

PENNYRAIL

November 2007

VOLUME 11 NUMBER 11



Chapter Chatter

**Next Meeting
Monday,
November 26
7:00 pm**

**The Center
(former L&N depot)
Arch Street and
Earlington Main
Madisonville, KY**

**The November Meeting Program will
be
“Let’s Try This Again!”**

**Due to the cancelled meeting in
October, Bob McCracken will
take another “crack” at his
program about his
Pennsylvania K-4 Pacific 1/12
scale Live Steam Locomotive.**

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
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Up-Coming Events

Chapter Christmas Dinner

December 3, 2007

Bull’s Eye Steak House

(Days Inn)

Madisonville, KY
6:00 PM

Winter Garden Railway Party on the Hook Line & Singer

RR (G gauge)

1025 Lakewood Drive,
Madisonville
(270-825-4623)

Weather permitting, we
will serve grilled
burgers and hotdogs.

Feel free to bring a
side dish.

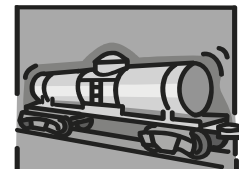
**Saturday,
December 22,**

3:00 to 7:00 pm

Bring equipment to run
if you have it. DC
powered track, battery,
or live steam is
welcome!

Minimum radius is
about 5 feet.

Camp Fire Provided.



As rail
fans
don't
forget
to help
out and watch passing
trains for problems. You
will find RR emergency
numbers on page 4.



Dues Time!

Don't let your membership expire! Get your National and Chapter dues to Wally Watts as soon as possible for the coming year! Mail dues to Wally, our Treasurer at 111 Reed Place, Madisonville, KY 42431.

Check Your Scanner

CSX cut over to a new Road Channel frequency effective November 18, 2007, on the St Louis Subdivision between Indianapolis and St Louis.

Channel Lineup is now as follows:

1602300, AAR Channel 08,
CSX IB Road Channel
160.3650, AAR Channel 17
CSX IB Dispatcher Channel

161.0700 is still be utilized for some Road Channel communications (hotbox detectors), but IB dispatcher is notifying all crews which channel hotbox detectors are using between Avon and Terre Haute.

- Chris Dees



From Our President Rich Hane

I would like to take a moment to apologize to all of the Chapter members who may have come to the meeting on Monday night only to find the Center locked up and no one present. By way of explanation, please realize that we did not have much notice of this. Here is what happened. Last Wednesday my Mom passed away and Thursday I left for Northern Illinois for the funeral. I, also, emailed the Center to ask them to unlock the media box so that Bob could use it for his program on Monday night. I left the key for the Center with Wally and contacted Ricky in case I could not get back by Sunday as I expected.

Well, my Uncle Joe passed away on Saturday night. If you recall, he was the uncle that I wrote about in the Pennyrail a few months ago that had worked for the Santa Fe Railroad during the War and was the driver of the homing pigeons. Two weeks before he and my Aunt Helen celebrated their 70th wedding anniversary and had been in perfect health and had enjoyed a very nice party. Needless to say I was staying a few extra days now. On Monday morning the Center emailed me that we would not be able to meet there because they were in the process of installing new carpeting and there was no furniture in the room and they had forgotten about us until that morning. They were very apologetic to me. My wife was in the motel room checking our email and immediately called me on the cell phone.

I called Wally, Ricky, Bob, and Bill to try and explain to them the situation and the fact that at that moment I was hiking in the deep woods of Northern Illinois on an 8 mile hike. Such is the state of modern communications and the high tech world that we live in. We got Chuck to email the folks on our roster and Chuck, Bob, and I tried to phone as many people as we could.

Again, I am sorry that we were not able to reach everyone but we did try. Hopefully, we will have more notice if this ever happens again in the future.

We have talked over the scheduling and have decided that we will have to cancel this month's meeting. Next month, we will have the nominations for the officers, the voting will be held on the same night, and Bob will have his expected great program with the official coming out of his homemade Pennsylvania K4 steam locomotive.

I hope that many of you will be able to attend what should be a very exciting program and please accept my apology for what happened on Monday.

Please, also, keep the Christmas Dinner in mind and on your calendar for 6pm, Monday, December 3, 2007 at Bull's Eye Steakhouse, 270-821-0740 on the first floor of the Day's Inn Hotel in Madisonville.

Part 2—National RR Historical Society Report Wallace Henderson,

After spending all Sunday morning, September 16th, perusing the Lenexa railroadians show (and spending some money), it was time to resume the odyssey. Heading west along the old Kansas Pacific, I over-nighted in Manhattan where I found a beautifully restored UP station and a excellent micro- brewery/restaurant.

The following morning, Abilene yielded fine UP freight and passenger stations, both with ornate decorative entrances, plus a rather large brick Santa Fe station on a secondary line that went up to Superior, Nebraska. Also, the Abilene & Smoky Valley tourist line uses the former wooden Rock Island station as their headquarters. And their equipment sitting around included a Whitcomb 45 ton "critter" built in 1943, a ex-Hutchinson & Northern Alco S1 switcher built in 1945, a 100 year old Katy wooden coach, and UP and Rock Island cabooses.

Continuing on to Salina, the large UP station, still used by the railroad, sports a tall square tower fronted by a porte-cochere and a huge freight station. (Most passenger stations built during the first quarter of the 20th Century included these very useful porte-cocheres; supported roofs over the driveway at the entrance, although some were built at the sides.) Also here were a small brick Missouri Pacific station and wooden freight station plus a wooden Santa Fe freight station still used by the Kansas & Oklahoma RR. And in a park on the southeast side of town was UP 2-8-0 #477 (BLW - 1901). The UP yard yielded a pair of KCS units, a AC4400CW and a new SD70ACe, plus a ex-SP unit besides the UP ones.

Turning north for Phillipsburg to follow the former Rock Island into Colorado, I first went thru Concordia, where I found a lovely restored UP station, sans tracks, a brick Missouri Pacific station and freight station (used by Kyle Rys.) plus a wooden modified Santa Fe station used by BNSF, three BNSF GE units at a elevator complex, which also had a ex-UP "SW10" switcher. Following this ex-MP branch northwestward yielded Brick MP stations at Beloit and Downs, the latter built in 1917 and now a town museum plus a nicely painted "Missouri Pacific" GP7 which I suspect is actually ex-C&NW.

Phillipsburg is Kyle's operating headquarters for their Rock Island lines and had a shop (doors closed) and yard full of cars but no locomotives. Following the line westward, I found no trains. The track is jointed rail but looks in good condition while alongside the telegraph poles, sans wires, and CTC signals, turned aside, remind one that this line once hosted manifest freights pulled the CRI&P's handsome fleet of 4-8-4s plus the Rocky Mountain Rocket streamliner.

Kyle has also demolished all the old Rock Island stations.

After a couple hours driving, I prepared to overnight in Goodland. Just as I was checking into the Super 8, I heard a train whistle and rushed north to a crossing to find a train pulled by three former SP SD45T-2 tunnel motors still in SP speed lettering and pristine paint, heading west. They were moving slow so I was able to beat them to a couple of crossings for photos. Returning to town, I discovered a eastbound switching in the small yard, headed up by another SD45T-2, plus a pair of four motor units, one from the Dallas Garland & Northeastern.

The next morning I stopped in Limon, Colorado, where the Rock Island-UP wooden station is now a rail museum with a few cars including a UP cupola caboose and a steel Milwaukee Road branchline combine with open platforms! Here the Rock Island headed west for Colorado Springs while most traffic used UP trackage rights to access Denver.

Arriving in Colorado Springs, I found the large handsome Santa Fe station now the centerpiece of a medical office complex. The tracks are long gone due to a city project that diverted trains onto the Rio Grande on the west side of the city.

The D&RGW station is now Giuseppe's Italian Restaurant, highly recommended not only for the food but also for the train watching while you eat.

Train pictures adorn the walls and a large one was of the Tennessee Pass Special pulled by the 844 plus the E units en route to the NRHS Salt Lake City convention in 1997. I told my waiter that I rode on that train and he was very interested in this. In a park in front of

(Continued on page 4)

Open House Report Chuck Hinrichs

There was a pretty slim crowd on Saturday night (November 3) for the annual Clayton/Watts Open House at Don Clayton's residence. Some 30 guests dropped in for the usual good food and fellowship and, of course, lots of "O" gauge action in the basement. The cancellation of the October Chapter meeting and the earlier than usual Open House date likely caused the small turnout but those in attendance had a very enjoyable evening.



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

Nation Report Continued...

Giuseppe's sits D&RG narrow gauge 4-6-0 #168, built by Baldwin in 1883.

I hadn't been in Cripple Creek since I was thirteen years old so I drove up there after lunch and rode the two foot gauge Cripple Creek & Victor RR. This steam operation runs on the right-of-way of the standard gauge Midland Terminal RR (the fabled Colorado Midland's connection to Cripple Creek) and has four "cute" little locomotives. Unfortunately they were not using the 0-4-4-0 compound mallet (built in Germany in 1902 for a zinc mine in Mexico along with another 0-4-0 from H.K.Porter) that day. In use was #2, another 0-4-0 built by Henschel in 1936.

Another 0-4-4-0 from a South African sugar plantation is out of service. It is an interesting little operation with a four mile roundtrip and the engineer, the only crew member, stops from time to time to give a historical commentary.

Although spending that night in Canon City, I opted not to ride the Royal Gorge Scenic train, having ridden thru there in 1997, but I photographed its departure the next morning. It is a very good looking train, pulled by EMD FA&B units on one end and a single FA on the other, plus three full length dome cars and a open car, thirteen in all. The railroad uses the large handsome former Santa Fe station and there is also a handsome D&RGW station in town, now a bank.

Heading east to Pueblo, there is a large grand Union Station built out of Colorado red stone blocks and beautifully preserved. The interior yielded a pair of waiting rooms: one for "citizens" and the other for immigrants! Constructed in 1889, it once served the D&RGW, C&S, MP, and AT&SF. Across the street is the huge former D&RGW freight station and next to it is the rail museum. Three GP7s (one in Bi-Centennial scheme) plus two cabooses are from the Colorado & Wyoming, a railroad owned by the local steel mill. Other cabooses are MP, D&RGW, and a wooden C&S one, plus a GN storage mail & express box car. The other diesel here, a GE U30C, but with 3300 HP, is from the nearby Pueblo Test Track and was once clocked at 140 MPH!

Disappointedly, the Santa Fe 2900 class 4-8-4 here is partially dismantled from a aborted rebuild with no money yet to restore.

Walsenburg is a small town with a nice brick Rio Grande/Colorado & Southern station, now a local museum. It is here that the D&RGW, having built south from Denver along the Front Range of the Rockies, made a 90 degree turn to the west, crossing La Veta Pass to Alamosa, with narrow gauge beyond to Durango. This line over La Veta is now operated by the San Luis & Rio Grande short line, which operates diesel powered tourist trains over the pass and now has the SP Mogul we would use on Thursday for our photo freight. I hung around the station for awhile and soon a northbound BNSF empty coal train arrived with a pair of GE AC4400CW units, the second a CEFX lessor, on the point and three more units (ES44AC/SD70MAC/AC4400CW) in DPU on the rear, running on the old C&S.

Thursday morning we departed from the Alamosa depot about 6:30 AM for a full day on La Veta Pass. Our Southern Pacific 2-6-0 #1744 had been built by Baldwin in 1901 and she gave us one hell of a show! She worked hard on every photo run (we had eleven) and it shows in my photographs in spite of the day's constantly changing weather. This is a spectacular crossing (in contrast to the highway) with sharp curves, a horse-shoe curve and a tunnel. Our train consisted of six freight cars and a passenger car for us, which really taxed our little engine at times. And needing refreshment after the long day, I found it in the San Luis Brewing Co., with excellent beer and delicious food! The SL&RG has several ex-Amtrak F40PH diesels still painted for their stint on the former Canadian

(Continued on page 6)

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/

On-line Pictures (clean)

www.railpictures.net

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

PHOTO SECTION



Left - Chapter member Chuck Hinrichs spotted this export locomotive at the P&L North Yard in Paducah on Saturday, October 27, 2007. This is another narrow gauge (I assume meter gauge though I did not get an exact measurement) and is lettered Ferrosur Roca.
- Chuck.

Right - Jim Futrell sent in this shot of a string of Bay Line (Atlanta & St. Andrews Bay) Geeps at Meridian, MS, on the Meridian & Bigbee, during Meridian Rail-Fest in early November.



RRPictureArchives.NET Image Copyright Terry Redeker



Left - Wallace Henderson met up with the BNSF Triple Crown Road Railer just west of Emporia, Kansas, with NS and KCS power.

You can watch a short You Tube video clip of the P&L spotting a load of lumber products at Fugate Lumber in Madisonville, October 2007:

<http://www.youtube.com/watch?v=B5Wkc57CC14> The clip was filmed by Madisonville rail fan Mike Martz.

October 2007 Minutes Summary

Western Kentucky Chapter, NRHS
 The Center (Former L&N Depot),
 Madisonville, KY

The October meeting was canceled due to carpet work at *The Center*.

OCTOBER TREASURER'S REPORT:

Beginning Balance	\$1,978.37	
Income		
Nat. Dues	\$00.00	
Ch. Dues	\$00.00	
Donations	\$00.00	
Raffle	\$11.00	
Video	\$7.50	
Other	\$00.00	
TOTAL	\$18.50	
Adjusted Balance	\$1,996.87	
Expenses		
Nat. Dues	\$00.00	
Postage	\$26.60	
Printing	\$55.96	
Video	\$00.00	
Supplies	\$00.00	
Other	\$00.00	
TOTAL	\$80.56	
Ending Balance	\$1,916.31	
MEMBERSHIP:	Full	56
	Chapter Only	19
	Total	75

DIRECTORS REPORT:
OLD BUSINESS:
NEW BUSINESS:
ACTIVITIES:
ANNOUNCEMENTS:
ATTENDANCE:

American RR in Maine and B39-8 LMX units once leased to the BN, one of which is painted in a dark red and speed lettered "Rio Grande".

Although I had a ticket for the steam passenger special the next day, I decided I had enough photos so I would head for home. Good thing too, as it was so foggy that morning you could only see a few feet in front of you. On the pass I was out of it and a sunny day ensued as I drove east thru La Junta, then north to follow the former Missouri Pacific Colorado main line, my favorite route across Kansas. I'm not sure who operates the Colorado end of it (the two locomotives I saw, a ex-UP B30-7A and ex-BN cableless B30-7A(B) were lettered VST") but Watco's Kansas & Oklahoma operates it and former Santa Fe lines in Kansas. A pair of ex-Helm GP40 lessors and a ex-CN GP40-2LW were at Scott City, KS, with another ex-CN plus a Bangor & Aroostock GP38R in Great Bend and McPherson (where I spent the night) had a ex-CSX, exxB&O, GP38 still in YN1 paint plus a road slug set in nice fresh K&O paint, headed by a ex- Santa Fe GP7r.

The next morning, Saturday, September 22nd, as I headed for Kentucky, I stopped just past the village of Staffordville, not far west of Emporia, KS., for an hour and saw seven trains on the former Santa Fe main lines, which at this point, m.p.123.32, consist of three tracks. In the distance to the west is the junction where the "Transcon" intermodal route thru Augusta to Amarillo and California leaves the old main line thru La Junta and Raton Pass. The first train I saw was a Triple Crown Roadrailer from Alliance, Texas, to Kansas City and beyond, led by a NS C40-9W and KCS AC4400CW. The next one was a westbound with three NS units (SD70M-2/ES40DC/SD60) while the other five all had BNSF power. However, the 2nd and 3rd units on a westbound 103 car intermodal were ex Santa Fe GP60Ms of 1990 with unit #100, the first purchased "Warbonnet" after that scheme was adopted, still in that scheme although now lettered BNSF.

Regional Rail Notes

Former IC Hospital Building Closing - WPSD-TV had a short blurb that the Katterjohn Building in Paducah is closing. The chimney and boiler require expensive repairs, and the owners can't afford them. Tenants are being given 30 days to vacate.

The building is on Broadway, just a block over from VMV. It was formerly the IC's hospital, and was one of just three IC-operated hospitals on the entire system (the other two were in Chicago and New Orleans). The current building was built in 1918, and replaced an older structure that burned.

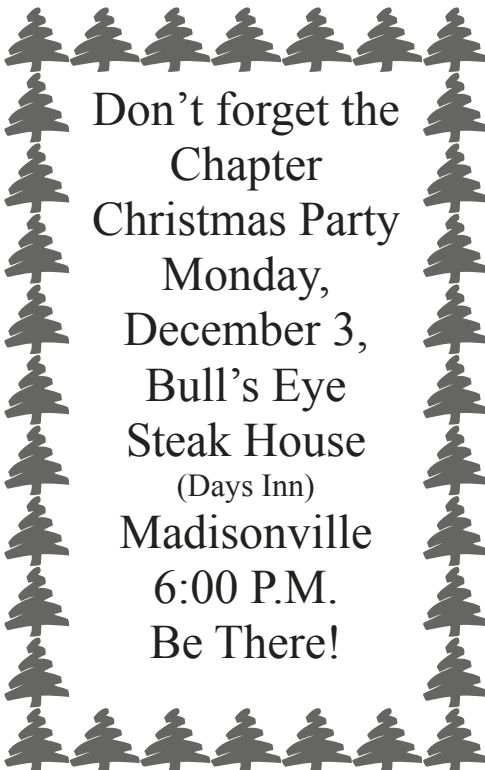
The history of IC's hospital in Paducah dates back to the 1880s, when C.P. Huntington owned the Chesapeake Ohio & Southwestern RR, running from Louisville through Paducah and Fulton, and on to Memphis. Huntington cared for the health of his employees and in 1884 bought an old wooden farm house on Broadway for the hospital. In 1896 the IC took over the CO&SW and kept the hospital. On July 10, 1917 the hospital burned and was replaced the next year by a new brick structure.

On May 31, 1957, the IC hospital closed and was sold to local developer George Katterjohn, Jr. Over the years the building housed several doctors offices and professional offices.

No word yet on what might happen to the structure.
 -Cliff Downey

New Track on Old Bed? - Our sources advises that Armstrong Coal will construct a new 4-mile mine industrial spur with unit train loop track. The spur will be from the Paducah And Louisville Railway, at Rochester, Kentucky (Ohio County). It will follow the former right-of-way of played out mine whose tracks

No Newsletter in December!



Regional Rail Notes

were removed many years ago. A new state of the art crossing of U.S. 62 will be installed at Rochester. Rusk Construction of Morgantown, Kentucky has supposedly been award the earthwork.

Reply (source unknown): Rochester is south east of Hwy 62. Looking on pages 62 and 63 of DeLorme's Map, There was an old wye called Ken Wye just out of Rockport, with an abandoned line going towards Rochester. This line crossed the WK parkway at mile marker 69/70 or so. The old line does not reach Rochester. US 62 is north of this section according to the map. You're in the right county (Ohio) since Rockport sits on the banks of the Green River and further west will go into Muhlenberg County. Rochester itself is really in Butler County with Ohio County across from the river. I don't mean to bust your bubble. I just want to make sure the information is correct since you will have to build a bridge over the Green River to Reach Rochester. This excites me since I have kin folk living in Butler County. Any further information is appreciated.

November 2, 2007 1:07 p.m. EST - Ayinde O. Chase - AHN StaffGoodlettsville, TN (AHN) - A train collision in a Nashville suburb caused nearly three dozen cars to derail off the tracks. The accident at first prompted fears of hazardous materials leaking, however thankfully there are no reports of injuries or leaks. The accident occurred late Thursday and resulted in several fire engines rushing to the scene. However they were called back to their respective firehouses once officials determined there was no environmental crisis and evacuations were not necessary. "We had two trains, one northbound and one southbound. One was on a siding and they sideswiped," said Garrick Francis, a spokesman for CSX Transportation said in an AP report. He went on to say that the sideswipe is credited for the derailments. The incident forced CSX to reroute several trains around the accident site, which is on a main north-south line. However by early Friday morning the rail cars still at the scene were being removed from the tracks so work could begin to clear the wreckage and repair the track. Cranes were brought in to aid in moving the overturned cars upright. - Chuck Hinrichs

RJ Corman Railroads signed a purchase agreement for the engine this spring with Railroad Development Corporation, which brought two other QJ's to the United States. They are used for charter operations on RDC's Iowa Interstate Railroad. The locomotive was rebuilt at the Jinzhou 701 workshop during July and August, under subcontract to RDC by Multi Power International. RDC consultant Dennis Daugherty supervised the overhaul. The ship carrying the locomotive is scheduled to arrive in New Orleans on December 12. From New Orleans, it is to be shipped to RJ Corman at Lexington, KY., via the New Orleans Public Belt Railway and Norfolk Southern. The Director of the Steam Program for RJ Corman personally supervised the loading of the locomotive on board the ship. The locomotive will operate out of Lexington.

Elgin, Joliet & Eastern - BARRINGTON, Ill. — With the sale of one of the major railways through the Barrington area now a possible reality, the community is making sure its concerns are heard. Canadian National Railroad is seeking federal approval in its bid to buy the Elgin, Joliet & Eastern Railway Co., which has a line that runs right through the heart of the Barrington communities. Village presidents and township supervisors in the Barrington area are joining together to form a coalition -- Barrington Communities Against CN Rail Congestion -- designed to make sure their communities' interests are defended during the regulatory review process that precedes the possible sale. Multiple issues concern community officials, including how an increased amount of trains on the line will affect traffic. I believe that this has become our communities' worst threat ever," said Dave Nelson, Cuba Township supervisor. The EJ&E line crosses through the area on Ela Road, Cuba Road, Lake Zurich Road, Route 14, Route 59, Lake-Cook Road, Otis Road, and Penny Road, as well as crossing the Union Pacific tracks in the village of Barrington. In its application with the United States Surface Transportation Board -- the federal authority that has the right to approve or deny the deal -- CN would use the acquired EJ&E railroad lines as a Chicago bypass route for all current and future freight traffic from its Canadian and U.S. rail network. CN has said the overall environmental effect of the sale would benefit the greater Chicago metropolitan area, and that the re-routing of its trains from the city's inner core to the outskirts of Chicago would reduce the railroad's total environmental impact in the region. The acquisition, CN officials said, would result in improved reliability and service to both its and EJ&E customers. While CN feels the sale may be good for the region as a whole, officials in the Barrington area are concerned what the sale will do locally. Barrington Village President Karen Darch said if the sale goes through, CN is estimating that the impact could be as much as an additional 15 trains on the line per day. However that number, Darch said, is sure to rise in the coming years. "We think it is a number much greater than that," Darch said, adding that currently only about five trains use the line daily. Barrington Area Unit District 220 school board President Brian Battle said the district's school buses travel over the line nearly 400 times a day. "There clearly would be a significant impact on travel times," Battle said. While the review process is under way, Darch said the coalition will be actively involved in the Surface Transportation Board's consideration of CN's application to make sure the agency conducts a complete review, including a comprehensive environmental impact study. "We have engaged attorneys and engineers to help us through this process," Darch said. Those interested in helping in the process are encouraged to sign up on Barrington's village web site, www.ci.barrington.il.us.



**Don't forget the Chapter Christmas Party
December 3, 6 pm!**



Coal Might Be King Again

LOUISVILLE, Ky. (AP) - Peabody Energy and ConocoPhillips are saying "no" to Illinois and "yes" to Kentucky. They've picked the Bluegrass State in the sweepstakes for a proposed \$3 billion plant that would convert coal into synthetic natural gas. That's apparently because Kentucky's Economic Development Finance Authority agreed last week to provide \$250 million in tax incentives. St. Louis-based Peabody had considered several locations in Illinois, Kentucky and Indiana for the proposed plant. Peabody says the plant would employ 400 to 500 people in both the conversion plant and in an adjacent coal mine in either Henderson, Union, Ohio, Webster or Muhlenberg counties. Peabody's Rick Bowen says a feasibility study will focus exclusively on sites in western Kentucky.

-Submitted by Chuck Hinrichs



TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

Open House at the Railroad Express - home of Jim Bengert, 1825 Taylor Avenue, Evansville, IN 47712, 812-479-9569. Open public layout tours November 30, 5-8 pm; December 1, 12-3 and 5-8 pm; December 2, 12-3 and 5-8 pm. Operation Sessions November 24, 1-5 pm, and November 25, 1-5 pm (for those interested in serious brakeman and conductor functions on a real railroad)

Winter Garden RR Party - home of Bill and Angela Thomas, 1025 Lakewood Drive, Madisonville. Saturday, December 22, 3-7p.m. Grilled burgers and hotdogs around 5 pm. (weather permitting). G gauge DC powered layout and will accommodate battery power equipment and live steam. Email bill@fbcmadisonville.com or call 339-9482 to RSVP.

All Trains Swap Meet - Dayton, OH - Montgomery Co. Fairgrounds, 1043 South Main Street (State Route 48) Sunday, January 13, 2008, 11 a.m. to 4 p.m. All scales, railroad antiques and collectables, buy-sell-trade. Table reservations \$15 before January 6, \$25 after (includes admission). Call Larry Zeller, 1215 Camaro Court, Piqua, OH 45356-9793, 937-773-7186.



VISIT THE CHAPTER WEB SITE: <http://www.westkentuckynrhs.org>

PENNYRAIL

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