

PENNYRAIL

JUNE 1998

VOLUME 2, NUMBER 6

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

JUNE MEETING

BADGETT CENTER

L&N DEPOT

MADISONVILLE, KENTUCKY

JUNE, 22 7:00 PM

PROGRAM

Chuck Hinrichs will present a program on another falling flag - the Illinois Central. Ricky Bivins will provide the refreshments.

AT THE MAY MEETING

Sixteen members were on hand for the May meeting held at the L&N depot in Hopkinsville. That only means one thing, more food for the members on hand. The Hopkinsville members had lots of good snacks that were enjoyed by everyone. Thanks guys for the eats! The program featured some Hopkinsville rail history, complete with vintage photos, presented by William Turner and some favorite slides by Ricky Bivins and Chuck Hinrichs. Rail traffic for the evening was as follows; just before the start of the meeting, northbound tote train (Q120) with three CSX C40-8Ws rolled through town, the next train was southbound tote train (Q123). with all CSX power -one B40-8 and two B36-7s. The tote train was meeting a northbound manifest train at Casky siding south of Hopkinsville. The northbound

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NEW PR VP

Dick Davis has stepped down as PR Vice President. Terry D. Holdeman of the Promontory Chapter has been selected to fill the PR position. Terry has an excellent PR background including work with Pacific Limited as their Marketing/Media and PR person for the UP steam trips. Terry has spent the past 15 years in Casino Management in a variety of Marketing / Entertainment and Promotion positions in Nevada Casinos.

In addition to his Public Relations

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Chuck Hinrichs

“PENNYRAIL” is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
502-886-2849

e-mail
chuckrail@hop-uky.campus.mci.net



responsibilities Terry assumes editorship of NRHS NEWS.

To Dick Davis - best wishes and thanks. To Terry - keep the ball rolling. You have a big pair of shoes to fill.

THE FOAMING HILLBILLIES GO WEST

The morning was almost cold, Sunday, June 7th. My regular fellow foamer, Dale Heflin has been experiencing hip trouble so I called upon my 8 year old nephew, Catlin to accompany me on what resulted in one of the best days of railroad activity that this foamer has seen in almost two years. Catlin had a small amount of difficulty with our 6 A.M. departure, but when reminded that fireworks from Reeves Boomland was on our itinerary, he quickly became a happy camper/foamer. We got our fireworks at Charleston MO, then headed for Dexter Mo. with high hopes for a foaming good day. The scanner traffic on the UP channels had been heavy since crossing the Ohio river at Cairo, so things sounded promising and upon arrival at Dexter at 10 A.M. the trains started rolling and the foam began to spew happily from our mouths. The first sighting of the day was a n/b auto rack train with an SD-50, B-23-7 combination. The train stopped and the crew got off. I was soon to find out that Dexter is now the consolidated crew change point for the Chester and Illmo subdivisions of the merged UP/SP. The former locations of Illmo MO, Jonesboro, AR and Poplar Bluff MO have been closed. Also, the famous Illmo beanery, where the trains are handed up meals on the fly, is soon to become history after the new union agreement takes effect. So if you have never seen it, **GET YOUR PICTURES NOW!** For just like my hairline, F-units and a T-bone steak in front of old Stubby, it will be gone the next time you visit! The next train to arrive was the s/b ACHPB (Chicago-Pine Bluff)

with a CNW C-40-8 & SP SD-40-2. After it came the ZSEME (Z=intermodal, Seattle WA, Memphis TN.) with a lone UP SD60M 6353 for power. It arrived at 11:05 A.M. the ACHPB at 10:25 and then the CEGESX (Eagle Pass-East St. Louis). Power on CEGESX was UP SD40-2 3703 & SP SD40T-2 9368. It arrived at 11:15. At 11:30 the s/b ATXIN06 arrived with SSW GP-60 9691 & UP SD-SO 5283. The next train my favorite of the day. It was the CGPAT (C=coal, Georgia Power AT, some coal mine in Wyoming). For power it had GECX AC-4400-CW 4009, UP SD-9043MAC 8126 and on the rear of the train was an SP AC-4400-CW. I do not know why but my guess is "DP" distributed power. It arrived at 11:50. The last train we saw at Dexter was the MHOAS (M=manifest Houston- A&S yard, East St. Louis). It and the empty COPAT coal train were held stacked at Dexter for a southbound we didn't see. We then headed into town for film, and after that started northward toward Illmo. At Avert a southbound with SP SD-40-2 7337, SD-45 870 UP GP-38-2 2392 & SP SD-40T-2 8275. It was waiting for the MHOAS which had finally left Dexter, it passed Avert at 1:55 P.M. almost 2 hours after reworking at Dexter. I guess that is why, from there to Ansell (beginning of double track at Illmo), everything went in the hole for it. At Messlers the MHOAS passed a southbound with SP SD-40-2 7329, UP SD-40-2 B4219. The "B" designates a unit that is not to be occupied by the engineer or crew. At Randles, MHOAS met another southbound train with SP GP-40-2 7289 & UP SD-40T-2 2382 this was my first view of a "tunnel motor" in UP paint. From there we proceeded to Delta where the former Missouri Pacific branch between Jackson & Charleston, MO crosses the

PENNYRAIL

UP (ex Cotton Belt) main we have been following. This whole time in order to cover as much territory as possible in the time we had, my driving occasionally would have earned me a spot in the "STUBBLEFIELD 500 HALL FAME." Yes Dennis, I can drive fast sometimes. Speaking of you, Mr. Goat, I had the pleasure of meeting an attractive lady in her early 40's at Dexter. She was waiting to board a northbound train as conductor. I talked to her for a moment and she said how life on the rail was often a lonely one so I couldn't help but mention that I knew a single guy who frequented the area she worked in so if a lady leans out a cab window and blows kisses at you, well you know who to thank.

As we crossed the UP main at Delta, a sight to the north made me do a double take! "Pennsy stripes on a bulldog nose" here, where in comparison to the metropolis of Princeton KY, is the middle of nowhere? Hey Princeton had a population of 7 CSX AC-4400CW's on a Sunday in January, so don't call it nowhere - that's Marion. On closer investigation this turned out to be an E-8 or 9 in faded PRR pinstripe paint along with a Chicago & Illinois Midland small derrick & flat car plus 2 red Southern cabooses. These were all on a storage track adjacent to the UP main. Some of you on the foamer network know the how's and why's of this. If you do how about sharing it with us peons. After Delta we went to Chaffee Mo. This is the crew change for the BNSF ex BN ex SLSF line from St. Louis to Memphis TN. There we saw a s/b train with ATSF SD-40-2 1565, B-30-7 6354 & GP-38-2 3681. Next, at Quarry where the BNSF crosses the UP, we missed a s/b UP freight, but in the siding was another coal train with 2 UP AC-4400CW's up front and another one on the rear. This train had no crew and the engines were dead. After a quick stop at the Illmo beanery, we headed for the world famous Thebes bridge. My

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THE OLD GOAT

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Goat! When will we learn to take photos today and don't wait till it's too late?

Remember the Tradewater Railway GP9s that were on P&L trains during this past winter? Did you take any photos of them? If you didn't it's too late! These locomotives were on lease to P&L and were returned to their owner around the first of April. The units are now stored at the West Kentucky Railway shops near Clay.

Don't look for any of the CSX units coal trains, that were running from Louisville to Paducah on P&L trackage, anytime soon. These trains had started running from mines in Eastern Kentucky to the Grand Rivers Terminal on Kentucky Lake for barge loading and to the TVA Shawnee Power Plant at Paducah via P&L trackage. These trains ran daily from October till March 1998. TVA has more than enough coal stock piled at it's power plants at this time.

News from Chapter member Gale Woodrome in Ottawa, Kansas. Gale lives around two miles from the very busy BNSF Chicago/Kansas City/California mainline. He can hear the trains from his home, but can't see them. He enjoys watching BNSF action with his two grandchildren, a little boy age five and a grand daughter age two. Both like watching real trains and their granddad's model trains.

Ottawa must be a great place to live and to be a railfan. It is around fifty miles southwest of Kansas City. BNSF runs up to 70 trains per day on the mainline through town. Gale have you ever considered moving to a home within sight of the tracks? I believe I would have to moved long ago. Gale isn't a big BNSF fan,

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This is the second installment of A. C. Stanley's adventures on the inaugural run of the Texas Eagle all the way to Los Angeles.

THE ALMIGHTY TAKES CARE OF LITTLE CHILDREN AND RAILFANS. LATE THURSDAY THE HEAVY SNOW STOPPED, IT WAS ANNOUNCED THAT THE HIGHWAYS WERE CLEAR, AND JOE BOB, AND I DECIDED THAT OUR TRAVEL PLANS WERE SIMPLE AGAIN. FRIDAY MORNING THE FLURRIES STOPPED. THE TRIP TO ST. LOUIS WAS ROUTINE. JOE AND BOB RETURNED TO OWENSBORO AND I WAS ABOARD THE TEXAS EAGLE. TRAIN #21 ARRIVED TWENTY MINUTES EARLY AND DEPARTED ON TIME AT 1:00 AM. THIS HISTORY MAKING TRAIN-SET WAS NOW 282 MILES INTO A 2726 MILE CROSS COUNTRY JOURNEY ONE WAY. THE TOTAL TRIP WAS 5452 MILES. I WENT TO SLEEP AS WE PASSED BY PEOPLE WHO WERE SLEEPING UNDER THE BRIDGES IN ST. LOUIS. WHEN I SEE THAT, MY EMOTIONS BOUNCE BETWEEN COMPASSION AND CONTEMPT. BUT THE SIGHT LEAVES AN INDELIBLE MARK ON MY HEART AS I REALIZE HOW FORTUNATE I AM IN THIS WORLD.

LEAVING POPLAR BLUFF AT 5:10 AM, I WAS SUDDENLY AWAKE. IT WAS TIME TO SHAVE AND GET A SHOWER. AT HOME THIS IS NOTHING TO WRITE ABOUT. ON A TRAIN, IF YOU ARE AS BIG AS A WALRUS, IT IS AN ACCOMPLISHMENT AND SOMEWHAT TIME CONSUMING. WE WERE DUE AT LITTLE ROCK AT 8:32 AM AND I WANTED TO BE ALIVE AND ALERT TO ENJOY THE FESTIVITIES PLANNED FOR THAT STOP. A GROUP OF AAR MEMBERS BOARDED AT ST. LOUIS WITHOUT MUCH FANFARE. I KNEW THERE WOULD BE A REAL CELEBRATION AT LITTLE ROCK IN HONOR OF THIS INAUGURAL RUN AND I WANTED TO BE READY. AFTER A DELIGHTFUL BREAKFAST INCLUDING A THREE-EGG OMELET WITH BACON, BISCUIT, SMUCKER'S STRAWBERRY JAM, ORANGE JUICE, AND VERY, VERY GOOD COFFEE, THE EARLY RISERS SETTLED INTO THE SWIVEL CHAIRS IN THE OBSERVATION CAR. WE WERE READY AND LITTLE ROCK WAS READY BUT THE UNION PACIFIC MAIN LINE WAS NOT READY.

DETOUR AT BALD KNOB

THE TRAIN CREW KNEW BEFORE WE LEFT ST. LOUIS THAT THERE WERE 27 CARS OFF THE TRACK AT HIGGINSON, AR (SOUTH OF BALD KNOB NEAR SEARCY) AND THAT A DETOUR WAS PROBABLE. SEVERAL PASSENGERS SPECULATED THAT THE TRAIN WOULD LEAVE THE MOPAC LINE AT POPLAR BLUFF, TRAVEL 34 MILES ON THE EX-FRISCO LINE TO THE COTTON BELT MAIN LINE AT PIGGOTT, AR. ANOTHER OPTION WAS TO LEAVE THE MAIN MOPAC LINE AT KNOBEL, AR, AND TRAVEL 21 MILES TO PARAGOULD, AR AND HIT THE COTTON BELT MAIN LINE THERE. BOTH THE ABOVE OPTIONS WOULD BYPASS THE SCHEDULED STOP AT WALNUT RIDGE AND THAT DID NOT HAPPEN. A THIRD ALTERNATE WAS A STOP AT WALNUT RIDGE, A DETOUR WEST AT HOXIE, AR ON THE EX-FRISCO TO JONESBORO CONNECTING THERE WITH THE COTTON BELT MAIN. THAT DIDN'T HAPPEN EITHER. SO MUCH FOR AMATEUR DISPATCHING.

MORE NEXT MONTH

THE OLD GOAT

(Continued from page 4)

but he likes the new green and orange BNSF color scheme on the locomotives. But not as much as the old red and silver Santa Fe Warbonnet.

One train sighted by Gale a few weeks ago had this lashup of eight locomotives; three units in Santa Fe blue and yellow, two units in Santa Fe red and silver, one unit in Burlington Northern green, one unit in LMX gray paint and one Helm Leasing unit still in Santa Fe blue and yellow colors. Gale works in Lawrence, KS as a mechanical engineer for a company that builds equipment for highway construction. Lawrence is also a great railfan town. The busy UP Marysville Sub runs through Lawrence. This line sees around 70 trains per day with many trains being coal moves from the Powder River Basin. Many of these UP trains run with distributed power units (DPU) pulling between 130 to 135 loaded hopper cars. DPU uses two AC4400 hp locomotives in the front and one more radio-controlled crewless locomotive on the rear of the train. The three locomotives stay on the train from mine to destination. BNSF's Topeka Sub from Kansas City also passes through Lawrence. This line sees much less traffic than the UP lie in Lawrence. Gale reports that he sometimes goes train watching along the UP during his lunch hour. Most days he catches several trains on this line. Sounds like a nice way to spend your lunch hour to me. Gale thanks for the letter, and keep in touch.

Now a little something for the perverts in the membership. I guess

everyone has seen, from time to time, this message on various railroad cars - "DO NOT HUMP" - and heard many of the jokes associated with it. Now, I give you another message to think about.

Next time you are watching a Cargil unit grain train pass, checkout this message on the sides of the grain hoppers - "WARNING!!! DO NOT USE VIBRATOR ON ANY PART OF BODY". Enough said, you can make up your own jokes. Moving right along.....

Well, that's all for this month. Guess Editor Hinrichs will accuse me of having diarrhea of the mouth this month. In other words, I kept running on and on and on.. You get my meaning? But, Chuck, I had lots of good stuff to report this month. Better lots of stuff, than not much stuff, right guys?

Anyway remember if you have any information on railnews, sightings, trip reports and/or vacation reports send them in for use in this newsletter. We need your reports each and every month.

We are still selling copies of the video "CSX Henderson Sub". If you would like a copy send \$ 25.00 plus \$ 3.00 for shipping to my address. Make your check payable to Western Kentucky Chapter NRHS. Try to get outside during the next few weeks to checkout the rail action for yourself. You will have a good time! Hope to see you at the June meeting back in Madisonville and trackside. Keep in touch

Later Dudes!

Dennis Carnal

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PENNYRAIL

AOE DETOUR

The scheduled American Orient Express transcontinental trip from Washington, DC to Los Angeles was forced into significant detour routings due to UP problems in the New Orleans - Houston corridor. 1000 new miles from New Orleans to Santa Fe on BNSF and KCS was to good to pass up. On April 13 I drove to St. Louis and was taxied to Carbondale to catch #59 "City of New Orleans" to the trains name city. The early morning trip was uneventful and we arrive in the Crescent City 15 minutes early. A dinner cruise on the Mississippi closed a perfect day. We slept aboard the AOE at the New Orleans station.

KCS gets us moving at 5 AM and we cruise through Baton Rouge, Alexandria, Shreveport and Greenville. TX. Slow night running takes us through the Dallas-Ft. Worth metroplex and we wake the next morning on BNSF in Temple, TX. We are bussed to San Antonio for a barge ride, tour of the Alamo and a mission and a real live rodeo. We return to our train for the night.

We spend the 17th cruising through West Texas and New Mexico. 850 miles on BNSF takes us through Sweetwater, Lubbock, Clovis and Albuquerque. We sleep in our Pullmans in Santa Fe. I bid farewell to the AOE and ride Santa Fe. Southern's connecting train to Lamy, NM where I board the "Southwest Chief" for lots of 90 mph running to Kansas City.

April 19 brings the 3100 mile adventure to a close as I ride the "Ann Rutledge" to St. Louis and a leisurely drive home. Just before my arrival in St. Louis I reached the 250,000 mile mark in total train miles - without a single incident.

Don Clayton

APRIL MINUTES

Western Kentucky Chapter, NRHS

L&N Depot Hopkinsville, KY
May 18, 1998

President McCracken called the meeting to order at 7:00 PM. Minutes of the April meeting were approved as read. The Treasurers report was approved.

TREASURER'S REPORT:

Opening Balance		1296.75	
Income			
Dues	25.00		
Raffle	19.00		
Video	25.00		
Total	69.00	1365.75	
Expenses			
Nat. Dues	17.00		
Postage	22.40		
Print	14.84		
Total	54.24	1311.51	
Ending Balance		1311.51	

MEMBERSHIP: We have 59 members on the books

DIRECTORS REPORT: Chuck reported briefly on the duties of the RVPs and on the up-coming railfan discount booklet. Chuck also reported on the "Rail Camp" program.

OLD BUSINESS: Ricky reported that the IRM will operate full blast this summer with a reduced schedule after Labor Day. Mike Keipp reports that the bridge is still out on the N&E. Bardstown dinner train rates are \$59.95 per person. No decision on future Chapter trips.

NEW BUSINESS: Dennis gave a video sales report and asked to have Neff paid for our current inventory. Neff may do a video on the P&L and possibly copy two of Mart's tapes for possible Chapter sale. Kittenger suggested another trip to VMV. Dennis mentioned a possible Chapter picnic. Louie Hicks mentioned the possibility of a Chapter visit to CSX's Radnor Yard in Nashville. Wallace Henderson asked that the Secretary send a letter to National advising them that he will represent our Chapter at the Syracuse Convention.

The Chapter thanked the Hopkinsville members for providing an excellent program and refreshments at the old L&N depot. We especially enjoyed Mr. Turner's historical information and old photographs.

JUNE MEETING: Monday evening, June 22 at the Badgett Center. Chuck Hinrichs will provide the program and Ricky Bivins the refreshments.

15 members and 1 guest were present.

VIDEO SALES REPORT: As of May 18th, a total of 68 copies of the video "CSX Henderson Sub" have been sold by the chapter. These sales have totaled \$1,700.00 with the chapter clearing \$493.82 after

TIMETABLE

TOURS

Trains Unlimited Tours Info: 1-800-359-4870

White Pass & Yukon Spectacular - September 17-20 out of Skagway, Alaska

North American Railfan Spectacular - September 26-October 10 in Colorado-New Mexico-Utah-Nevada-California

Cumbres Fall Colors Spectacular - September 28-29 out of Chama, New Mexico and Antonito, Colorado

Nevada Northern Spectacular - October 3-4 out of Ely, Nevada

High Iron Travel Info: 1-612-922-7259

Explorers IX Trip, Camas Prairie - June 27 - July 5 - Spokane

This is a revised date !!!!

Other Rail Events

NRHS Convention - Syracuse, NY, July 8-12. Vintage Diesel and Steam over NYC, DL&W and Lehigh trackage by NYSW, Finger Lakes Railway, Adirondak Scenic, Lowville & Beaver River and Owego & Harford. Pre-registration due 1/31/98. See last NRHS Bulletin for pre-registration form and details. The Washington Chapter is planning a round trip from Washington D.C. to Syracuse with their Private Car "Dover Harbor" **Many of the Convention Events are nearing capacity. If you are planning to attend, get your reservations in now!!! Dick Billings is putting together a week-long New England tour following the NRHS convention. Check with Wallace Henderson for details.**

NRHS Fall BOD meeting - Kansas City, November 6-8, 1998. Trip on KCS "Southern Belle" business train from Kansas City to Amsterdam, MO and return with photo stops and lunch. Also a ride on the Smoky Hill Railroad. Pre-registration \$15. See Chuck Hinrichs for details.

L&N Historical Society - Annual Meeting - September 25-27 Corbin, KY - Headquarters Hotel is the Cumberland Inn, Williamsburg, KY. Get your reservations early!!

Illinois Central Historical Society - Annual Meeting - August 14-15 Waterloo, IA. With the CN/IC merger this may be the last meeting with an operating IC railroad. No word on the promised IC business train but a prayer might help!!

SUMMERAIL AT C.U.T. - August 8, 1998 - Cincinnati Union Terminal 1 PM to 10 PM. RR Show and Sale 10 AM to 5 PM.

AREA SIGHTINGS

Dennis, Chuck, Wallace

Ricky Bivins made a fantrip to Southern Illinois a few weekends ago. He went to checkout the action on the Union Pacific Chester Subdivision at Gorham, IL. Ricky sighted seven trains in two hours at Gorham. Locomotives from Southern Pacific/Union Pacific and Conrail were noted. Ricky also reported sighting eight Amtrak express boxcars moving north in a CSX manifest train through Madisonville. Most likely these Amtrak express cars were being shipped empty to Chicago or St. Louis. Several railroads have imposed speed limits on these boxcars when they are empty. These speed limits are due to a derailment of an empty express boxcar in an Amtrak passenger train a few months ago, while operating on Conrail trackage. Amtrak doesn't want to slow the speed of its passenger trains so, from time to time, it returns empty express boxcars via freight trains.

VMV Locomotive Shop is very busy with work at this time. With its new agreement with General Motors EMD Division allowing VMV to work on General Electric locomotives, business at the Paducah shop is booming. At last report around 700 people were working at VMV six days per week. Another locomotive shop in the area has reopened. National Railway Equipment (NREX) has purchased the assets of the bankrupt Precision National Corp. in Mt. Vernon, IL. The shops reopened in January and many of the former Precision National employees have been rehired. National Railway Equipment has another shop in Silvis, Illinois. NREX has a lease fleet of over 200 locomotives. Perhaps Chapter member Kerry Robertson in Mt. Vernon can keep us updated on this shop's activities.

LATE BREAKING NEWS FROM LOUISVILLE....Just received a report from Bill Grady that on June 3th Lee Gordon sighted a New York Central E8 locomotive at the CSX Osborn Enginehouse in Louisville. Lee reports the E was very clean and looked great in the "NYC Lighting Stripe" scheme. The locomotive was gone the following day, when Bill went by to check on it. They cannot get any information about this locomotive. They believe it is owned by someone in Nashville. Anyone have any information on this locomotive? If you do, let us know. It's not everyday you see a New York Central E8 anywhere in 1998, let alone in Louisville on CSX.

CSX grade crossing collision and derailment. At about 6 PM on Friday, June, 12 a northbound CSX piggy back train collided with an empty chicken feed tractor-trailer at a controlled grade crossing just south of Sebree, KY. The train (Q120) had been at track speed and was still doing about 40 mph at the time of impact. The three locomotives (GE B36-7s 5828 and 5850 and B40-8 5940) all derailed down an embankment to the east of the track and came to rest in a muddy field with two of the units on their sides and the third partially on top. At least six flats and container cars also left the track and were in mud and water on the west side of the track. The crew and the truck driver all avoided serious injury - a miracle - though the engineer was in danger of drowning until rescued from the mud and water filled cab.

Dennis and Bill Grady made a moist rip to Paducah in May. I hope to include some of the details in the July **Pennyrail**.

PENNYRAIL

THE OLD GOAT

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704 Choctaw Drive
Madisonville, KY 42431

Phone 502-825-0693

RAFFLE

Don't forget items for the Chapter raffle. The proceeds go to defray the printing and mailing costs for "PENNYRAIL" your Chapter newsletter.

FOAMING HILLBILLIES

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nephew remarked how there sure wasn't anything like that in Marshall Co. I told him to just wait until the government gives LBL back to the original owners and they start back making moonshine. The Hardin Southern will build a bridge bigger than it to tap into rich resources around Golden Pond Ky. And, don't forget the 'SD100MAC's they will use for it and the already booming grain traffic on the line. Okay, enough of my sarcasm, back to business. The last 2 trains we saw were both northbound at the bridge. The first was NLCH (North Little Rock AR. -Chicago) with a GP-60, SP B-30-7, & UP GP-40-2. The last was a run-through to Conrail with a CR SD50 & SD40-2. It was 4:30 and time to go home. But what a day it was!

P.S. There is a nice farmhouse across the gravel road from the new Dexter "depot". The people left because of the constant activity of the crew change point. But talk about a "railfan paradise" if they would sell me the house and a couple hundred acres to farm - just enough to have an occasional chore to distract from what has become a career as a professional railfan. I like it already!

RAIL TRIVIA QUIZ

Answer to May's Trivia.

1. Indiana , Alabama & Texas RR
2. Not sure of exact wreck date but in spring of 1976 on ICG.
3. Jawn Henry was rated at 4,500 hp

JUNE TRIVIA

?

How would you rank the following locomotives as to number produced?

- F3 (both A & B)
- F7 (both A & B)
- GP7
- GP9

I hope to make this mind teaser a regular feature in "PENNYRAIL". If you have a bit of rail trivia that you think would challenge our readers just drop me a note or an e-mail with the details.

Come on guys!! How about a little help on this feature. Send me a chunk of TRIVIA for the July issue of *Pennyrail*.

Chuck

The Prez Sez

Every once in a while I get constipated, er.. motivated to write something inspiring for the newsletter. Its the old idea that if you let a monkey sit at a typewriter long enough something resembling Shakespeare will be forthcoming. This is probably not it, but it will count as one more try.

Joe Wirth's passing saddened me considerably and I will certainly miss him. Joe was a good guy who could always be called upon for a "stumper". Joe knew a lot of trivia about many facets of railroading, particularly if you were talking about his beloved Central. Joe's passing should remind us all that we live in a constantly changing and progressing world. Many of us, and I'm one of the worst, have a habit of saying "one of these days I'm going to We're always putting something off until we have 1) time 2) money 3) more information 4) etc.. you can fill in the blanks. In Joe's memory, why don't you dust off one of those things you've always wanted to do and get started. Maybe its that model railroad you've had in your head for 5 years, that trip behind a particular engine, or just chasing more trains. The excuses may last longer than either us or the trains. As a kid I never thought I would see the day when steam no longer ran the rails, but it happened. I find myself thinking at times that photographing ore of the same trains over and over must be pretty wasteful, but then I think of the fate of the steamer, and I realize that these very photos may be a prize in some future issue of *Vintage Rails*, or its successor.

I got started in live steam because of a friend I worked with. I had four kids at home with a ton of college expenses starring me in the face. When my friend kept pushing me to get started on a live steam project I kept giving him the old "I'll do it when my kids are through school" routine. Finally, one day he asked me for the letter. I asked him "What letter?". He said "The one from God that says you will be around that long". He made a pretty strong point and several days later I ordered the first castings for my K4. There were times when I had to defer some purchases because of tight funds, but I got started and I have never regretted it.

So my message this month is, "Don't put it off any longer". Take that first step toward getting started. None of us come with a tread life warranty. You don't have to finish whatever it is all at one time, but if you never start you sure will never finish.

See you at the station.

Bob McCracken

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, you editor would appreciate hearing from you. My scanner is a non-destructive machine and your material will receive the best of care while it is prepared for publication. Your help is appreciated.

Chuck Hinrichs