

PENNYRAIL

March 2007

VOLUME 11 NUMBER 3



Chapter Chatter

Next Meeting

Monday, March 26

7:00 pm

The Center (old L&N Depot)

Arch Street at the Railroad

Madisonville, KY

Following our regular business session, Phil Randall will host our refreshment table then segue to our program by Jim Finley.

Bring something for Show and Tell and maybe even an item for the raffle. Please encourage one another to attend our monthly meetings, every "squealing flange" counts!

Up-coming Program Presenters

April 2007 - Rick Bivins,

Refreshments by Dave Millen

May 2007 - Wallace Henderson at Hopkinsville,

Refreshments by the Hopkinsville crew

June 2007 - Tim Moore,

Refreshments by Keith Kittinger

July 2007 - Chris Dees,

Refreshments by Rick Bivins

August 2007 - Chuck Hinrichs,

Refreshments by Steve Miller

September 2007 - Bill Thomas,

Refreshments by Jim and Thomas Bryan

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Rich Hane

Vice President
Rick Bivins

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

Director
Tim Moore

"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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Remembering - Reminisces of Youth By Wally Watts

From time to time, memories come tumbling back of those halcyon days of youth, and how pleasant and enjoyable times seem to have been then. One such memory I must share with you as fellow train buffs. This particular incident seems to have been probably when I was a sophomore in high school, about a week before Christmas. This would have been possibly in 1948. Back then, we had city buses in Madisonville with rather extensive routes. My dad would give my brother and me each a half-dollar on Saturday mornings and this would be bus fare downtown from the far north side where we lived. Then students could ride for 5 cents and get a free token for the return trip-cheap transportation! One such Saturday, after the trip downtown, we had a morning at the movies (20 cents for students), popcorn, and a soda at Walgreen's afterward! WE would elect on nice days to walk most of the way back home, by way of the depot (The Center), to see if L&N local no. 51, was in. It usually arrived about 2:45 PM, but today when we turned off West Center St., to walk down the track to the station platform, behold-there was a train there, but it was a rather different one than the 51, which usually had only four to six cars. On this Saturday the train there in the 51's slot had one of the L&N's finest, one of the big 290 series pacifics, resplendent in gleaming fresh paint, white rimmed wheels, and sporting white flags! We wondered, who could this be? I noted it had probably 17-18 coaches, but most were head-end cars, and I later learned, were railway post office cars.

(Continued on page 2)

NRHS News

**National Director's Report
Wallace Henderson**

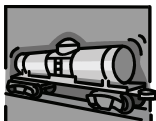
Wallace reported the convention brochures will be mailed on the 22nd of April, 2007. He encouraged all to read the NRHS News Extra. More services will be done out-of-house by contractors, in hopes it will speed up procedures and hasten the completion of *The Bulletin*. This will probably result in a dues increase.

RailCamp Dates for 2007-At Steamtown, July 8-15; at Nevada Northern Railway, June 11-17

2008 National Convention Dates-June 16-24, 2008, hosted by the North Texas NRHS. Headquarters will be in Fort Worth (Tower 55!), Hilton Hotel.

National Office Address Change-Due to increased mail volume, National is receiving mail exclusively at the following street address: National Railway Historical Society, 100 North 17th Street, STE 1203, Philadelphia, PA 19103-2783.

**Thanks to all
who sent their
dues in recently.**



As rail fans don't forget to help out and watch passing trains for problems. You will find RR emergency numbers on page 5.



From the President

By Rich Hane

The weather has been great lately so we must be getting close to spring. Hope many of you can make it to our next meeting on the Monday, March 26th. Those of you that made it to the February meeting were treated to a great time. Wally showed a video that included extensive views of a cab ride in a Santa Fe F unit at 100 miles per hour. WOW! There were some really good photos and it gave the viewer a good idea of what it feels like and looks like traveling at the century mark. My wonderful wife and I are taking a short mini vacation on Amtrak to San Antonio and Chicago in March so I am looking forward to a fun time at the botanical gardens and the Alamo.

By now most of you should have received your new NRHS Bulletin in the new format. This represents a big change for the Society especially when nearly everyone is a volunteer who works there. The quality of the pictures and stories is better than ever. Hope to see you at the Depot.

Rich

Remembrances continued...

There seemed to be a lot of activity at the station with two or three trucks from the post office there, as well as the old Railway Express green van. There was a box car parked on the spur in front of the station, and I learned this was for mail storage. The engineer was leaning far out of the cab window, looking back at the conductor, and looking at his watch, probably a Hamilton! Walking up to the cab, I inquired of him, "Is this the 51?" He told me it was a mail special running ahead of the 51 to handle the extra mail crunch for the Christmas rush, hence the white flags. He kept yelling back to the conductor to hurry up the mail unloading, as the 51 was right on his tail! In fact, I looked north over the hill and could see smoke rising from the 51 where it was stopped by the red block down beyond North St. The engineer told me this mail extra was not due to stop after it left here, until it reached Nashville, having to outrun the 51 all the way. And it was running late besides. So I surmised, it would probably really smoke the rails when it leaves here. There was a passenger-baggage combine on the rear, since mail trains are classed as passenger. Finally, the loading/unloading was done, and by then the fireman had the pops lifting, and with two short blasts of the whistle, the hogger opened the throttle, and with the sanders open, only two or three short wheel slips were noted, and she was underway. He got up speed quickly, and after much tooting for Center, Sugg, Broadway, and Lake streets, he was really moving. When the markers of the combine disappeared under the bridge past Jagoe St, he must have been doing 50 or better. Thinking back, I'll bet he was really rolling on the flat country near Crofton! My brother and I watched till he was out of sight, but could still see the brownish smoke cloud hanging under the McLaughlin Ave. bridge, as we heard the last echo of the whistle. Pity, we wont witness such a sight again. We could have walked most of the way home, but since we were getting hungry for dinner (after having only popcorn in the theater, and a soda at Walgreens's for lunch), we probably went to the nearest bus stop on Arch St. to use our free token for the ride back home. Oh, what 50 cents could buy in those days!

Heart Beat Bridge Blackford, Kentucky

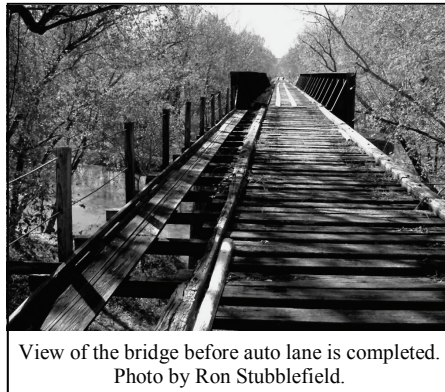
by Ron Stubblefield

SEND YOUR
ARTICLES AND
PHOTOS TO:
BILL THOMAS
bill@fbcmadisonville.com

The Tradewater River railroad bridge at Blackford was a vital link for the Ohio Valley Railroad that ran from Henderson, to Princeton, Kentucky. The bridge was the heartbeat of the small community of Blackford, Kentucky. The first bridge to be constructed was a Draw Bridge. It was shortly after 1886 when the Draw Bridge was constructed. At that time the Tradewater River was also a vital river route for small steam-boats traveling from the Ohio River at Sturgis, Kentucky up the Tradewater to what is call T's Landing. At T's Landing which is few miles above the railroad bridge. T's Landing was a frontier trading post for local residents and native people who still lived in that area in the late 1880's. These folks were the main stay of the trading business on the Tradewater River. In turn it was their life line to the products moving down the Ohio River to the mouth of the Tradewater River. The area around T's Landing is now called Enon. All that remains are a few scattered new homes and the Enon Baptist Church. The hand cut stone piers of the original draw bridge are still in place underneath the newly renovated railroad bridge, now a walking trail and a single lane bridge for automobiles.

In 1892 the "Ohio Valley Railroad" sold the railroad line to "Chesapeake Ohio Southwestern". In the same year it again was sold to the "Illinois Central Railroad".

In 1914 a new 528 ft. long bridge was build by the Illinois Central Railroad with help from the U.S. Government that included a pedestrian walk bridge. The Illinois Central Railroad design was an upgrade in structure. The IC wanted to run larger and heavier classes of locomotives to pull coal trains from Union and Webster counties to the Illinois Central Kentucky division's main line at Princeton, KY. This main line ran from Paducah to Louisville, Kentucky. Today this main lines is operated by the (PAL) Paducah and Louisville Railroad.



View of the bridge before auto lane is completed.
Photo by Ron Stubblefield.

The residents of Blackford in Webster County and the people of Crittenden County just on the west side of the river always wanted a bridge to carry wagons, and buggies across the Tradewater River. Many of the people on the Crittenden County side carried on their business in Blackford because it was much closer that Marion. Blackford was only a little over a mile from the excellent road of Hwy. 60 in Crittenden County which leads to Marion, Kentucky. Getting to Marion required the people of Blackford to travel 20 miles out of their way, which could take as many as three days.

The railroad bridge across the Tradewater marked the rise and fall of the community of Blackford, Kentucky. During it's hey day there were six doctors, livery stable, two blacksmiths, five hotels, drugstore, dry goods store, five grocery stores, hardware store, courthouse, millenary shop, flour mill, theater, four churches, and one of the strongest banks in the state. This town's heartbeat was truly the Tradewater River railroad bridge. As the railroad business declined in small towns so did the business in the town of Blackford.

(Continued on page 4)

A reminder -
PENNYRAIL has a Buy,
Sell, Swap column for
Chapter member use.



Miss Sectionman as she appeared in the 1946 L & N employee magazine. I guess things have not changed so much. What a pick!

-picture provided by Dennis Carnal.

Don't be shy!
I need article and
photo material for
future issues of *The
PennyRail*. Make it
"Your" newsletter.
Otherwise you must
continue to see my
family shots around
the backyard.

Bill Thomas, editor

Blackford Bridge continued

(Continued from page 3)

Today the rails have been removed from Henderson to Fredonia, Kentucky. The rails from Sturgis, through Marion to Fredonia were removed in 1999. From Fredonia to Princeton the track is owned by the Fredonia Valley Rock Quarry.

Special limestone rock is hauled twice daily to Princeton for shipments all over the world. The rock quarry runs its own locomotive a U23B painted in CSX blue and gray colors with no markings.

Through the efforts of Mr. Brent Witherspoon and the support of many people a new walking and one lane automobile bridge is in place. It was built using the pier structures of the 1886 Ohio



Hand-cut stone of original 1884 bridge. Photo by Tom Woodward.

Valley Railroad bridge and the concrete piers and trestle timbers of the 1914 Illinois Central Railroad Bridge. From the way I read The Blackford Bridge Project's website, Mr. Witherspoon has received many awards for his hard work but, none more satisfying than the new walking and automobile bridge being built in honor of the Veterans of the United States of America.



The current auto lane ready for traffic!

The new Veterans Memorial Bridge and new blacktop right away (bridge approach)

was named in honor of the Korean War POW / MIA PFC Thomas R. Robertson. PFC Robertson was from Blackford, Kentucky. For complete details see the website listed below.

Credits: T's Landing and Fredonia Quarry information from local history. Blackford Bridge Project information at www.blackfordky.com.

PHOTO SECTION



Some of our crew gathered at Jim Bengert's O scale layout in Evansville, IN, February 2007. Jim uses a mix of 3-Rail and 2-Rail, with great scenery and action accessories.



15-month old Joe Thomas inspects the Lil' Critter locomotive as it reaches the summit on his dad's (Bill Thomas) G gauge, outdoor Hook Line & Singer RR, Madisonville, KY



A light dusting of snow cleaned up the ready tracks and fueling facility at Atkinson Yard last month. Photo by Bill Thomas



O Scale modeler and Chapter member Bill Heaton has detailed and produced another fine model. This one is a 50' Northern Pacific Automobile box car. We

hope to see this running on track #2, at Don Clayton's soon.

Photo Section Continued



Above Left: A Paducah & Louisville LG&E Coal drag departs Warrior Coal Mine, Madisonville, on a recent, snowy, February day. **Above Right:** On March 7, 2007 a National Railway Equipment (NRE) Switcher numbered 2008 sat in P&L's West Yard waiting on movement. The switcher is an Ultra Low Emissions Diesel Genset Switcher that is powered by a NRE Electronics N-Force microprocessor that was likely built in Paducah and was out on shakedown run. (Photo and caption/Jim Pearson)



Bird's eye view of the Calvert City coal blending facility operated by Southern Coal Handling, Madisonville, KY. It is served by the Paducah & Louisville RR. The facility will soon begin construction on a second rail loop for increased business capacity and speed of operation. Photo submitted by Chris Elkins, Southern Coal Handling/Cornett Engineering.

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

Links of Interest

Railway Preservation News
www.rypn.org/
Kentucky Railway Museum
www.kyrail.org/
**Indiana Railway Museum and
French Lick Scenic Railway**
www.indianarailwaymuseum.org/
Indiana Transportation Museum
www.itm.org/
Illinois Railway Museum
www.irm.org/
**Tennessee Central
Railway Museum**
www.tcry.org/

**“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
appreciated.**

Bill Thomas, editor

**SUBSCRIPTION
RATES**

PENNYRAIL

11 issues
\$12 PER YEAR

**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.**

BNSF	800-832-5452
CN/IC	800-465-9239
CSX	800-232-0144
NS	800-453-2530
UP	888-877-7267
Amtrak	800-331-0008

February Minutes Summary

Regional Rail Notes

By Chuck Hinrichs

Western Kentucky Chapter, NRHS

The Center, Madisonville, KY
Monday, February 26, 2007, 7:00 pm

President Hane called the meeting to order and the minutes of the January meeting were approved. The current treasurer's report was also approved.

TREASURER'S REPORT:

Beginning Balance	\$2,421.41
Income	
Nat. Dues	\$214.00
Ch. Dues	\$103.00
Donations	\$00.00
Raffle	\$21.00
Video	\$0.00
Other	\$30.00
TOTAL	\$338.00
Adjusted Balance	\$2,759.41
Expenses	
Nat. Dues	\$184.00
Postage	\$41.84
Printing	\$79.50
Video	\$0.00
Supplies	\$0.00
Other	\$0.00
TOTAL	\$305.34
Ending Balance	\$2,454.07

MEMBERSHIP:	Full	59
	Chapter Only	21
	Total	80

DIRECTORS REPORT: . See page 2.

OLD BUSINESS: President Rich Hane reports and suggests we do nothing about the proposed open house and insurance purchasing until pressed to do so by The Center. Funding for The Center seems secure for the summer, and probably beyond.

NEW BUSINESS: Bill Thomas, editor *PennyRail*, discussed with the membership the near-50% increase in printing cost of the newsletter and states he will contact Sprint Print to see if a lower cost can be negotiated. He will also check with other printers in the area about their rates. Dennis Carnal reports we are losing \$2 per member due to the elevated cost. Bill needs photos for the newsletter, and also articles from the membership. Chuck Hinrichs will check with our previous printer in Hopkinsville about printing rates.

ACTIVITIES: Ricky Bivins indicated the switcher at St. Charles is running and we will probably have a running session later in the Spring. Other than the activities we previously discussed, i.e. day trip to Chicago on Amtrak, and the Crofton picnic/rail fanning/photo session in the Fall. No other activities discussed.

ANNOUNCEMENTS: Jim Finley reports operation is due to begin in March for KRM (Kentucky Railway Museum). There was brief discussion on possibility of that being one of our future activities as it was last Spring.

ATTENDANCE: 23: Wally Watts, D.A. Fraser, Rich Hane, David Millen, Rick Bivins, Phil Randall, Tom Steiner, Dennis Carnal, Tm Griffey, Jim Bryan, Thomas Bryan, Bill Heaton, Steve Miller, John McGee, Donny Knight, Jason Shoulders, bob Moffet, Jim Finley, Chuck Hinrichs, Wallace Henderson, Bill Thomas, Tim Moore, Jim Pearson. No guests.

DATE NAILS

"And Now Its Nail Time" by Kenneth B. Shaw from the early Seventies has a lot of information. According to this book, L&N used them from 1915 to 1939. It also says that the oldest NC&StL nail found was 1924 (but this book is over 3 1/2 decades old so it's possible that someone has found older nails.) I have found as new as 1945 on the NC&StL. It also says that NC&StL never put the nails in the center of the tie.

The date nails were used because it was difficult to keep records on when ties were replaced. Why did railroads stop using them? One reason is cost. Another possible reason is that some managers believed that track workers were influenced by date nails when it came to replacing ties instead of just judging tie condition.

There are also switch nails, which appear similar to date nails. I've found code nails in switch ties that indicate the length of the tie and not the year. I thought I had found some 1917 NC&StL date nails in a pile of rotting ties, until I learned they were from 17' ties. Some of these may show inches instead of feet, such as 96 for 8'. The nail companies also sold code nails. You could get single digit or single letter (0-9, A-Z) nails. *internet* Bryan Turner

CRAB ORCHARD & EGYPTIAN

I had an opportunity on March 8 to visit the Crab Orchard & Egyptian in Marion, IL. Previous visits had not turned up any action, but I was lucky this time. COER's SW1 (numbered 6) had died on the BNSF interchange, and the crew was taking SW1200 1161 out of its engine house (there are two adjacent Morton buildings for the engines) to rescue it.

The crew told me that they generally start work early in the morning M-F and are usually done switching by 9:00 a.m. or so. Later in the day they drive over to Herrin to switch the now-disconnected trackage there with SW1200 1136, the third locomotive.

COER's path across the UP in Marion is blocked by manually-operated gates. Oddly, I didn't hear the crew get clearance across the UP by radio, but they may have called the UP dispatcher on the phone from inside the station. I didn't try to walk back to the BNSF interchange to see what that looked like.

You may know that COER ran a steam excursion service in the 1970s. One of the crewmen claimed the railroad used its steamer in freight service as late as 1986, which probably would make COER the last railroad in the state to pull revenue freight with steam. You might recall TP&W did that with NKP 759 in 1980. *internet* Mike Blaszak

PADUCAH COAL TERMINAL

There has been on and off discussions/rumors regarding a proposed coal barge loading facility in McCracken County and of P&Ls opposition

REGIONAL RAIL NOTES

PENNYRAIL

RR Humor/Sadness

(Continued from page 6)

and reported threat to move their headquarters out of Paducah. Last week news reports that the county commission voted the Coal Terminal down. Why? Because the jobs at the drink plant and the PAL were more than the coal terminal was going to bring. No word yet on a rumored ethanol plant in McCracken County.

Governor Blagojevich Announces Sharp Increase In Amtrak Ridership. SPRINGFIELD - Governor Rod R. Blagojevich announced 18-Feb-2007 that ridership surged by 69 percent on state supported Amtrak routes during the first three months of new expanded service between Chicago and St. Louis, Carbondale and Quincy. The most dramatic increase came on the Chicago-St.

Louis line, the Lincoln Service, which saw a 95 percent jump in passengers in November, December and January, compared with the same three months in 2005 and 2006. The Carbondale line (which carries the Saluki and the Illini) recorded a 68 percent increase and the Quincy line (the Carl Sandburg and the Illinois Zephyr) was up 38 percent.

“These numbers demonstrate the demand for Amtrak in Illinois and tell us that we did the right thing when we doubled state support for passenger rail,” said Gov. Blagojevich. “Amtrak provides a convenient and affordable travel option for seniors, students and members of our Armed Forces. And for many communities, it is the only form of public transportation. This increase in ridership tells me that the Federal government is headed in the wrong direction when it tries to slash funding for Amtrak.”

Gov. Blagojevich and the General Assembly doubled funding that the Illinois Department of Transportation (IDOT) provides to Amtrak in state fiscal year

2007 to \$24.2 million in order to pay for additional service. This stepped up support for Amtrak in Illinois comes at time when the Bush Administration has repeatedly proposed sharp cuts in funding for Amtrak. The proposed budget for the coming federal fiscal year would cut Amtrak funding nationally by \$400 million – from \$1.3 billion in FY07 to \$900 million for FY08.

Under the new service that started in Illinois Oct. 30, there are new morning departures from Chicago, St. Louis and Carbondale, a new afternoon departure from Quincy and new evening departures from Chicago and St. Louis.

“There is clearly a great demand for additional train service in Illinois,” said Acting IDOT Secretary Milt Sees. “By helping Amtrak increase service, we are making Amtrak more convenient and more attractive to thousands of people across the state.

The sharp increase in ridership during the first three months of the new service follows an 11 percent gain in riders on the state supported trains in state fiscal year 2006, which ended last June 30. In total, 955,529 passengers rode state-sponsored trains in that fiscal year.

-Submitted by Chris Dees

A bum, who obviously has seen more than his share of hard times, approaches a well dressed gentleman on the street. "Hey, buddy, can you spare two dollars?" The well-dressed gentleman responds, "You're not going to spend it on liquor, are you?" "No, sir, I don't drink," retorts the bum. "You're not going to throw it away in some crap game, are you?" asks the gentleman. "No way, I don't gamble," answers the bum. "You wouldn't waste the money at a model train store to improve your layout, would you?" asks the man. "No, never," says the bum, "I don't play with trains." The gentleman then asks the bum if he would like to come back to his house for a home cooked meal. The bum accepts eagerly. While they're heading for the man's house, the bum's curiosity gets the better of him. The bum asks: "Isn't your wife going to be angry when she sees a guy like me at your table?" "Probably," says the man, "but it will be worth it. I want her to see what happens to a guy who doesn't drink, gamble or play with trains." - submitted by Chuck Hinrichs

On December 18th, 2006, Don Dover, former editor of Extra 2200 South, passed away from complications of Parkinson's disease and diabetes. Don was 83. Wife Dottie, daughter Diane and son Dan were at his side. I'm very sorry to hear of Don's passing. He had a huge impact on the railfan world, which unfortunately is sometimes overlooked. Before Don and Dan took over X2200S (which was founded by Jerry Pinkepank), very little roster information was available to the average fan. Sure, "Train" and "Railroad" published an occasional roster. But those rosters were usually nothing more than locomotive numbers, wheel arrangement, classification, and the year they were built. Usually there was little information about wrecks, retirements, rebuilding, etc. But X2200S expanded that coverage and made a wealth of roster information available. I'm willing to guess that most of the roster books published since the 1970's have included at least some information that had been published in X2200S. In addition to publishing roster data, the magazine also regularly published the location of diesel facilities, plus radio frequencies, so fans could be better informed when they went out railfanning. -Cliff Downey

BUY - SELL - SWAP

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@bellsouth.net

Sell or Swap **Extra 2200 South** (issues 15 through 124). The definitive source of locomotive information. Make an offer or would trade for an IC, or GM&O lantern.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@bellsouth.net

Sell or Swap **The Shortline** an authoritative source of information on shortline railroads. These issues are from the Glen McDonald era and are much better than the more recent issues. Would trade for an IC or GM&O lantern or make an offer.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@bellsouth.net

Sell or Swap **HO Illinois Central Locomotives.** Proto 2000 SW7 and GP7. Units have been assembled but have never been run. \$50 ea. or swap for Illinois Central or GM&O lantern.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@bellsouth.net

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

Homewood IL Railroad Days May 19-20 2007. Homewood, IL. Homewood is located in the south suburbs of Chicago and is easily accessible off of Interstate 80, Interstate 57, the Illinois Tollway (I-294), or via METRA's Electric Line service from downtown Chicago.

June 2-3 2007, Milwaukee Road Steam locomotive #261 will pull an overnight round trip excursion from Minneapolis to Duluth, MN. The trips are sponsored by Friends of the 261, with the cooperation of Amtrak, BNSF Railway, and the Lake Superior Railroad Museum. The train will include air conditioned coaches, first class and premium service in ex-Milwaukee

August 21- 25, 2007 The National Railway Historical Society Convention. Chattanooga, TN For up-to-date convention information and program details check the Chattanooga 2007 web site: <http://www.chattrails.com>

L&N Historical Society Convention - October 4, 5, and 6, 2007, Bowling Green, KY.

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

PENNYRAIL

% Bill Thomas, Editor
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