

# PENNYRAIL

OCTOBER 2005

VOLUME 9 NUMBER 10

TODAY'S FACTS ARE

## CHAPTER

October starts the Chapter election cycle. Nominations are made at the October meeting and elections are held at the November meeting.

Chapter officers are: President, Vice President, Secretary, Treasurer, National Director and Director (only if an individual holds two Chapter offices - Secretary/Treasurer for example.) The incumbents are listed on the masthead to the left of this column.

Chapter officers serve without compensation. This is no great deterrent to most offices but service as National Director can be quite expensive considering the travel and registration costs connected with two Board of Directors meetings and a Convention each year.

In addition to the elective offices, The Chapter President appoints several individuals to posts vital to successful Chapter operations. Tim Moore is Chapter Historian, Jim Pearson is Chapter Program Director and also Chapter Webmaster and Chuck Hinrichs is Chapter Newsletter Editor.

It has been several years since we have had a contested election but there is always an opportunity to serve in either an



## Chapter News

### CHAPTER MEETING

**MONDAY, OCTOBER 24  
7:00 PM**

**The Centre (L&N depot)  
Arch St at the Railroad  
Madisonville, KY**

### PROGRAM

Tim Moore will provide the program for the October meeting and Dave Millen will provide the refreshments. Tim's program will be a video - "Specials" depicting special train movements at California hot spots such as Cajon and Tehachapi. **NOMINATIONS FOR CHAPTER OFFICERS FOR 2006 WILL BE ACCEPTED WITH ELECTIONS AT THE NOVEMBER MEETING.** Be there or be square!

### SEPTEMBER MEETING

Eighteen members and two guests, Tony Clark and Dena Bryan, were on hand at the "Centre" for the September Chapter meeting. Following a short business sessions and a discussion of possible Christmas Party sites we settled in for the first part of a three part digital slide program provided by Editor, Chuck Hinrichs. The digital triple header featured program from the annual Summerail get-together in Cincinnati. The crew took a break between programs

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Western Kentucky  
Chapter, NRHS, Inc.

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

President  
Bob McCracken

Vice President  
Rich Hane

Sect. Treas.  
Wally Watts

National Director  
Wallace Henderson

Director  
Ron Stubblefield

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## Chapter News

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and made short work of the excellent refreshments provided by Thomas Bryan with an assist from his mother Dena. The second and third programs were well received and particularly the short feature "Uncle Pete's Used Locomotives." Thanks to Chuck, Thomas and Dena for a perfect evening and special thanks to Jim Pearson for providing the laptop and digital projector.

CSX helped out by providing three trains by the depot during the meeting. First was a southbound grain extra with a CSX SD50, a GATX SD40-2 and an HLCX (ex Oakway) B39-8. Next was a northbound grain movement with a pair of CSX C40-8s and finally a northbound manifest, Q556, with A CSX C40-8, a UP SD60 and a HLCX SD40-2 heading for Atkinson Yard via Arklow. All in all a very enjoyable evening.

## CHAPTER NEWS

Tim Moore has another new e-mail address [twmoore@vci.net](mailto:twmoore@vci.net)

Tom Woodward has been hospitalized for the installation of a defibrillator. Tom has had heart problems over the past several years and the defibrillator is to assure prompt restart if the heart stops. The procedure went well and Tom is home resting. He would appreciate an e-mail . . .

[woodward@mchsi.com](mailto:woodward@mchsi.com)

The Chapter was well represented at the L&NHS meeting in Bardstown and at the Kentucky Railway Museum. Keith Kitinger, Greg Utley, David Hayes, Bill Grady, Robert Metcalfe and Chuck and Shirley Hinrichs were all on hand for 152's 100th Birthday Party.

Wallace Henderson is finalizing plans for a two week railfan trip to California for the San Jose NRHS Board meeting. He plans to hit all the California high spots. We look

# Cotton Belt 819

by

The Cotton Belt (St. Louis Southwestern) Railroad is my favorite railroad because my father, C. Jackson "Jack" Stanley, worked there as a machinist, in the back shops at Tyler, Texas. Engine #819 is my favorite steam engine because an older brother, W. Jackson "Little Jack" Stanley helped to build it. My brother was called "Little Jack" only at work, and by his railroad friends. The rest of us called him Wallace.

Wallace was not smaller than Dad. Actually he was 5 inches taller than Dad and outweighed him by a hundred pounds. He was an imposing person, physically, and a blacksmith for the railroad. Away from work, Wallace was a horse and mule trader. He could talk to animals. He could break them, train them, and work them. He was also a farrier, extraordinaire.

The story of the Cotton Belt L-1s began at the Baldwin Locomotive Works in 1930. Oddly enough, Baldwin was also designing, at the same time, a 4-84 wheel arrangement for Southern Pacific, the GS-1. But the Cotton Belt specs were for an engine that could fit into their present round houses, use their existing 90 foot turntables, and run with ease over numerous 7000 foot grades at 1.2% elevation. Even Timken roller bearings were specified, which was a most novel innovation in those days, in the Southwest. Later, SKF roller bearings were also used. 2-10-2s could have pulled the loads, but they were not the most efficient engines. Management wanted something that could run in the "company notch" instead of "down in the corner" of the throttle.

Baldwin invoiced 10 of these peppy and quickly responsive engines from their Eddystone, (Philadelphia) Pennsylvania, plant at a cost of \$110,849 each, and delivered them in August and September of 1930. Their numbers were 800 through 809.

Those first ten oil-burners had been so successful for six years that management decided on getting five more. However, the railroad would build them in their own shops in Pine Bluff, Arkansas. Between October and December in 1937, numbers 810 through 814 hit the rails. The cost was only \$120 more per unit than what they had paid Baldwin in 1930. With their 70-inch drive wheels, the Cotton Belt had established itself as a fast freight hauler with fast moving trains between St. Louis and Memphis to the Southwest, and on to the West Coast. With these engines, even during the depression, business was expanding nicely.

World War II started in 1941 and all railroads immediately became burdened with more business than they were equipped to handle. The Cotton Belt asked the War Production Board for some diesel engines and received a "no" answer. But the War Production Board did allow them to build five more steam engines, and that would have to do. The Pine Bluff shops immediately started building L-1s again. They would be numbered 815 through 819.

The railroad transferred Wallace from Tyler to Pine Bluff to help build these five new engines. Number 815 went into service in December of 1942. Number 819 was finished in February of 1943, just nineteen days after number 818 and less than 60 days after number 815 was finished.

Although married and with children, and also working in an essential industry, Wallace was soon drafted into the Army. The war, for us, was going badly at the time and the Army needed all the soldiers it could get. After basic training at Fort Jackson, SC, Wallace was assigned to a Railroad Battalion and sent to the Union

*(Continued on page 3)*

*(Continued from page 2)*

Pacific Railroad shops in Cheyenne, Wyoming. While there, he helped to keep the "Big Boys" and the "Challengers" running.

Later, he was sent to Brazil to help maintain the engines at the military marshalling yards where convoys were loaded for transport to Dakar, West Africa.

The last five 4-8-4s cost \$143,607, or about 30% more than 1937 prices. With 175 more pounds of counterbalancing, to minimize pounding on the rails, they weighed 525,475 pounds without water, or sand. Loaded, the engine and tender weighed 734,675 pounds.

After the war, when the Cotton Belt started buying diesel engines, L-1s were transferred to their parent company, Southern Pacific, or to another SP subsidiary, the T & NO (Texas and New Orleans) Railroad. On the SP, some of them were assigned to the famous Daylight passenger trains. They could run fast and quickly get up to speed. They were also used in commuter service between San Francisco and San Jose, plus long haul freight service between San Antonio and Los Angeles through El Paso and Tucson. Engineers who ran both the L-1s and the SP GS-1s said that the Cotton Belt engines were more responsive and easier to operate.

Incidentally, on the Cotton Belt, the "L" merely stands for "locomotive." On the Southern Pacific, "GS" stands for "general service." Some have said that

the "L" (the 12th letter of the alphabet) designation means that there were eleven other types in use prior to the building of these 4-8-4s. Mostly, all twenty of this type of engine on the Cotton Belt were just called "the 800s."

After the equipment transfers, the Baldwin built engines renumbered and called GS-7s. Those built at Pine Bluff were also renumbered and called GS-8s. Number 819 was in storage for a short while, at Tyler in 1952, and used by the T&NO in '52 and '53. By 1954 it was back in storage at Tyler. The next year the railroad donated the engine to the city of Pine Bluff. It rested there in Oakland Park until 1983 when it was moved back to the Pine Bluff railroad shops. After a three-year restoration project, #819 was ready to go again. She is owned, and maintained, by the Cotton Belt Rail Historical Society, Inc., of Pine Bluff, with a chapter in Tyler, and is affiliated with the National Railroad Historical Society.

Steam locomotives were called "she" because they had both an apron and a bonnet and/or because the enginemen heaped their love and affection on them.

The 819 became an unofficial ambassador for the

railroad and the State of Arkansas with numerous excursions. She made five trips between 1986 1990, to the annual "Fordyce on the Cotton Belt Festival" at Fordyce, Arkansas, two trips over the Union Pacific line to Little Rock in 1986 and 1989, one trip to St. Louis in 1990, five trips to Tyler for the Annual Rose Festival, in 1988 plus 1990, '91, '92, and '93, and with a side trip from Tyler to Athens, Texas, in 1993.

Formerly, the trip from Pine Bluff to Tyler, 280 miles, included an overnight stay in Texarkana. Since 1990, the trip had to be made in one day - to clear the tracks for regular train operations. The Southern Pacific Railroad, including the Cotton Belt and the T&NO, is now owned by the Union Pacific Railroad. Since 1993, there have been no excursions. Union Pacific simply doesn't want to interrupt their regular schedules with excursions.

Today, the 819, in all her majesty, with chrome plated covers on the front of her steam chests and a good-looking brass Cotton Belt herald on the side of each stream chest, sits dormant in the same building where she was born. Her fire box is cold, but she is alive and willing to move out and impress the world with her grace and power. Number 819 is "ready to roll."

In retrospect, my devotion to #819 is a bit deeper than mere admiration for a very successful locomotive that my brother helped build. In the Spring of 1941, just before graduating from High School, I was looking for a job. The railroad had my application for a job as a student engineer, but I had not heard a thing from them. As graduation day approached, I became antsy and applied for a job somewhere else, and promised them that I would start to work on Monday morning, the day after graduation. I was disappointed in the railroad because my oldest brother, Charles, also was a railroad man. It never occurred to me that the railroad might not be interested in a 16 year old as a

*(Continued on page 4)*

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student engineer.

I had watched and admired those 4-84s for years and was determined someday to run one. I knew three engineers, John Rogers, Tom Cooney, and Frank Martin and wondered how they might welcome me into their cabs - if at all. But it didn't happen. I went to work for another company on Monday morning.

The telephone rang at my new job about 10:00 AM that Monday. Mother was calling to say that the railroad would hire me, that day, and that I was to take a student trip (on a 4-8-4) from Tyler to Corsicana, Texas, and return, and the train was leaving in two hours!

Dad had always taught us that if we made someone a promise, then live up to our word. His word was his bond and he expected his boys (there were five of us) to respect his good name. I had made a promise to work for the company I joined and felt that I should live up to my promise. It was an agonizing decision and for months I wondered if I had done the right thing.

Now, more than 60 years later, I know that I made the right decision, but I have always wondered about what might have been. Later, a third brother, Roy, also became a Cotton Belt employee.

When the war was winding down in Europe, Wallace returned to the States from Brazil. On his way to Ft. Dix, New Jersey, for discharge, he had a stopover in Miami on a Friday. As luck would have it, Wallace found his way to an efficiency apartment I had in Miami Beach. And, after chasing submarines in the Atlantic, my ship returned to port, in Miami, that same day. When I arrived home, Wallace was sprawled out asleep in my Murphy bed. We went to a Chinese restaurant that night for dinner. Chinese restaurants were hard to find in both Texas and Arkansas at that time and Wallace had never eaten Oriental food. We

(Continued on page 5)

# PHOTO SECTION



CSX intermodal, Q121, passes manifest Q556 at the south end of Latham siding. Power for the intermodal is a pair of new environmental friendly GE locomotives. ES44DC 5208 leads and 5240 trails. These are 6 axle, 4400 hp, DC drive locomotives. October 7, 2005 *digital image by*



A pair of international travelers are back home in Kentucky, though in a much different paint scheme than they wore when out shopped at Paducah. GP11s 8748 and 8749 are busy moving coal from the CSX interchange to the Paradise

“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



Three Alco (MLW) six axle, narrow gauge diesel locomotives pull an excursion train over roadbed hacked out of the mountainside on the way from Skagway to White Pass. The railroad climbs some 3000 feet in about 20 miles and was built during the Alaska Gold Rush. *digital image by Bob*



A Baldwin narrow gauge Mikado (2-8-2) was shuffling passenger cars in the Skagway yard of the WP&Y RR. Waiting it's turn for a run up the mountain to White Pass is a custom built GE locomotive with a unique shovel nose. These GEs with 950 hp prime movers are used in sets of 4 for the passenger trains running from Skagway to White Pass. *digital image by Bob*

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

**PENNYRAIL**

**819**

*(Continued from page 4)*

ordered a meal with lots of crisp noodles. I thought it was pretty good but Wallace told me that he fed his horses and mules better stuff than that. The next day he was traveling north and, for the life of me, although we talked a lot about trains in Brazil, I don't remember one thing he told me about them.

Wallace died earlier this year at age 85. Remembering him, and number 819, that ran like a thoroughbred and worked like a mule, I do remember him, as the old philosopher that he was, saying, "If you are going to work a mule, you have to be smarter than the mule is."

Arleigh C. (A. C.) Stanley

## BUY - SELL - SWAP

**Wanted:** issues 1-8 of Locomotive and Railway Preservation magazine. Contact Phil Randall at 270-676-8703. or [parroc@madisonville.com](mailto: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](mailto: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](mailto: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](mailto:chuckrail@charter.net)

**SEPTEMBER MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
 Badgett Center Madisonville, KY  
 Monday, September 26 7:00 pm

VP Hane called the meeting to order and the minutes of the August meeting as reported in *PENNYRAIL* were approved. The current treasurers report was also approved..

**TREASURER'S REPORT:**

September 26, 2005

Beginning Balance \$2,014.29  
 Income

Nat. Dues \$0.00  
 Cht. Dues \$0.00  
 Donations \$0.00  
 REA \$0.00  
 Raffle \$5.00  
 Video \$0.00  
 Other \$0.00  
 TOTAL \$5.00

Adjusted Balance \$2,019.29

Expenses

Nat. Dues \$0.00  
 Postage \$29.60  
 Printing \$52.95  
 Video \$0.00  
 Supplies \$0.00  
 REA \$0.00  
 Other \$0.00  
 TOTAL \$82.55

Ending Balance \$1,936.74

<b>MEMBERSHIP:</b>	<b>Full</b>	<b>5</b>	<b>9</b>
	<b>Chapter Only</b>	<b>2</b>	<b>0</b>
	<b>Total</b>	<b>7</b>	<b>9</b>

**DIRECTORS REPORT:** Wallace had no formal report but announced he will be in San Jose for the Fall BOD.

**OLD BUSINESS:** Ricky has a party interested in the REA truck. Repair work on the handicap ramp at the depot will be done in November

**NEW BUSINESS:** Discussion on location for Christmas dinner. Country Club may not be affordable. several alternates suggested including a pot-luck at the depot. All suggested locations are "dry."

**ANNOUNCEMENTS:** A twelve hour rail vigil at Crofton is set for October 15 - 6 am to 6 pm. Jim is trying to set-up a weekend of railfanning in Louisville early in November. The meeting place is now "The Centre" - no more Badgett.

**ATTENDANCE:** 20 members.

**REMEMBER .....**

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

# South from Alaska

by  
 Bob McCracken

Last month I described our trip through interior Alaska and onto our ship, the Sun Princess, at Whittier. The ship sailed at 8:00 PM and sailed all night and the next day toward Glacier Bay, also a national park. We spent most of the next day in the bay watching, and listening to the awesome power of the glaciers, and then sailed most of the night to Skagway. Most every foamer would recognize Skagway as the home of the White Pass and Yukon Railway. This famous narrow gauge road (3 ft gauge) was built from coastal Skagway to Whitehorse in the Yukon Territory, hoping to cash in on the gold rush. By the time the railroad was funded and built, about 1918, the frantic portion of the gold rush had passed, but the railroad still found adequate business to be profitable. When you stand in downtown Skagway and look to the east where the railroad goes you wonder why anyone would ever try to build a railroad in that direction. The railroad no longer extends to Whitehorse, but is well maintained to the summit of the mountains just east of Skagway at White Pass. This 20 miles is the most spectacular portion of the road as it climbs from sea level at Skagway to 3000 feet at White Pass in a distance of 20 miles. No matter how you calculate it, the grade is about 3% for the entire 20 miles. A run-around track at the top allows the locomotives to move to the front of the train for the trip back down the mountain. Their chief function on the return trip is braking.

Rex and I decided to rail fan the WP&Y several ways. We wanted to ride on it, as did Jackie and Melanie, but Rex and I also wanted to photograph it as trains struggled up the grades, not an easy task without a car. We found a side trip called "To the Summit" which used a small tour bus to traverse the highway on the opposite side of the canyon from the railroad. We were hoping to convince the driver to stop at photographically useful locations. We were moderately successful. He stopped several times for us, but the tour had enough people involved that he couldn't stop as often as we would have liked. Nevertheless, using our long lenses we were able to get some good photos of the various trains traversing the mountain.

Before we ever boarded the bus we were walking through the town to get to the railway operations and we heard the chuff-chuff of a steam locomotive. We headed in the direction of the sound and several blocks away found #73, a very nice 2-8-2 Mikado, shuffling the passenger cars around the yard and the various lead tracks to the docks. It was not only accessible to our cameras, we found out it would be in the area all afternoon. The mainline duties were being handled either by the shovel nosed GE's or the very distinctive Alco's. For several hours we followed #73 as it went from the yards to the docks and back. I was surprised at how well proportioned the locomotive was for a narrow gauge engine. It appeared to be well maintained and had a very shiny paint job. While they didn't use it for mainline service that day, I believe they do on certain occasions. I later saw a photo of a run-by taken part way up the mountain by Jim Bergant. We had access to every

*(Continued on page 7)*

**VISIT THE CHAPTER WEB SITE**

<http://www.westkentuckynrhs.org>

# REGIONAL RAIL NOTES

**After five years, \$650,000 and well over 10,000 volunteer man-hours, Nickel Plate Road Berkshire Steam Locomotive 765's overhaul is complete!**

We are hosting a big roll-out weekend at our shop in Fort Wayne on Saturday, October 29 and Sunday, October 30. The 765 will be under steam and open for cab tours. We will also have Motor Car Rides, Caboose Rides and other rail-oriented exhibits at this big event.

There are no trips scheduled for the 765 for this year, but this roll-out event marks the first step in getting back in the game.

I hope to see many of you there.

Rich Melvin

FWRH Operations Officer

**HARDIN SOUTHERN:** The railroad has been sold to the Murray Industrial Development Authority, apparently in order to give the KWT railroad access to the industrial park where the new plant to make automobile sunroofs is being constructed. Track Tech has completed a rail spur for the new plant and has also rebuilt one half mile of the track north of the spur and interchange. Since there are apparently no plans to operate the railroad, the chances are good that it will eventually be scrapped. The contaminated earth at Hardin where the locomotive leaked fuel has been removed and replaced and at last report the rolling stock is still on hand, including the dismantled steam engine and former N.C. & St. L. caboose. No word so far on their disposition. The Mid-South Rail Heritage non-profit group was restoring them and has reportedly been dissolved.

## ROUNDHOUSE NOTES

Norfolk Southern has reopened two facilities in New Orleans that had been closed since Hurricane Katrina struck the Gulf Coast Aug. 29. The NS intermodal on Florida Ave. is now accepting inbound and outbound shipments at the gate, but only between 8 a.m. and 4 p.m., Monday through Friday, due to local curfews. "The restoration of intermodal service will assist with the transportation of reconstruction and relief materials to the Gulf Coast region," said Bob Huffman, vice president intermodal operations. "We are working closely with our customers to coordinate our start-up plans with the goal of resuming regular service quickly and safely."

Oliver Yard Terminal, on Ferdinand St. is now operating. The yard serves local industrial customers and interchanges freight with the New Orleans Public Belt Railroad, which serves the Port of New Orleans.

ROUNDHOUSE

## NOTES

### Henderson Sub Sightings

Checkout the northbound Jacksonville-Chicago intermodal trains, Q124. I saw this train Sunday afternoon, October 9, with 5 Tropicana reefers on the head end of the container and trailer consist. I had heard other reports about Tropicana reefers over the past few weeks and it looks like this is a new and regular occurrence for our backyard railroad. The Tropicana cars are hard to miss with white paint and a large "Tropicana" on the side.  
CFH

Caught a pair of the new GE Environmental Friendly locomotives (ES44DC) on Q121 at Latham on Friday afternoon,

## PENNYRAIL

# ALASKA

(Continued from page 6)

place the locomotive went and we burned a lot of digital film.

We finally boarded the train at about 4:30 PM for the 3 hour ride to the summit and back. Our train was pulled by three of the Alco's. Trains pulled by the GE's used four units, as the GE's only produce 800 to 900 horsepower each. The Alco's produce about 1200 horsepower. The coaches were the old style with open vestibules. We were not allowed onto the vestibules until we had passed the town limits. At that point Rex and I moved onto the platforms and began filling our memory cards. After a short while we found ourselves competing for space with a couple of little old ladies with point-and-shoot cameras. Several times I was ready to shoot only to have the back of a white haired head fill my viewfinder as she leaned way out to get a shot. I guess foamers come in all sizes, shapes, and even genders. The ride was certainly interesting. The WP&Y is what I call a shelf railroad, the right of way being carved out of the side of the mountain almost all of the way to the summit. At times you can look from the train and see the river in the valley 1500 or 2000 feet below. The WSP&Y has its own version of Horse Shoe Curve. The summit is only about 15 miles from Skagway as the crow flies, much too short a distance to climb the required 3000 feet. Part way up the climb the track takes a right turn up an adjacent valley and makes a "horse shoe", adding about 5 miles to the over all distance. At the point where the right turn occurs you can look ahead and up and see the track maybe a mile ahead and almost 1000 feet higher!

The WP&Y has done a good job of retaining their distinctive motive power. There are many trains up and down the mountain every day, all pulled by unmixed lash-ups of either Alco's or GE shovel-nosed diesels. Every train I saw had three

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**ALASKA**

*(Continued from page 7)*

units on the front, and each train was approximately 12 cars, reproductions of early narrow gauge cars. I saw no freight cars at all, but they were in the process of restoring another steam locomotive with an expected completion in 2006. The WP&Y is definitely a class operation.

Our train arrived back at the dock by 7:30 PM and in less than an hour our ship was underway once more. In the following days we visited Juneau, the state capital, and Ketchikan. Juneau is unique for state capitals. It has a population of only 30,000, and is only accessible by air or water. Ketchikan has similar accessibility limitations, and is even smaller. While at these towns we saw whales, sea lions, harbor seals, and eagles. We gorged ourselves on Dungeness crabs and couldn't eat the lobster dinner on board the ship. To really top every thing off, the weather from Glacier Bay until we left Ketchikan was incredibly good. We had clear blue skies and temperatures in the high eighties. In Skagway and Juneau the thermometer hit 90 degrees, a new record.

We sailed for a day and one

**TIMETABLE #97**

FOR THE GOVERNMENT OF RAILFANS ONLY

**October 24 Madisonville, KY The Centre Chapter meeting 7PM**

**October 29 Madisonville, KY Annual Clayton/Watts Holiday Open House. 7PM Don Clayton residence 750 Wilson Drive**

**November 26-27 Collinsville, IL Great American Train Show Gateway Center 11am to 5pm \$7 kids under 12 free**

**November 28 Madisonville, KY The Centre Chapter meeting 7PM**

**December 3, 4 Evansville, IN Jim Bengert Open House. 1pm to 4pm 1825 Taylor Ave.**

**April 21-23, 2006 Indianapolis, IN NRHS Spring Board of Directors meeting details later**

**July 17-23, 2006 New Philadelphia, OH NRHS National Convention. details later**

**November 10-12, 2006 Huntsville, IN NRHS Fall Board of Directors meeting. details later**

**PENNYRAIL**

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