a lot of photographs along the way, and I have started a photographic album intended to document the **Sunset Limited** all the way across Louisiana. There is no way to know how much longer Amtrak will run this train.

It is important to know that there are no signs on the platform forbidding passengers from walking down the platform into the area beyond where the lead engine would be, and no signs that prohibit passengers from taking photographs. There are "No Trespassing" signs on the gate to the Amtrak maintenance facility, on Earhart, but they are not visible on the platform. Two female Amtrak employees drove by and asked me what I was doing. I said I was taking photographs, and that rail photography was a hobby of mine. They admonished me to "watch out for the Amtrak police." I did not take that warning seriously, because I was not doing anything wrong. I joked that maybe "they would beat me up, so I could file a multi-million dollar lawsuit." That, being an idea so ridiculous, anyone

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

**CANT HAPPEN HERE**

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would know it was meant in a humorous vein. I walked a little further down where I encountered a young guy, who was also an Amtrak employee. He inquired as to why I was photographing the switcher, and I explained to him that I was just a railfan, and I wanted photos of the Amtrak equipment. I asked if I could walk further down the platform to take a couple more photographs. He said he preferred I wait until he could get someone to accompany me down there. I said "fine", and I waited. By then the two female employees had returned and we were all standing around talking and waiting for whoever was supposed to come to see about my request. After a while an Amtrak policeman arrived. I figured he would say I could, or I could not go further down the platform. When he got out of his car, I could see he was already in a highly excited and agitated state. He was not in the mood to dialogue. He explained I was trespassing on private property (remember, no signs), and was not supposed to be taking photos. I was not about to argue with him, or be the least bit confrontational, knowing the reputation of New Orleans police, but this was an AMTRAK policeman, and I was an AMTRAK passenger. I merely inquired if this was not public property, since Amtrak is a publicly supported entity. At that he told me to turn around, and he handcuffed me.

I naturally protested that I had done nothing wrong. But he was determined to handle things the way he had, I believe, decided to handle them before he ever showed up. He took me up to his office, and contacted someone, who I assume was his superior. He gave the person an embellished, and almost completely false account of what happened. For instance, he stated I had said, "This is public property, and I can be here if I want to be." I begged the policeman not to take me off the train, but he continued to repeat that I was "going to jail." I really got upset at this point and insisted he let me talk to someone in the Amtrak office. After asking him over and over to let me speak with someone, he finally put an agent on the phone. I told agent at the terminal I had done nothing wrong, and to please come get me out of this mess. The agent said he could not override the policeman, and generally conveyed the attitude that he did not give a damn what my predicament was. The policeman ran my ID, and, of course, it came back that I had never been arrested, and that I had no criminal record. He was unfazed by that information, and instructed the agent to remove my bag from the sleeper room I had occupied. In the stress of the moment I forgot about my large hanging bag that was in the lower level rack. It made it to Orlando, and I will get it back this week.

As we were driving out of the terminal area, on the way to the Orleans Parish Prison, he pointed out the "No Trespassing"

*(Continued on page 5)*

**PHOTO SECTION**



FP40 waits with 5 car Princess charter train at Talkeetna station to go to Whittier. The cars are standard ARR passenger cars.

*Digital image taken at 12 noon August 8, 2005 by Bob McCracken*



Scheduled Alaskan Railroad passenger train snakes southbound along the Tanana River through the Alaskan Range just north of Denali. Princess Cruise lines pays ARR to haul their cars on the end of the regularly scheduled trains.

"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

## CANT HAPPEN HERE

(Continued from page 4)

sign on the chain link gate, which is not visible to any passenger on the platform of the terminal. Upon arrival at the jail, I was processed in, and at that point the Amtrak officer committed a gross violation of procedure, by keeping my wallet, camera, and a pocket knife that the jailer had taken out of my pocket. This was to have major ramifications, later, when I finally had the opportunity to bail myself out of the facility. He had also erased certain photographs in my digital camera, while up in his office, a violation of my civil liberties. While waiting for him to show up I had photographed two A-10's that were flying over. He wanted to know why I had photographed the A-10's. I responded, "Because I'm a pilot." I do hold a private pilot's license, but my response seemed to stun him slightly, and he moved on.

The Orleans Parish Prison is one of the worst jails in the country. The jailers there treat all inmates with contempt, disdain, and do everything they can to make you feel there is no light at the end of tunnel. My charge, incidentally, was criminal trespass. You cannot bond out until you are "processed." For hours I watched other inmates come and go, while my name was never called. Earlier, in an odd difference in procedure, the watch captain said, "O.K. Bourgeois, go to that window." I thought I had it made, but when I got there, the first thing they wanted was a photo I.D. Too bad, it was in my bag at the Amtrak police office. So, I had to be put through a nationwide fingerprint search, which added more time to my stay. I went in the jail at 6:30 p.m. on Friday, slept (what little I could) on the concrete jail floor, instead of the viewliner bed I had on the **Sunset Limited**, and at four o'clock Saturday afternoon I was still in jail. I could have been out at 11 a.m. of the same day, but with no money, or debit card (remember, they were taken from me) I could not bond out. So, along with about 60 other inmates, I was put in the orange suit and moved to the big prison, with the big cell block, just like you see in the movies.

By the grace of God I had done one thing right. I had managed to get a phone book and write down the number of my cousin, who lives in New Orleans. All phone calls out had to be collect, and you had to have the number. I can remember exactly two phone numbers in my head, one being my brother who lives in Lake Charles. I was finally able to get in touch with my sister-in-law, and she made numerous phone calls for me; most importantly to my friends in Pensacola, who by now, were frantic. Not to mention my youngest son, who lives here in Houston, who was sent into a tailspin. My cousin, who had been gone when I first called, was home now, and around 6 p.m., she came down and paid my bond. In the manner of doing things at the Orleans Parish Prison, I walked out of

(Continued on page 7)



The VMV/NRE shop switcher, 1425, has been on the property for a number of years in a neat silver paint scheme. The ex-IC SW9 (built in 1951 and rebuilt in 1980 as an SW14) has just emerged from the Paducah paint shop with a sharp, and patriotic new silver and blue scheme. *photograph by Wallace*



General Motors sold their interest in the LLPX locomotive leasing to their partner in the venture, GATX. The new leasing entity is GATX Rail Locomotive Group with reporting marks GMTX. 2620, GP38-2R, in sparkling new blue and white paint was caught at the VMV/NRE shop back gate in Paducah on July 22, 2005.

For more railroad photographs check out the Photo Gallery

**AUGUST MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**

Badgett Center Madisonville, KY  
Monday, August 22 7:00 pm

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

**TREASURER'S REPORT:**

August 22, 2005

Beginning Balance \$2,098.24  
Income

Nat. Dues \$0.00  
Chap.Dues \$0.00  
Donations \$0.00  
REA \$0.00  
Raffle \$20.00  
Video \$0.00  
Other \$0.00  
TOTAL \$20.00

Adjusted Balance \$2,118.24

Expenses

Nat. Dues \$0.00  
Postage \$37.00  
Printing \$52.95  
Video \$0.00  
Supplies \$0.00  
REA \$0.00  
Other \$14.00  
TOTAL \$103.95

Ending Balance \$2,014.29

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

**DIRECTORS REPORT:** None

**OLD BUSINESS:** Ricky reported that he will not be able to keep the REA truck at either his parents or at the airport. The Chapter reluctantly gave it's OK for Ricky to dispose of the truck as he sees fit. Truck related donations will be returned to the donors.

**NEW BUSINESS:** Chuck reported that the Chapter newsletter is costing more than the Chapter dues and moved that Chapter dues be increased by \$3 to \$13/yr. Motion passed.

**ANNOUNCEMENTS:** The Clayton Annual Open House will be held on Saturday October 29th.

**ATTENDANCE:** 15 Members and guest Jim Bergant.

**REMEMBER .....**

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

# KATRINA

**LATEST HURRICANE UPDATE - -** Today (Wednesday, September 07, 2005), CN further amended the embargo, lifting restrictions on movement of traffic to most stations on the Baton Rouge subdivision with the following exceptions: New Orleans, LA Specific facilities at Reserve and Desterhan, LA. Local traffic to and from New Orleans LA, which remains under embargo. The route between Jackson MS and New Orleans, via Hammond LA and Baton Rouge LA, is in service. Interchange service has been reestablished with BNSF and UP at CN's Mays Yard. Work continues on the direct route between Hammond LA and New Orleans LA, and it is expected to be returned to service by mid September. This outage, along with ongoing issues with c o m m e r c i a l power and communications facilities, will continue to delay traffic moving to, from, and through the area.

Customers in the affected areas (Jackson MS and points south) are asked to provide their urgent switching and traffic requests to CN's Jackson Transportation Center at 800-426-1903 or by direct line at 601-592-1825. Since telephone service in the area is still sporadic, please feel free to contact our Homewood IL Customer Support team at 800-342-5424 if you are unable to reach Jackson.

Customers who are in the process of resuming operations should contact CN to ensure that the necessary service arrangements are in place. Intermodal customers are required to contact the Winnipeg Customer Support Centre, by using the normal contact numbers for domestic and import/export shipments.

*internet*

The CSX line running east from New Orleans through southern Mississippi and Alabama may be out of service until mid-2006. Two major bridges are reported gone as are many trestles.  
*internet*



**VISIT THE CHAPTER WEB SITE**

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

CSX has, once again, started delivery of coal to the TVA Paradise Steam Plant near Drakesboro. Routing is the MH&E branch from Madisonville to Moorman and then south on the O&N branch to Drakesboro. These trains (symbolized V550) operate about 4 times per week and should be running on a daily basis in the near future. CSX does not unload the trains at the power plant but leaves the trains on sidings west of the plant.

TVA has a private contractor handling the in-plant movements using a pair of National Railway Equipment (NREX) exIC GP11s, 8748 and 8749. Both of these units were in service in Canada on the St Lawrence & Atlantic RR and 8748 spent a few months in Green River Wyoming before coming to Paradise. These units are coming back home to Kentucky as they were built (rebuilt) at Paducah in 1980

*Dennis Carnal*

The P&L has leased the 125 mile long St Louis subdivision from CSX. These tracks run from Evansville to Okawville, IL. This is a part of the old L&N Evansville-St Louis mainline.

The new railroad will be called the Evansville Western Railway. The lease is for 20 years with an option for an additional five years. There is no connection between this segment and P&L's Paducah to Louisville property.

*Dennis Carnal*

Starting August 1, the P&L began loading a new unit coal train in the Madisonville area. These trains operate via the P&L to Paducah where they are handed off the CN(IC) for delivery to the ADM processing plant in Decatur, IL. These trains use former Illinois Central hoppers. More on this operation later.

*Dennis Carnal*

It looks as though Union Pacific's entire fleet of former CNW GP50's has migrated to NRE down in Mt Vernon, Illinois.

FURX 2900-series lettering is being applied. I would guess approximately 20-30 units with those distinctive nose-mounted "Fire-Alarm" bells.

Would be nice if some of these would be power for Evansville Western. (Editors note: not all of the exCNW SD50s are in Mt Vernon. There is a good number hauling coal on the A&O operating out of Grafton, WV.)

*Chris Dees*

The Advertiser-Glean in Guntersville, AL reports in Saturday's paper that the engineer of a southbound Alabama & Tennessee River Railway freight train called 911 to report 8-10 cars coming uncoupled from his train. The cars came uncoupled from the engines and were rolling back down Sand Mountain toward Guntersville. The train was traveling up the mountain toward Albertville and Gadsden.

Guntersville Fire and Police blocked off the crossings at the edge of town and evacuated some homes along the track. The train reversed course and was able to hook back up to the runaway cars before they reached town. The engineer then called 911 to report that all was well. The cars which came uncoupled were empty grain cars. For those of you not familiar with the grade, it is between 1 and 2 percent for about 4-5 miles between Guntersville and Albertville.

Up until several years ago, CSX still brought 100 car trains in and out of Guntersville every evening. The ATN trains I have seen in Guntersville lately have been less than 20 cars.

*internet*

## CANT HAPPEN HERE

*(Continued from page 5)*

the jail at 12:30 a.m. Sunday morning. I recovered my belongings the next day at the terminal.

My vacation I had looked forward to was destroyed. My friends and family had been traumatized, as only you can be when you cannot account for the whereabouts of someone. The lasting psychological effect of this is hard to predict. I have been quite depressed since I came home. The overwhelming fact is, I COMMITTED NO CRIME. You cannot arrest someone for trespassing, when there is not even a sign saying "no trespassing," and you cannot arrest someone for taking photographs. The entire amount of time that the officer spent with me on the platform could not have been over one minute. What motivated him to arrest me, when he could have easily said, "You cannot be here-go back to the train," I cannot say. What really bothers me is he obviously felt he could get away with this gross example of false arrest, and deprivation of civil liberties. That points to something rotten in the system, itself. Combine that with the total disregard of my welfare by the Amtrak agent, and there is ample room for an investigation, and action to be taken. The officer should be terminated, for sure, and following him out the door should be the agent. The officer's superior who allowed him to perpetrate this outrage, should also have to answer.

There is no stone I will leave unturned to get justice for this. As I sat in jail my most consistent thought, after "I have to get out of here," was "I have to make this count for something." This should never happen to anyone, again." *James Craig Bourgeois*

I'm not sure what to say. I plan to follow up with Amtrak on this one, as we need to make sure someone is accountable for what's going on.

Steve Barry  
Managing Editor  
Railfan & Railroad Magazine

In light of the recent tragic happenings in New Orleans there is every chance that this appalling violation of basic civil liberties will fall through the cracks. I hope Mr. Bourgeois and Steve Barry pursue this to an equitable conclusion.

*Chuck Hinrichs, Editor*



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**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

**Wanted** Junk or scrap HO locomotives or locomotive shells, GP7s, GP9s and GP18s. I'm building a series of Paducah Geeps - GP8s and GP10s.  
Eric Travis 270-821-0865  
e-mail eltravis@spis.net

**For Sale** *L&N* and *Family Lines* employee magazines, \$2 each plus postage. Call or send for list.  
Dennis Carnal  
704 Choctaw Drive Madisonville, KY 42431  
270-825-0693

**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

**TIMETABLE #97**

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

**October 29 Madisonville, KY Don Clayton residence** Annual C&W Open House. 7PM 750 Wilson Drive

**SPECIAL SALE**

DENNIS CARNAL WILL HAVE SEVERAL L&N ITEMS FOR SALE AT THE SEPTEMBER MEETING. THESE ARE ITEMS FROM THE L&N HISTORICAL SOCIETY AND WILL BE AVAILABLE AT THE MEMBERS DISCOUNTED PRICE.

INCLUDED ARE BOOKS, VIDEOS, DVDs, MAGAZINES AND CALENDARS

CASH OR CHECK

**PENNYRAIL**

% C. F. Hinrichs, Editor  
112 Windsor Drive  
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