

APRIL CONTEST



There were seven passenger car models entered in the April Contest, passenger cars. The votes went to Bob Kuchler for his N Scale Milwaukee Passenger car. Congratulations Bob!



MAY MEETING PREVIEW

In May we go to Danville and Eubank, KY. Below left is John Bowling's engine service diorama. Below Right a scene on Ray and Renee Grosser's layout in Eubank, KY. Bottom right, a "drop in" scene built by Bob Lawson. We will be visiting John and Bob's layouts in Danville, then on to the Grosser's. Mark Norman took the photos of John's and Bob's models at the South Wind Convention.



TRACKSIDE KENTUCKIANA HISTORY

This month takes us back to the 1980's at Ft. Knox. The two U. S. Army Fairbanks-Morse Switchers have been retired and are awaiting transfer to the Kentucky Railway and the Blue Grass Railroad Museums respectively. They were replaced with two "Paducah Rebuilds". Today when switching is required on post, the Paducah & Louisville performs the chore.

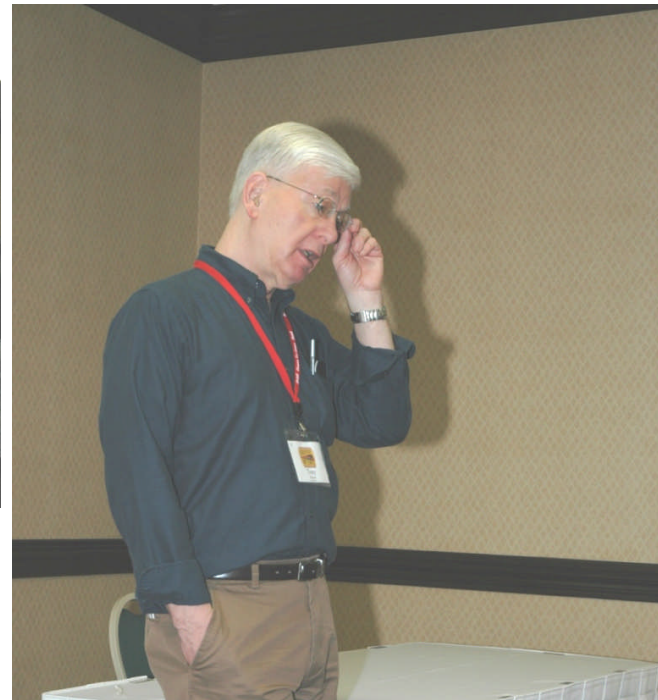


SOUTH WIND SNAP SHOTS

Photos courtesy of Mark Norman



Action at the registration desk began on Thursday afternoon. Right, one of the featured clinicians, Tony Koester, *Model Railroader Trains of Thought* columnist and *Model Railroad Planning* editor. Tony was describing some of the layout decision he made when planning his Nickel Plate RR St. Louis Division.



Above left, Division 8 members John Henle and Sophia Norman. Above right, NMRA National President Mike Brestel takes a break with Jim Hediger, Senior Editor *Model Railroader Magazine*. Below left, our Superintendent and Mid Central Region President, Jerry Ashley giving a clinic. Below right, Division 8 and K & I Club members Nat King (left) and Bob Widman (right) conducting a tricky move on the K & I Layout. John Henle and the K & I Club were among the groups and individuals with layouts at the Convention Hotel.



TRACKSIDE KENTUCKIANA - KENTUCKY RAILROAD MUSEUM



Here are some pictures from my recent trip to KRM (the weekend before the convention), when I was able to snap a few photos. For those that have not been recently, they have added a few storage tracks on the southside of the museum, moving some of the nicer equipment up close where you are able to get some nice photos. They also moved C & O 2716 right up front, where she deserves to be seen by all. If you take the excursion trip, they are running the train from New Haven, to New Hope, and than as far West towards Boston that they can. This will allow an up close and personal look at the C & O. Right behind the C & O is L & N 776. Right now, they are working on the L & N 152, getting her ready for the 2007 excursions. (all photos taken by Jim Ward)

TRACKSIDE KENTUCKIANA



Here is RJ Corman 1607 doing some switching down in Butchertown. They were backing down onto the siding, to pick up empty cars at the Swift Meat Processing Plant. 1607 is a former Seaboard GP-16, with a new paint scheme that is always clean. See a couple more photos on the following page.

This GP-16 was built by EMD in the early 1960's, and rebuilt by Seaboard Railroad at their Uceta shops in the late 1970's. The GP16 was a series of rebuilt diesel-electric locomotives, initiated by the Seaboard Coast Line Railroad in an effort to spare the cost of purchasing new motive power in the late 1970s. This involved the rebuilding of their aging fleet of 156 EMD GP7, GP9, and GP18 road switchers (many of which were over twenty years old). Once CSX sold the GP-16, most of them ended up on short lines around the country. (all photos taken by Jim Ward)

TRACKSIDE KENTUCKIANA (cont)



Below is an assortment of photos taken over the years. I hope you enjoy them as much as I did when I took them. (all photos taken by Jim Ward)

