

PENNYRAIL

JULY 1997

VOLUME 1, NUMBER 6

The official publication of
the Western Kentucky
Chapter, NRHS.

NRHS
National
News



Chapter News

JULY MEETING

**BACK HOME AT THE DEPOT
MADISONVILLE, KENTUCKY
MONDAY JULY, 28 7:00 PM**

"The Old Goat" has promised both a surprise program and surprise refreshments for the July meeting. With all the guys back from their western adventures there should be lots to see and discuss.

The Western Kentucky Chapter was very well represented at the NRHS Convention in Salt Lake City. Don Clayton, Wally Watts and Wallace Henderson made it to Salt Lake City after covering the 4449 trip over Stampede Pass and the UP trip from Denver to Salt Lake City behind 844 and the ABA set of E9s. David Cooper joined the boys in Portland for the trip to Denver and the UP trip over Tennessee Pass. Chuck and Shirley Hinrichs drove from Hopkinsville to Salt Lake City, rented a car and drove to Colorado Springs where they picked up their group for the UP trip back to Salt Lake City. Jim Bergant and his family drove to Salt Lake City and made the Convention part of a family vacation. Greg Utley flew into Salt Lake City from his Navy assignment in Oakland in time to make the Banquet and the Saturday trip to Cache Junction behind 844. Don left early to catch some rare mileage in Wisconsin. Wally, David and Wallace headed home on the private car "Dover Harbor" on AMTRAK's California Zephyr. Wally and David went all the way to Chicago and a connection to Carbondale and Fulton while Wallace got off in Denver and picked up his car for the long drive back

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ELECTIONS

The Nominating Committee's interim report to the Convention indicates that all the incumbent National Officers and all but one or two of the Regional Vice Presidents will stand for re-election.

HERITAGE GRANTS

President Malloy announced the recipients of the 1997 Heritage Grants. Details will be published in the 'Bulletin'. The \$20,000 in grant money is made possible by the continuing growth in donations to the NRHS. It is programs such as the Heritage Grants that



give our organization real substance and purpose. Give careful consideration to a donation along with your dues. Donation income is used only for programs like Heritage Grants and not for NRHS operations.

Chapter News

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to Kentucky. Chuck and Shirley drove home through Utah, Colorado, Wyoming, Nebraska, Iowa, Missouri, Illinois and, finally, Kentucky.

The Promontory Chapter did a superb job on the Convention and every one had a great time in truly spectacular country.

* * * * *

Bob McCracken has confirmed the private car "Eden Isle" for the Chapter outing at TVRM on Sunday, October 19. If you indicated your interest please bring \$37 (one half of the total fare of \$74) for each person to the July meeting. Twelve people can be accommodated in the "Eden Isle" and all over twelve will have coach seats and visiting rights in the private car. "Eden Isle" seats are going to the first checks received.

* * * * *

As the July meeting will be back in Madisonville we will resume our raffles of railroad memorabilia. Bring an item for the raffle. The proceeds help defray the production and mailing costs of the "PENNYRAIL."



The Heber Creeper Wallace Henderson Photo

TRACKSIDE WITH THE OLD GOAT

Greetings from The Old Goat....Please Note !!! **Summertime is here !!!** Good-bye to the nice cool weather in May and June. Hello to the hot and humid weather of July. Hope everyone has a nice cool place to be during this part of the year. How did everyone live without an air conditioning in the past?

Now, on to the news for this month.....

JUNE MEETING IN PRINCETON AT THE RAILROAD MUSEUM.

Twelve chapter members and nine Princeton museum members were on hand to enjoy a nice slide program by Glenn Martin of Princeton. Mr. Martin is a retired Illinois Central conductor. He is very active in the Princeton museum. The program was slides showing locations that he passed through during his years working on the IC in the Princeton area. The slides were shot between Princeton and Nashville on the ex-Tennessee Central. Mr. Martin also worked on the IC line between Princeton and Evansville via Marion and Sturgis. Some shots were also made in Princeton itself. Several derailments were seen on these lines during this time period. The Illinois Central did little track repair during this time and the derailments showed the results. Many of the slides were shot between twenty and thirty years ago. Much of the track Mr. Martin worked is torn out or has been out of service for years. It's very good that Mr. Martin had the foresight to record the railroad at the time. The lines may

be gone, but they will not be forgotten, thanks to people like Mr. Martin. The Madisonville chapter would like to thank Mr. Martin for a fine program. Plus, thanks to Jim Finley for the refreshments.

In the strange locomotive sightings department the award this month goes to Spencer Brewer. On July 24th, Spencer sighted a northbound CSX manifest train passing through Earlington. In the consist with the CSX power was a unit from far-far away. It was a GP38 from the Central Oregon & Pacific located in the Pacific Northwest.

This railroad runs from Eugene, OR to a connection with Union Pacific at Dunsmuir, CA. This line is the former Southern Pacific Siskiyou line. The Central Oregon & Pacific started operations on January 1, 1995. They also own another ex-SP line in that same area. This line runs west from Eugene to the Pacific Coast through Coos Bay, a distance of around 140 miles. The Siskiyou line is about 300 miles long. The railroad has some 40 locomotives, most are GP38s and GP40s. They plan to buy several six axle units in the near future. The railroad is a part of the RailTex group with headquarters in San Antonio, TX. RailTex owns around 30 shortlines in the United States, with over 4,000 miles of trackage. In our area, RailTex owns the ex-Conrail line running from Evansville to Indianapolis. Thanks to

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MINNESOTA ADVENTURES

Don Clayton

Following my trip on the detour of the "Empire Builder" (June "Pennyrail") I returned to the 'Twin Cities' and sleet and cold - good thing I brought winter clothes! Burrrr!! On May 14th I pick up another rent car and drive to Spring Green, WI to tour Frank Lloyd Wright's home "Talisen". The next several days were spent touring the restored St. Paul Union Station, the James J. Hill house and the neighborhood where F. Scott Fitzgerald lived when he wrote the short story "Winter Dreams." I saw the apartment building where Fitzgerald resided.

Sunday, May 18, was the day for the excursion behind Milwaukee 4-8-4 #261. The excursion operated on BNSF (ex-GN) tracks from Minneapolis to Benson, MN and return (about 240 miles round-trip). The first class section consisted of Great Lakes Western lounge car, California Zephyr sleeper, Burlington diner, New Haven "Pine Tree State" sleeper/lounge and business car "Caritas." At least five riders from the KCS odyssey were on board today. The train wasn't crowded so I had a bedroom suite to myself. Katie Schultz, the Cimarron Rivers attendant, stopped by for a chat. The trip ended all too soon so it was time for a good night's sleep before heading south to Kentucky in the morning.

Monday, May 19. I turned in the rent car at the AMTRAK station and boarded the "Empire Builder" for Chicago. I had breakfast and lunch as we raced toward Chicago at the 79mph limit on Canadian Pacific rails. Who would have ever dreamed of that 30 years ago? Due to AMTRAK's new equipment utilization program

today's "Builder" will be tonight's "City of New Orleans" minus the Portland sleeper and three mail cars. Unfortunately the train was not washed during the Chicago lay-over. 59 departed Chicago on time for the trip to Carbon-dale. A fine steak dinner in the dining car wrapped up another fun train trip.

Watch for these new amenities on your next first class "Empire Builder" trip. A bottle of 1995 Chardonnay from the Paul Thomas Winery in Zillah, WA, two complimentary wine glasses, flowers in the restrooms and deluxe bedrooms and a coupon for a non-alcoholic beverage in the lounge car.

IN SEARCH OF A HOLE IN THE GROUND

Wallace Henderson

A May 22nd trip to Paducah netted the early morning arrival of P&L's "PWP" (West Yard Turn), the BNSF local with a LMX B39-8/BN B30-7AB combo, a BNSF orange and green C44-9W to VMV for touch-up paint, an Santa Fe SD75M and a gaggle of UP SD90/43MACs both painted and in primer.

The real purpose of this trip, however, was to satisfy a long held desire to find IC's Edgewood Cutoff tunnels. So good-bye Paducah and hello southern Illinois. It turns out that two of the tunnels are not hard to find - if you know where to start! I was told by a local farmer (who directed me to tunnels 1 & 2) and an IC maintenance worker that the southernmost tunnel (#3) is inaccessible.

Tunnels #1 and #2 - the big one - are northeast of Vienna and due east of the village of Ozark. The big tunnel goes

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PENNYRAIL

NRHS CONVENTION HIGHLIGHTS

Chuck Henrichs

The 1997 NRHS Convention got off to a rousing start with the pre-Convention UP trip over the ex-Rio Grande line from Denver through the Royal Gorge, over Tennessee Pass and on to Soldier Summit and Salt Lake City. The UP special was headed up by 4-8-4 #844 with an able assist from UP's ABA set of EMD E9s. The consist included 4 coachs, 4 dome coachs, 2 dome diners, a diner, a dome lounge, a baggage/lookout car and the concession/souvenir car. Also in the consist were a pair of power cars, the crew car and 844's auxiliary tender. Everything except 844 and her tender was in UP yellow and gray - an impressive lash-up!

The scheduled Saturday departure from Denver's Union Station was delayed. The Economic Summit Meeting was held in Denver and Hillary Clinton arranged a trip to Winter Park on the Rio Grande Ski Train for the spouses of the visiting dignitaries. Security was tight at the Station and the UP train could not enter the Station until the First Lady's entourage had departed. The Station was packed to overflowing with onlookers, 600 passengers for the UP

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NEXT MONTH

- The 4449 trip over Stampede Pass.
- CSX summer action.
- More of Don Clayton's "summer of trains."
- The "Old Goat's" sightings column. Providing the weather cooperates and the goat can pry himself away from his air conditioner.
- More pictures and graphics of area rail subjects.
- Paducah up-date and UP coal trains in western Kentucky.
- Summary of IC locomotives and IC train symbols.

June Minutes

There was no formal business conducted at the June meeting in Princeton. Bob McCracken confirmed that "Eden Isle" is reserved for our chapter outing at TVRM in October. Get your money to Bob as soon as possible.

HOLE IN THE GROUND

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through the long ridge that the road is on top of and there is a gated 'road' (more like a jeep trail) that leads down to it's north portal (the south portal is inaccessible). The track comes out into a curving cut similar to the Ridgetop tunnel but not quite as deep. There is limited viewing due to trees on the sides of the cut but there is a nice view of the tracks leading into the cut.

Back onto the 'road', it continues to track level at a place called "Abbott" on the railroad and where there was once a telegraph office. At this point it is a little over a mile off the main road and another mile north along the track brings you to the south portal of tunnel #1, just across a short bridge. It is a pristine location in the Shawnee National Forest and I will be glad to lead a Chapter group there on a 'field trip' later in the summer when track work is finished.

As it was, I had to wait until late afternoon to catch "NOCP" northbound with a pair of SD70s and a southbound work train with a GP11.

Oh yes, and when we go, you will need to bring a thermos or small cooler, some lunch and good hiking shoes. And remember it's a mile long climb back to the main road.

BITS AND PIECES

Shirley and I headed west for the UP Tennessee Pass trip and the NRHS Convention on Sunday June 15. Our faithful 0-2-2 (Buick) was fueled and watered and the first leg of the trip took us to St. Joseph, MO. The scanner was busy but the interstate wasn't close to the tracks so no trains. Monday found us heading north to pick-up US30 at Grand Island, NE. From Grand Island to Sydney we saw lots and lots of UP action. I thought we had seen maybe thirty trains but when we checked our notes after dinner we counted 55 trains in something like six hours. That's intense action. The Tuesday leg from Sydney to Rock Springs, WY was a little less intense but still plenty of trains. We jumped off the freeway see the Ames Monument. Ames was one of the UP movers and shakers and his monument is an awesome monolith and it's a shame it is on a poorly marked dirt road about 2 miles off the pavement. The monument is not far from the Sherman Summit.

After a hearty breakfast Wednesday morning we continued west with a stop in Evanston where there is a beautifully restored UP depot - it now serves as a community center. Spotted several trains as we climbed the Wasatch and dropped into Ogden. After lunch we took a quick tour of the Hill Air Force Museum. Lots of planes very nicely preserved and displayed. We finished the day in Salt Lake City. Up early the next morning to pick-up a rent car for our trip to Colorado. We followed the old Rio Grande over Soldier Summit and paced an SP powered coal train over the hill. Spotted a couple of Utah Rail units at Helper along with several six axle units still in Rio Grande paint. US 6 and I

70 took us to Grand Junction where we elected to head southeast on US 50. Spotted several segments of old narrow gauge right-of-way as we headed east from Montrose and over Cerro Summit. We spent the night in Canon City (the same motel our tour group will use the next two nights).

An interesting aside - we heard the UP dispatcher trying to find wide spaced sidings for a westbound wide load to get out of the way of the parade of eastbound traffic. The train was east of Grand Island on Monday and stayed behind us all day. As we hit the road on Tuesday morning the scanner told us that the wide load was still behind us and as we arrived in Ogden on Wednesday afternoon the wide load had still had not caught up with us.

We dropped our rent car and picked up our tour at the Colorado Springs Airport. The tour started with lunch at a delightful restaurant in the old D&RGW station in Colorado Springs and then a bus trip to the top of Royal Gorge. The gorge isn't the pastoral engineering marvel that it was in the 40's and is now just another yuppie tourist trap.

The UP trip and Convention activities are covered elsewhere in this issue.

We headed home from Salt Lake City on the 29th. Caught a couple of trains heading to Soldier Summit and the eastbound 'Zephyr' at the Summit with three 'American Orient Express' cars bringing up the markers. We headed north at Helper and pickup up US 40. Stopped at Dinosaur National Monument - impressive!

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GO WEST YOUNG MEN!

Bill Grady

Lee Gordon and I recently spent 9 sun-filled days in New Mexico, Colorado, and Arizona chasing trains of the BNSF(Santa Fe), Southern Pacific, and former Rio Grande Lines.

Armed with cameras, and film, the plan was to have no plan! Just go with the flow as they say. Don't make reservations anywhere! Just make sure you eat along the way in between trains. The original "plan" called for visiting the Santa Fe across New Mexico. And also visiting the Southern Pacific's Golden State route across New Mexico, especially the area where the semaphore signals still stand. Next, we would follow "Chico's road" across Arizona with hopes of reaching California. Well, we almost did it!

Lee noted that the Union Pacific was running the former Rio Grande Ski Train out of Denver to Winter Park, CO the same weekend we would land in Albuquerque. Needless to say, with no concrete plans, we would end-up in Denver on Sunday morning to shoot the Ski Train as it climbed up the Front Range out of Denver.

First though, we would spend Saturday, March 1st in Abo Canyon where the BNSF runs through and over some of the great scenery that make the Santa Fe so nice. One thing that I did not do and now wish I had was keep a record of just how many trains we saw. Yes, I shot a lot, but there were several on this day I did not shoot. Anyway, this is single track through the canyon and the traffic does stay heavy all day(and night).

After a day of climbing up

and down in the canyon, it was off for an 8 hour drive to Denver. With an arrival in Denver at 2:00 a.m., and only 3 hours sleep, we were off to the Front Range to shoot the Ski Train as it approached Tunnel #1. What a great place! The train was pulled by 2 Rio Grande GP60's. After this we headed into the Rocky's to visit Moffat Tunnel and take in some of the great scenery.

Once we reached Denver again we then went south along the Joint Line to Pueblo, seeing several trains, mostly BN coal trains heading north to Denver. Most of the BN trains had the SD70MACS as power. We reached Pueblo about 5:00 p.m. and spent the night there.

On Monday March 4th, we visited the former Rio Grande Royal Gorge Line west of Pueblo towards Salida, Colorado. This line follows US50 and the Arkansas River. Great canyons, the river and very accessible make this line a jewel. The morning trip to Salida was a wipe-out as all we saw were MofW trucks, but the afternoon was great. We saw only 4 trains but chased each one as they only run 30-35 mph on this line through the canyons. Power for these trains was SP, CNW, and UP. 2 trains were all SP power, 2 others were a mix of CNW, UP, & SP with one of them having the CNW on the point. After driving back to the Royal Gorge for a visit at dusk, we would then head toward Santa Rosa, New Mexico, 6 hours away for a early start on the SP's Golden State Route.

Tuesday, March 4th found us chasing a southbound SP grain train out of Santa Rosa towards Vaughn, NM. The grain train was also all SP Speed Lettered units and clean too! At Vaughn, where the BNSF crosses over the SP we also witnessed a BNSF westbound cross-over

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PENNYRAIL

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Spencer for the sighting.

CSX is putting into service a radio code line along the Henderson Subdivision between Evansville and Nashville. The code line is used by dispatchers in Jacksonville to line up signals and throw switches along the mainline. The new system will use relay towers spaced along the tracks and linked to the signals and switches by a single pole equipped with two antennas placed next to each dispatcher controlled signal and/or switch. One of the new relay towers is located in downtown Mortons Gap. (antenna poles have been sighted at South Latham and South Casky)

The new system will replace the trackside pole lines that have been in service for years. The CTC system on the Henderson Subdivision has been in service for over fifty years.

The new system is being installed by VHF Tower Construction from Ontario, Canada.

Chuck Hinrichs spotted a pair of SOO units trailing a CSX unit on a southbound sulphur train. The military made a couple of moves in early July. The move was a bit puzzling. A pair of GP40-2s made the pickup moves at Walnut Street in Hopkinsville and then the train pulled down to South Casky where a pair of six axle units were added to the consist ??

Keep the news coming. Remember Chuck can use photos in the newsletter. Older photos of engines, stations and other area rail activities will be appreciated. Send your information to either Chuck or myself.

Later Dudes!!!

Dennis J.Carnal
704 Choctaw Drive
Madisonville ,KY 42431-3365

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GO WEST YOUNG MEN!

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our SP train! The purpose of our being on the SP Carrizozo Subdivision was to shoot the semaphores that were remaining. We stayed with the one train in hope that he would be meeting others, but this turned out to be a slow traffic day. This line is DTC controlled and our guy had all the blocks to El Paso! We did manage to see and shoot the double-blade semaphores with the train. (NOTE! Since I waited a month to type this story, I have been informed that UP has now removed all semaphores on the line!! We got them just-in-time!) We let this train go and decided to get back on the BNSF at Willard, NM and head towards Arizona.

After 'fanning the BNSF across New Mexico until dark, we stayed overnight in Holbrook, AZ. Wednesday, March 5th started out with going straight to Darling, AZ were a nice overpass allows you to shoot eastbound trains coming out of a valley with the San Francisco Peaks in the background!! Needless to say, we stayed until the sun moved to far around for good shots. Also neat about this spot is that people would stop and tell you about a train that was coming out of Flagstaff or some other place! It seemed that everyone was a rail-fan!

After spending the morning at Darling, we then went into Flagstaff and on over to Williams, AZ. Some of the most beautiful scenery is found in the Flagstaff-Williams area. Pine trees, mountains, and snow made this portion of our trip the best. We would spend the night in Flagstaff in a motel that was next to the tracks of course. On that same night, we went to see the arrival of the westbound Southwest Chief in Flagstaff. The train was 15 minutes late arriving and had a 20 minute station stop.

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TIMETABLE

STEAM

UP 844

October 12 - Omaha to Sergeant Bluff, IA and return. Info and tickets: Sioux City & Pacific Excursion PO Box 792 Columbus, NE 68602.

October 18 - Wichita, KS to El Reno, OK. Info.: Great Plains Transportation Museum % Steve Corp 1310 W Douglas Wichita, KS 67203.

October 19 - El Reno, OK to Fort Worth, TX. Info.: Central Oklahoma Chapter, NRHS % Tom Elmore PO Box 6617 Moore, OK 73153-0617.

November 9 - Tyler, TX to Pine Bluff, AR Info: Cotton Belt Rail Historical Society PO Box 2044 Pine Bluff, AR 71613 (870)-541-1819

Chapter Trip to TVRM, Chattanooga, TN October 19 Chattanooga to Summerville, GA with 4501 (Byrd at the throttle). Details in 'Chapter News.'

Other Rail Events

L&N Historical Society - Annual Convention - October 24-26 at Cincinnati, OH. Tours of CUT and Queensgate Yard - Excursion on Indiana and Ohio - layout tours - Railroadiana and Model Train show and sale. Info: L&NHS PO Box 17122 Louisville, KY 40217.

Illinois Central Historical Society - Annual Convention - September 11-14 at Kankakee/Bradley, IL Trip to downtown Chicago on Metra's former IC suburban line - tour of Woodcrest Shops and the IC Operations Center - Railroadiana Show. Info: Mark Miller 111 Scott St. Marion, IL 62959-7102 (618)-997-5788 evenings.

Summerail at Cincinnati Union Terminal

August 9 at Cincinnati Union Terminal. There will be 12 multimedia dual projector slide presentations all set to music. In addition to the slide presentations there will be a railroad show and sale, tours of Tower A - the home of the Cincinnati Railroad Club - and, during the dinner break, a narrated slide presentation on the history of the Union Terminal. Tickets are \$12. Seating is limited so get your reservations in early. Call 513-651-RAIL for additional information or send check or money order to Summerail '97 Cincinnati Railroad Club PO Box 14157 Cincinnati, OH 45250-0157. **If you like quality rail photography don't miss this.**

EMD Open House

September 20-21 LaGrange, IL - more later.

Southland Special - September 20 - AMTRAK equipment will run on ex-L&N trackage from Cincinnati (C.U.T.) to Paris, KY and return. There is dinner and a 4 hour layover in Paris. Fare - Coach \$79, First Class \$179. Info. and reservations - Cincinnati Railroad Club PO Box 14157 Cincinnati, OH 45250-0157 (513)-651-7245 **This is rare mileage and has not seen passenger traffic since the 60's.**

GO WEST YOUNG MEN!

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Once the train was a half mile down the track, the scanner came to life saying, 'Stop your train-back up-and get this guy that forgot to get back on because he was on the phone!!' Needless to say, the engineer, conductor, dispatcher, and station agent were not very happy!

Thursday, March 6th found us trackside between Flagstaff and Williams, Arizona. Again, Chico was rolling them by nonstop. We decided for a change of pace in the afternoon by driving north to visit the Grand Canyon. It had been 25 years since I was last there. Lee and I appeared to be the only Americans in the area! After a nice trip to the canyon and back, we again shot BNSF until dark(really!).

We then decided to eat at a classic steak house in Williams. It is known as "Rod's". It still retains the "Route 66" decor! Very Good!

Friday, 7 March again found us next to the tracks at a location called Perrin, Arizona. This is located on the 1960 ATSF line change known as the Crookton Line Change.

The east end of the line change consist of deep cuts that contain wide, sweeping curves, making photography good at all times of the day. The only catch is you really need a 4-wheel drive to get around this area. The Ford Contour just didn't have the clearance needed, but we tried!

The afternoon found us at a location between Williams and Flagstaff known as Chandler.

This area is also a BNSF private road but not requiring 4-wheel drive! This area contains a great S-curve with small cuts and a signal bridge.

The San Francisco Peaks can also be worked in nicely! The snow also added that extra touch!

Chico was a little slow for a Friday afternoon but the trains we shot were great.

After leaving Chandler we drove to Gallup, New Mexico for an overnight stay next to the mainline of the BNSF. We were so wore out, I'm not sure if Chico ran any trains or not.

But, not to be let down on our last few hours of Santa Fe, Chico was running them east in droves! We followed one all the way to a point just west of Belen, New Mexico. We then headed north for a 2:20 flight out of Albuquerque to head home.

What a great trip it was. Snow on the ground, plenty of trains, and 3500 miles in 9 days. Can't ask for much more!

BNSF



PENNYRAIL

BITS AND PIECES

(Continued from page 4)

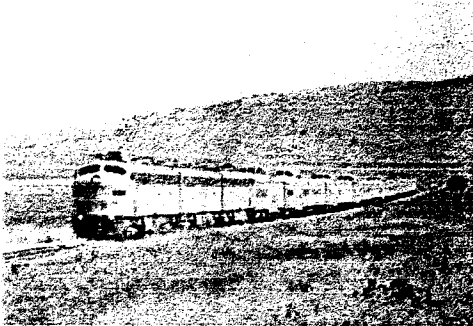
(There is no truth to the rumor that Wally's foot prints are in the stone next to the dinosaur fossils) We then headed into north-western Colorado. At Craig, CO we stopped to see the two-story brick D&SL depot (boarded up) and the western terminus of David Moffat's transcontinental dream. We also saw D&SL depots, similar to the one at Craig, at Hayden (a local museum) and Steamboat Springs (an arts facility). We turned north at Rabbit Ears Pass for a trip through North Park (spectacular scenery, the park is surrounded by mountains on all sides) and then on to Laramie, WY. Laramie North Park & Western tracks are still in place but unused and the line is cut at highway crossings north of Walden. We spent the night at Kimball, NE. We retraced our steps across Nebraska on US 30 and the busy UP main. Lots of trains but nothing like our western journey. We spent Monday night in St. Joseph, MO and made it back to Hopkinsville late Tuesday afternoon.

Our 17 day odyssey included 3,410 miles in the Buick, 610 miles in the rent car, 499 bus miles, 745 miles behind 844 and the Es, 170 miles behind 844, 225 miles behind the Es and 32 miles on the Heber Valley - a total of 5,718 miles for the entire trip. My butt was callused but it was all worth it - a great trip!!!

Operation Lifesaver - If you know of any group or organization who would like an Operation Lifesaver presentation please call me. (502) 886-2849

e-mail If you have access to the Internet let me know your e-mail address. I can be reached at: chuckrail@hop-uky.campus.mci.net

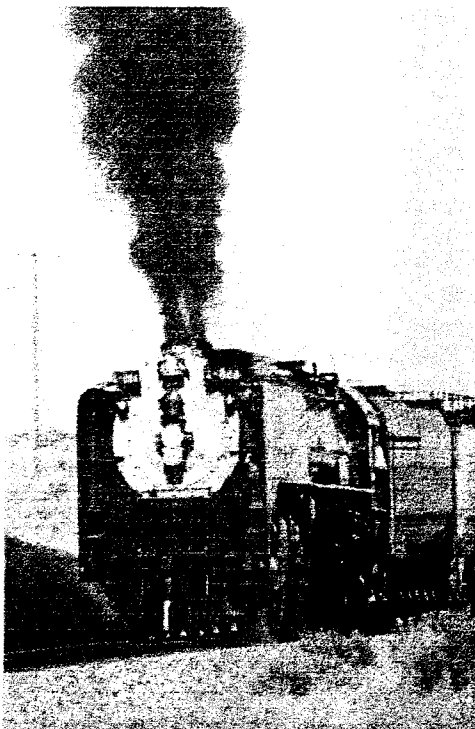
Chuck



UP E units near Lynndyl , Utah with 1997 NRHS Convention Special
Wallace Henderson Photo



UP 844 near Cache Jct., Utah with 1997 NRHS Convention Special
Wallace Henderson Photo



UP 844 with UP Royal Gorge - Tennessee Pass Special Near Pueblo, Colorado
Wallace Henderson Photo

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special and a goodly number of passengers for AMTRAK's California Zephyr. The special departed a little before 11 AM and headed down the joint line to Pueblo. I was amazed at the crowds trackside to see the train. At Palmer Lake there must have been over 5,000 people. I 25, which parallels the track, was turned into a slow moving parking lot with chasers completely clogging the highway. 844 was serviced at Pueblo and then we turned west to Canon City where we detrained for our motels.

Sunday morning featured the run through the Royal Gorge and then the long tough climb up the east slope of Tennessee Pass. 844 and the Es were all working hard. The crowds continued with people at every vantage point and traffic on US 50 moving only at train speed. The scenery on this line is spectacular and the run down the west side of the pass - with the E's dynamics howling - and the horse shoe curves was a not-to-be-forgotten experience. Arrival at Grand Junction was late (near 10 PM) but a crowd of 500 or more was on hand to see the train. Monday was desert day as we raced across eastern Utah. We took siding just east of Green River for a meet with AMTRAK's east-bound Zephyr. The meet produced lots of raucous whistle and horn blowing. Again, I was amazed at some of the remote locations that the chasers managed to get to. The 844 and the Es marched the train past Helper and over Soldier Summit and down the canyons of the Wasatch and into the UP station in Salt Lake City. It was over too quickly but we would see more of the UP before the week was out.

Tuesday was the first day of official Convention activities. Morning and afternoon trips on the Heber Valley Railroad were the days features. The

Heber Creeper runs a delightful 32 miles in the upper reaches of Provo Canyon behind ex-UP Consolidation #618. On Wednesday UP was back in action as the Es pulled the excursion train south through Provo to Lynndyl and back on a more westerly route through Silver City and Tooele. Lots of orchards in this area with trees loaded with ripe cherries. Wednesday's alternative was the Nevada Northern. The Nevada Northern trip was equally successful but tiring - a long bus ride and late evening arrival back in Salt Lake City.

Thursday found us on a bus to Promontory where we saw a re-enactment of the Golden Spike Ceremony complete with the beautiful replicas of the CP "Jupiter" and the UP 119, both in steam. On the return trip we visited the UP depot at Brigham City where they have a museum and then to the beautifully restored Station in Ogden where they have a very complete museum featuring, in addition to the many railroad items, equipment and an extensive HO layout, a collection of Browning fire arms and the Browning collection of vintage automobiles.

Friday was 'catch a deep breath' day. I attended a couple of seminars - Stephen Carr's presentation on the History of Utah Railroads and Chris Skow's Western Pacific Photo Album. Both were excellent. The Board Meeting and General Membership Meeting occupied the afternoon. Some took the opportunity to ride the Garfield and Western. The Convention Banquet featured an excellent meal and an entertaining presentation by Steve Lee, Manager of UP's Steam Operations.

Saturday's Convention finale saw 844 pull the excursion train to Cache Junction and return. A great wind-up to a great week.