

PENNYRAIL

July 2007

VOLUME 11 NUMBER 7



Next Meeting
Monday, July 23
7:00 pm

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

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

July 2007 - Wallace Henderson,
Refreshments by Rick Bivins
August 2007 - Chuck Hinrichs,
Refreshments by Steve Miller
September 2007 - Bill Thomas,
Refreshments by Jim and Thomas Bryan

See the May Meeting minutes
summary on page 6.

Rich's Ramblings

Rich Hane, President

We have been hearing about some of the changes that will be occurring with the National office of the NRHS in an attempt to eliminate the long term problems of lack of staff and lack of funding in the news bulletins. I am hoping that streamlining and computerizing the recordkeeping will set us in the right direction for the new century and allow the volunteers to get on with their real work. Along this same line, I have asked several of you for ideas on how we as a chapter can smooth this transition. Most of us came up with the same idea which would be to ask for a volunteer to act as a sort of staff internet assistant. This person would forward name and address changes to National, act as an assistant to Wally Watts for processing the dues information, and be our local recipient for internet messages. The duties of the Secretary/Treasurer position will be larger under the new system and it would be a great help if Wally could have some help in carrying this forward. If any of you would like more information about this position to help, please contact either Wally or me and we will try to answer your ques-

Western Kentucky
Chapter, NRHS, Inc.

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* * * * *

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The End of the World As We Know It

By Chris Dees

tions. We do not know how all of the changes will be worked out yet since National has not passed on how the system will work exactly yet but we should be finding out more in the next few months. If any of you with a home computer and a desire to help out could help us it would be greatly appreciated. Thanks. Hope to see you at the July meeting.

-Editor's note: This may require the use of Microsoft Excel to generate spreadsheets for communications with the national office. As Rich as stated, the details will be forthcoming in future months. We will attempt to keep the membership informed as this process unfolds.



The southbound Appalachian & Ohio Buckhannon Local rolls into its namesake town of Buckhannon, WV, on July 6, 2007. Power for the train is a set of former Paducah & Louisville GP40-3/Road Mates and leased GMTX power.



Depot At The End Of The World. Affectionately known as "the end of the world" in B&O Railroad times, the town of Cowen, WV, celebrates its railroad heritage every year. This is the extreme south end of the Appalachian & Ohio Railroad.

No, no, no... Bill hasn't mixed up this week's sermon in the church bulletin with the NRHS newsletter. This is how I spent my Fourth of July weekend for 2007 – railfanning the wild, wonderful state of West Virginia. The purpose of this trip was four-fold: be on vacation with no cell phone or laptop, ride the Cardinal south of Indianapolis to collect some more miles, ride the Durbin & Greenbrier Valley Railroad out of Elkins, and railfan the Appalachian & Ohio Railroad south of Grafton all the way to Cowen – affectionately known as “The Funnel” to “The End Of The World” on the Baltimore & Ohio.

My journey began the evening of July 3 with a very late evening departure from Indianapolis Union Station aboard Amtrak's Cardinal. Fitting to the historical holiday, I was aboard the Viewliner Patriot View, and soon settled into cozy little roomette number 6 for the ride across southeast Indiana, southwest Ohio, northeast Kentucky, and west central West Virginia to Charleston. After an on-time arrival at Charleston, I hopped a taxi over to the airport to pick up my rental car for the next three days. A few miles out of Charleston, I got off the interstate and headed to Cowen. The interstate turned into four-lane US19 and soon into a winding state road to The End Of The World, the sleepy town of Cowen. Remember the movie Deliverance???

The abandoned right-of-way soon came alive with two ribbons of rail, and I found the rather quaint depot downtown next to the fire station. As I snapped a couple of photos of the depot, one of the local Kiwanis members invited me across the street to the fundraiser/cookout at the town fire station. With no golden arches around and a rumble in my tummy, I gladly accepted the invitation and got my money's worth with the best cheeseburger, chips, baked beans, strawberry pie, and lemonade a five dollar donation could buy. After the normal “you ain't from around here” and “why do you take train pictures” questions, one of the guys directed me to the A&O yard office north of town. Sadly, the music did not consist of two dueling banjos.

Despite being a holiday, the A&O yard was busy at Cowen, with CSX AC4400CW 231 and CSX SD70MAC 754 putting together a loaded Evergreen Mine Run. The crew stated that they wouldn't depart until much later, so I decided to follow the route north to Erbacon. Twisty and curvy isn't an adequate description of this new sister road to the P&L. There's no flat grade or straightaway for about 20 miles, but there is a beautiful stretch of railroad along WV route 20. Even with no trains, I burned up a roll of film photographing scenery, bridges, and old mine load-outs all the way to Erbacon.

At Erbacon, WV route 20 ends. The official state highway map doesn't show this, and neither did the Gazetteer. Luckily, a friendly guard at the Brooks Run Mine showed me the official Brooks Run Mining Company map with a shortcut up and over Brooks Mountain. Although little more than a mine haul road, it was in good shape and saved about an hour of backtracking to Cowen.

The stop for the night and base of operations for the next couple of days was Buckhannon, headquarters of the Appalachian & Ohio. Two sets of power were lounging away when I arrived. Set one consisted of AO GP40-3 2121, AO Road Mate 2100, and GMTX GP38-2 2670. Set two consisted of AO GP40-3 2114, AO Road Mate 2114, and GMTX GP38-2 2665. With nothing else happening, I caught the local fireworks and rested up for the following day's excursion to Grafton.

Early on the fifth, 160.9050 Mhz came alive on the scanner with “A&O Dispatcher Paducah answering, over”. AO GP40-3 2114, AO Road Mate 2114, and

End of the World Continued

PENNYRAIL

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



On the A&O Railroad between Buckhannon and Grafton lies the town of Phillipi (pronounced Phillip-ee). Noted history includes the only covered bridge still in use on a US highway, site of the first land engagement of the US Civil War, and hometown of Tim Cassidy, better known as Lurch from the TV show *The Adams Family*.

GMTX GP38-2 2665 were ready to depart north to Grafton with the Buckhannon Local. I had slept in a bit, and without knowledge of the roads, I decided to let him go on while I drove the backroads to Phillipi (pronounced Phillip-ee).

Phillipi is a historical town. It is the site of the only covered bridge still in service on a US Federal Highway, location of the first land skirmish of the Civil War, location of the only standing brick depot on the line, and hometown of actor Tim Cassidy – better known as Lurch, from the *Adams Family* TV show. If you are ever railfanning the A&O, take the time to stop and visit Suzy at the depot/county historical museum. Her knowledge of the area's history is both amazing and entertaining.

Departing Phillipi, I headed to Grafton. After the mandatory shots of Tower D and the B&O depot and hotel, I sat for a while and watched the CSX coal trains thunder through town on the B&O's West End. If you like big locomotives dragging miles of hoppers up in the mountains, this is your place. There was no A&O activity, and the Buckhannon Local's power was tied down in front of the depot until the next day. With lots of rain to wash the muck off the car, it was back to Buckhannon for the evening.

Friday was highlighted by the A&O Local coming south into Buckhannon as I headed to Elkins. I stopped at the local cemetery for a couple of shots, including one of the train going by one of the many former B&O CPL signals that still control the CTC on the line north to Grafton. There was no time to chase, because I had more miles in store on the Durbin & Greenbrier Valley out of Elkins.



Country Cousins—A couple of small decal changes is all that's different on formerly P&L Railway GP40-3 2113 as it spends the Fourth of July 2007 at the Buckhannon, WV yard office.

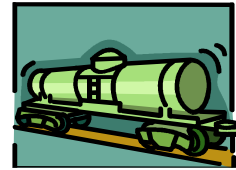
The ride behind an A-B set of Western Maryland F units and a Western Maryland BL-2 was superb all the way to The Falls Of The Cheat River, where we met the Cheat Mountain Salamander, a railbus that takes riders further into the mountains. This route is twisty and rugged, and the Parlor Car service was absolutely

wonderful – light snacks, sandwiches, and desert If you're in the area, this is a definite ride.

Heading back to Charleston for the ride home on the Cardinal, the A&O gave me a final salute with a loaded CSX coal train thundering north underneath US33. Even with three days of railfanning, there was not a lot of A&O quantity. But there was a lot of A&O quality. If you miss those good old days of chasing ICG or L&N mine runs in the hills of western Kentucky, this is a definite trip to make.

As the lyrics to a popular song by the band R.E.M. goes... It's the end of the world as we know it... and I feel fine.

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



As rail fans don't forget to help

out and watch passing trains for problems. You will find RR emergency numbers on page 4.

Editor's Ashpit

I need to say a word of thanks to my secretary at First Baptist, Missy Chinn. She was especially helpful this month as I had to assemble and finalize the *Pennyrail* via remote desktop sharing from Destin, FL. Dennis Carnal is also to be commended for handling the labels and mailing of the newsletter each month. It takes a team!

-Bill Thomas, ed.


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National Spring Report

Wallace Henderson

Editor's Note: The first half of this report appeared in the May issue of *The Pennyrail*. Due to an oversight on my part, the second half did not appear in the June issue. Therefore, in fairness to our national director Wallace Henderson, here is the entire report. Bill Thomas, editor.

The NRHS spring board meeting was held on April 20-22 in Greenville, South Carolina, a city I had never visited previously. I needed to arrive on the afternoon of the 19th, so I left on Wednesday, the 18th, and spent the night in the large rustic Balsam Mountain Inn, just south of Waynesville, N.C., where I have stayed before. This hotel was built by a logging company in 1900 and is not only charming but has great food. The next morning, I headed eastward down the mountain on I-40 to Old Fort to experience the famous "loops" which the Southern Railway used to climb the Blue Ridge Mountains to Asheville. It had been raining and there was still a heavy, gloomy overcast. After visiting the preserved Old Fort depot, I drove west along the tracks to the famous Andrews geyser, where the pavement ended and the loops began.

Deciding that a gravel mountain road with the weather conditions was not worth it, I waited at a overpass for eastbound NS loaded coal train Q50 with three big GE's to descend the mountain. And that was the only train I saw. Heading for Greenville, I photographed the preserved brick Southern freight station in Marion, N.C. and the Southern passenger station in Spartanburg, S.C., now used by Amtrak.

Our hotel in Greenville was the downtown Hyatt Regency with a micro-brewery right across the street. How convenient! Friday's trips began bright & early (as they always do) to either the Great Smokey Mountain RR or railroad museums in South Carolina. Having already ridden the entire GSM behind steam, I chose the latter. Our first stop was Greenwood, where a local man had collected a steam locomotive, five passenger cars and a caboose in his back yard! Now deceased, but with this still in the back yard, it is now the Railroad Historical Center. The locomotive is a 1906 Baldwin Mikado built for the Woodward Iron Company of Birmingham. The cars included a powered Piedmont & Northern interurban car built in 1914, a DL&W dining car, business car "Carolina" of the P&N and a P&N caboose. Photography was rather difficult due to trees, bushes, and the close proximity of everything, but interestingly nonetheless. We were told that Greenwood once had the widest street in the country as both the Southern and the P&N went down the median the entire length of the town.

Our second stop was Winnsboro and the South Carolina Railroad Museum. Some of the highlights here are a Hampton & Branchville 4-6-0, a large Seaboard Air Line wooden caboose, SAL business car "Norfolk", a Southern Ry. RPO car, four "critters" (3 GE, one Porter), two USAF RS4TC Whitcomb switchers, and a pair of US Army SW-8s like the pair that were once at Fort Campbell. One of these two pulled our passenger special on their Rockton Rion & Western line to the now abandoned stone quarries. On Saturday morning, a most interesting tour was a visit to Republic Locomotive Works in the former Piedmont & Northern shops. Here they build industrial switchers and we were all given a chance to operate one back & forth on the shop trackage. Also present one destined for Siberia, powered by a 600 h.p. Cummins diesel manufactured in Columbus, Indiana, and set up for minus 40 degree temperatures! (Not a place for me!)

As soon as the shop visit concluded, our RVP Dr. Ross and I set out to investigate some short line operations in the vicinity before our late afternoon pre-board meeting. First, we found a large, nicely preserved Piedmont & Northern

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

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National Report Continued

station at Belton and a former Port Terminal RR (S.C.) GP-9 now being used by the new Greenville & Western RR on ex-Southern Ry. trackage. There was also former CSX U-18 "Pumpkin" #9508 on the Pickens RR/Honea Path Division, ex P&N. At Pelzer, on the G&W, was freshly painted blue & white GMTX GP15 #401 and another large fine, but badly decaying, P&N station which should have been preserved. Arriving at Pickens, we found the Pickens RR shop area to have quite a few interesting locomotives, some derelict. Since then, I have read that the Chattahoochee Locomotive Works uses this shop for rebuilding but I can't confirm as there were no signs and no one around to ask. Freshly painted but unlettered chop-nose Geep #6120 was in the shop and sitting outside in gray primer was a unnumbered Paducah Geep.

Also present were Pickens RR #5, a Baldwin S-8 switcher of 1951, #2, a Baldwin VO-660 of 1946, a Laurinburg & Southern SW-1, and the hulk of Yankeetown Dock Fairbanks-Morse H12-44 #3. Saturday night, we had a excellent dinner in the Hyatt and a talk by author H. Roger Grant, who has written railroad books on lines such as the CGW and G&F.

Sunday morning's board meeting went well as we were all introduced to the changes coming at the National level concerning dues filings and membership records. And I was thrilled to learn that I had won the cover contest for the 2005 Yearbook, a copy of which was presented to me by Editor Jeff Smith.

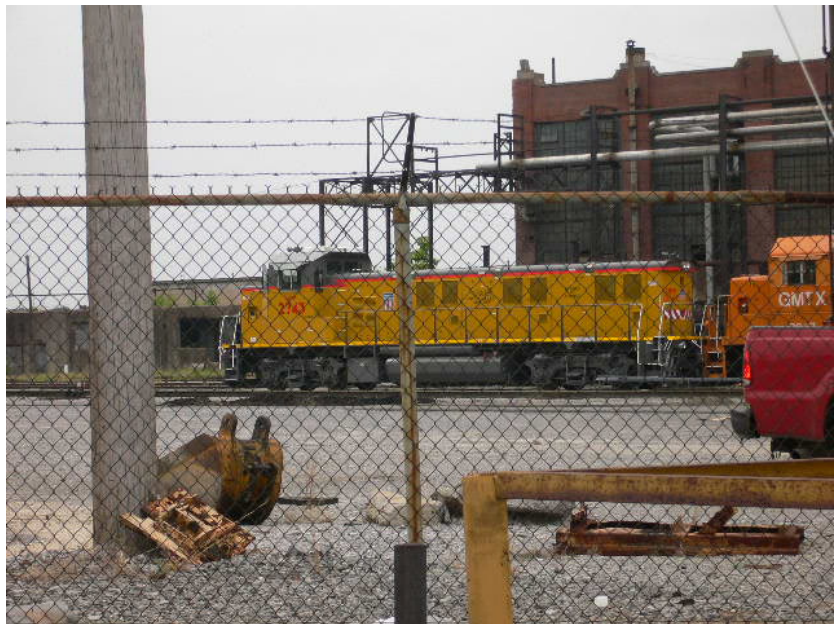
I broke my return trip at Crossville, TN., for a purpose. Those of you who take Railfan Magazine saw the cover article in the January, 2007, issue on Franklin Industrial Materials, which operates the former Tennessee Central down the mountain from Crab Orchard, just below Crossville, to Emory Gap. So I spent Monday morning "chasing" this train and waiting for its return up the mountain. Motive power was a pair of high-nose ex-Southern Railway B23-7s, as the chop nose ex-CSX, ex-L&N B23-7 was working the yard in place of the plant switcher.

As I arrived at 8 AM, the train was just leaving the plant with 23 loads. There are some great shots you can get from old US-70, but the railroad swings away from the highway at one point and speed is slow so having something to read while you wait is a good idea. I waited just west of the tunnel at Westel for the

PHOTO SECTION



Fredonia Valley GE delivering gons of limestone to the P&L connection in Princeton, KY on July 6, 2007



Bill Heaton caught these NRE Gensets being made on an order of 60 units for UP. The units, built on refurbished frames and traction motor sets have three diesel-generator units which operate sequentially as power is required.

return and the train got back to the plant at 12:45 PM. And so ended another NRHS railfan adventure! See you in Chattanooga! -Wallace Henderson

June 2007 Minutes Summary

Western Kentucky Chapter, NRHS

The Center (Former L&N Depot),
Madisonville, KY

Monday, June 25, 2007, 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance \$2268.53

Income

Nat. Dues	\$00.00
Ch. Dues	\$00.00
Donations	\$00.00
Raffle	\$0.00
Video	\$0.00
Other	\$0.00
TOTAL	\$0.00

Adjusted Balance \$2,268.53

Expenses

Nat. Dues	\$00.00
Postage	\$32.80
Printing	\$00.00
Video	\$00.00
Supplies	\$00.00
Other	\$00.00 (website fee)
TOTAL	\$32.80

Ending Balance \$2,235.73

MEMBERSHIP:	Full	56
	Chapter Only	19
	Total	75

DIRECTORS REPORT: Wallace reported there are two new chapters recently formed in Seymore, IN, and Marble Valley, GA (North GA). The 2008 convention will be in Ft. Worth, at which the banquet speaker will be the president of Norfolk Southern. The convention will be in Chattanooga, TN, at the Choo Choo Convention Center, which is sold out this year.

OLD BUSINESS: None

NEW BUSINESS: The only new business was in the form of an announcement by Chuck Hinrichs, about the upcoming Summer Rail in Cincinnati.

ACTIVITIES: Ricky reports nothing is planned for this summer. He feels a wait for cooler autumn weather would be more comfortable. Chuck reported tentative dates for the Crofton train watching picnic will be either Saturday the 29th of September, or the 2nd Saturday in October, the 13th. A motion was then made that we choose the 29th September, and it passed.

ANNOUNCEMENTS: None

ATTENDANCE: 22: Wally Watts, Rich Hane, , John McGee, Tim Moore, Matt Gentry, Birk Fischer, D. A. Fraser, Dennis Carnal, Donny Knight, Jim Pearson, Chuck Hinrichs, Bob McCracken, David Millen, Steve Miller, Rick Bivins, Steve Gentry, Wallace Henderson, Bill Heaton, Harry Dolph, Bill Thomas, Liam Thomas, Bob Moffet

Regional Rail Notes

Progress Rail Services is heavily renovating the former Ingersoll-Rand plant on U.S. 45 south to convert it into a factory to rebuild locomotives by late 2007. "We are looking to begin testing production early in the third quarter, with the goal of beginning full production at the end of the year," said Susie Hilsman, communications manager for the Albertville., Ala., company. It is a subsidiary of Caterpillar. Hilsman said in an e-mail that Progress is interviewing and hiring, "and will continue to hire as needed as we move toward our goal of reaching full production." She did not say how many are currently on the payroll or elaborate on the types of jobs. The company began hiring managers and supervisors in April. A \$100,000 state grant approved June 28 requires Progress to have at least 100 employees within two years. The average hourly wage must be at least \$15.82 plus benefits equal to \$2.40 an hour. If the company does not meet the 100-job minimum, it will be required to refund the state \$250 for each full-time job not created. The company will be obligated to repay the entire grant if the plant closes.

Graves Growth Alliance, which bought the plant and 145 surrounding acres in May, is leasing it to Progress for 15 years. The payments will cover the purchase price of about \$3 million. Progress said in documents filed with the state Economic Development Cabinet that it will spend \$3 million for equipment and \$1 million for improvements. In December, the Kentucky Economic Development Finance Authority approved a \$3.8 million tax credit for the firm, which also is eligible for funding to help pay salaries while workers are trained.

A major supplier of products and services to the rail industry in North America, Progress operates plants in 10 states, Canada and Mexico, and has six plants in Kentucky. The Mayfield plant will dismantle and rebuild locomotives for customers in the central U.S., similar to the work done at the VMV shops in Paducah. "The Mayfield community has embraced us, and we are pleased to be there and look forward to becoming part of the community," Hilsman said.

A P&L utility truck overturns on railroad tracks outside Eddyville, Kentucky shutting down traffic on US-62 for hours. The truck was carrying 100 gallons of propane. Most of that propane leaked out of the truck. "It's laying on the drivers side, its just over in the ditch, its completely off the rail," says Officer Paul Doublin with Kentucky Vehicle Enforcement. The truck was carrying 100 gallons of propane. When the truck overturned, the propane began leaking. "It's not registering anymore underneath, we're not smelling it anymore, so we think its all

Material Needed and Deadline for August

Please remember that the contents of this publication is dependant upon your input as chapter members. Article of interest, opinions, and photographs are needed each month. If you can contribute, please do so. Next month's deadline for publication will be Tuesday, August 7.

Gratefully, Bill Thomas, editor

As promised at the Greenville Board of Directors meeting, the NRHS will set up a series of conference call opportunities for chapter representatives to discuss or ask questions about the 2008 dues proposals. The second of these opportunities will be:

Wednesday, July 25 at 8:00pm Eastern Time. Participation will be limited to fifteen (15) participants. This is a systems limitation on our conference calling system. Additional sessions may be scheduled later as demand dictates.

If you want to participate in the July 25 conference call, please contact the NRHS National Office, preferably by e-mail (info@nrhs.com) and indicate your intention to participate. You can also reserve by phone (215-557-6606) during regular business hours. Toll-free dial-in numbers will be distributed to participants a few days prior to the call.

If you want to participate in a future session, but you are not available on July 25, please send that information as well, so we can begin scheduling additional sessions.

Greg Molloy, President,
National Railway Historical Society

leaked off but we don't know for sure," says Officer Dublin. That's because the truck is tipped over on the propane tank compartment, leaving authorities no way to know if there's still propane inside the tank. The Kentucky State Fire Marshall was called in to decide if US-62 was safe to be re-opened.

Now, traffic is up and running on US-62. P-and-L sent cranes from Princeton, Kentucky to upright the truck. Officer Dublin says there's danger in that step. "Once they tip it back over, metal hits metal, if there is still enough lingering in the area it could still catch on fire," says Officer Dublin. "They are geared and ready just in case anything were to happen," says Sgt. Green. When the truck is up-righted, officers say it should be taken back to the Princeton rail yard for inspection and repair. Officer Dublin says they are still not sure how the truck tipped over.

NASHVILLE, Tenn. - It's been nearly 30 years since the last passenger train left Union Station, but advocates of city-to-city rail hope it won't take another 30 years to get it back, the Tennessean reports. A spider web of routes takes a broad circle around the city, passing through Louisville, Ky., Memphis, Atlanta and Charlotte, N.C., but national rail advocates consider Tennessee to be the most underserved rail state.

In a report released last week, they targeted Nashville for the expansion of passenger rail. Trains equal less pollution and highway congestion, proponents say, but state officials say Nashville isn't populous enough to support a city-to-city route. "It would be wonderful to say I can be in Memphis and jump on a train to Nashville, but the volume of people who would do that isn't anywhere close to what the cost would be to provide the service," said Ed Cole, chief of environment and planning with the Tennessee Department of Transportation.

As gas prices and congestion rise in cities like Nashville, Ross Capon, executive director of the National Association of Railroad Passengers, said rail trips would catch on if routes were expanded. "When you make a commodity as scarce as the federal government has made Amtrak in the Southeast, it's hard for the public to get excited about it because they can't see it," Capon said. The federal government isn't funding any new Amtrak service right now, he said. Mark Fraley said he would love to take the train to visit family in Cincinnati, a five-hour drive he makes from Nashville four times a year. "Every time I have to drive to Cincinnati or Atlanta, I get angry at the time and energy wasted," Fraley said.

Las Vegas and Columbus, Ohio, are the only American cities with higher populations than metro Nashville that have no inter-city train connections, according to the railroad passenger association. Amtrak legally can use any train track in the country, even those operated by private railroad companies, although improvements in freight lines would be needed before they could be deemed fit for passenger travel. Capon said it would be nearly impossible to do so without a substantial investment from the state because federal money has dried up.

TDOT has projected up to a \$2 billion shortfall in funding for Tennessee projects through the next 10 years. Scott Denbo of Nashville, who has used trains in the Northeast and in California, said he thinks rail works best when there are many places to stop during a long trip, which is not the case in the Southeast. "Who would really want to take an eight-hour train ride to Chicago that cost \$150 when they can fly for the same buck and get there in an hour?" he said.

Former congressman Bob Clement tried to restore train service to Nashville in the 1990s while he was serving on the House Transportation Committee.

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Regional Notes Continued

Considering the city's growth and destination as a tourist attraction, Clement thinks a route through Nashville would make more money than other routes Amtrak is running. "I think we need more emphasis on rail passenger service," said Clement, a candidate for mayor in Nashville.

John Freeman would like to see rail service out of Nashville for a simple reason: His wife hates to fly. "The entire family would benefit from being able to see the countryside from the window of a train car, rather than 30,000 feet up," he said. TDOT officials say rail is a big part of their future transportation plan, but the focus is on improving freight and expanding commuter lines.

(This item appeared July 3, 2007, in the Tennessean.)

Chapter members' input in Regional Rail Notes is always welcome.

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

TIMETABLE #114

FOR THE GOVERNMENT OF RAILFANS ONLY

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.chattraills.com>

Rare Mileage Train Excursion. Sunday September 23, 2007, 8am to 12 noon. From historic Lebanon, Ohio, Broadway Street PRR station. Sponsored by Cincinnati Chapter, National Railroad Historical Society.

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