

PENNYRAIL

APRIL 1999

VOLUME 3 NUMBER 4

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

APRIL MEETING

MADISONVILLE, KENTUCKY

**April 26 7:00 PM
BADGETT CENTER
L&N DEPOT**

PROGRAM

Greg Utley will present the program for the April meeting. He has three short films to show. 1. Film, made during WW II, showing the American Railroad Industry's contribution to the war effort. 2. Signals (done by SP in the early 1950's). 3. Newsreels of train wrecks. Refreshments will be provided. Come and bring a friend.

MARCH MEETING

Twenty-one members were on hand for the March meeting in Madisonville. They enjoyed a nice slide show featuring rail action in West Tennessee and refreshments supplied by Chris Dees from Dyersburg, Tennessee. Thanks Chris for taking the time to travel to Madisonville and putting together a great program for the members.

CSX provided two trains on the Earlington Main during the meeting. The first train was southbound

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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.campuswix.net

CONVENTION IS OVERBOOKED

Several of our members are disappointed, or soon will be, as requested convention trips are either completely sold out or the accommodations requested are sold out. Reports have confirmed suspicions that there are more potential attendees than can be accommodated. Some 1200 registrations were received for the UP trips which can only handle 600 passengers. Other trips are under the same pressure.

While the idea of a joint convention with



the R&LHS in conjunction with California's Railfair looks good on paper it now appears that there will be a lot of unhappy members who will think long and hard before signing up again

Chapter News

(Continued from page 1)

tote train (Q123). Pulling this train was a pair of CSX C44-8Ws. The second train was southbound manifest (Q597) passed through Madisonville with two CSX AC44CWs pulling the 135 car train.

MEMBER NOTES

Our members are on the move. Don Clayton and Chris Dees took a quick weekend trip to Texas on Amtrak's Eagle for a Saturday ride on the Tarantula. Chuck and Shirley Hinrichs rode both the Saturday and Sunday Tarantula trips and also caught the Arkansas and Missouri on the way to Texas. Wallace Henderson was in Ohio and has a South American trip on the schedule. Don Clayton is riding the 'Farewell to Conrail' special as well as the 261 trip to Duluth. Chris Dees has a couple of business trips to Colorado and is checking out the Royal Gorge operation. Chuck Hinrichs will be in Chicago for the NRHS board meeting and a little railfanning.

NEW MEMBERS

At the March meeting the chapter welcomed two new members. They are Sandy Byrd and David Hayes. Sandy is Billy Byrd's new bride and one of the regular crew members at TVRM in Chattanooga. Sandy and Billy will make a very nice team together in the coming years.

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MEMBERSHIP

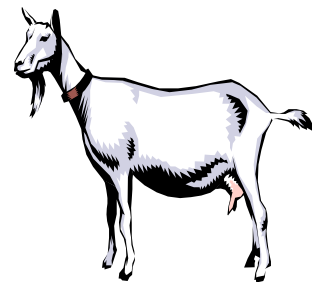
National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin \$25.00 per year.

Family membership \$27.00 per year.

Chapter Only - includes 11 issues of

**TRACKSIDE WITH
THE OLD GOAT**

Dennis Carnal



Greetings from The Official Old Goat of the New Millenium. Only eight more months till the New Millenium!! Made your party plans yet? Better hurry!! Time is running out fast!! Order your party trays of Old Goat delights today!! You can't have enough Old Goat Cheese and Old Goat Hand-Dipped Droppings on hand for your big year end blowout Hurry supplies are limited!!

Just like the Old Goat delights, the railnews for this month is in limited supply. Let's see what we have to report.

CSX has run another inspection/shipper train on the Henderson Sub during the past few weeks. On March 14th, train (P993-14) ran from Nashville to Evansville on the HD. This train went on north to Chicago dead-heading the equipment. The train was pulled by two CSX GP40-2s locomotives # 6301 and # 6041. The consist was six CSX business cars from the pool in Jacksonville. Then on March 18th, the loaded train headed from Evansville to Nashville with the officials on board. The train passed through Madisonville around 8:00am. The train had left Chicago the morning before and had stayed in Evansville overnight.

The CSX detour trains from the CSX Mainline Subdivision between Nashville and Louisville are still running on the CSX Henderson Subdivision between Nashville and Madisonville. The trains turn northward at

Madisonville onto Paducah & Louisville trackage for the trip to Louisville. The trains operate with two CSX AC44CW locomotives and with P&L crews. At least two northbound trains per day were still making the trip during the second week in April. No word yet as to how much longer these detour trains will operate via P&L trackage.

PADUCAH & LOUISVILLE RAILWAY NEWS.....A loaded 90 car unit coal train derailed two locomotives and 27 hopper cars on March 31st, while operating on the CSX Morganfield Branch between Madisonville and Providence. The loaded P&L unit coal train (Z462) with five P&L locomotives and 90 P&L hopper cars derailed four miles east of Providence on CSX trackage. The two trailing locomotives GP26 # 3600 and GP10 # 8600 didn't overturn and had no damage. Ten to twelve of the loaded hopper cars overturned and the other hopper cars only derailed. The derailment happened around 7:00pm Wednesday night. Crews from R.J. Corman Company arrived the following morning around 6:00am to start the cleanup. By 2:00pm that afternoon, the two locomotives and the first two hopper cars were back on the tracks. The line was opened for traffic on Saturday morning. The first train to operate over the derailment sight was a CSX Dotiki Turn (V553). The remainder of the derailed P&L coal train, all five of it's Geeps and 63 hopper cars passed through Madisonville on P&L

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THE OLD GOAT

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trackage through West Yard around 12:30pm southbound to Paducah on Saturday afternoon. An empty P&L hopper train headed through West Yard toward the CSX interchange tracks headed for the CSX Morganfield Branch to Providence. This train was five more P&L Geeps and 90 P&L hopper cars. This train passed through Madisonville around 4:30pm that Saturday afternoon. This train didn't derail on CSX and returned to P&L trackage Sunday afternoon headed for Kentucky Lake.

The cause of the derailment was a broken rail. This is the second derailment on the CSX Morganfield Branch during the past five months. In November, an empty CSX Dotiki Turn derailed 18 hopper cars, west of Providence. Thanks to Rick Andrews and Betty Jean Jackson for this report.

BITS AND PIECES OF INFORMATION FROM THE MEMBERSHIP. Spencer Brewer reported seeing a northbound CSX tote train passing through Earlington a few weeks ago. The train had eleven six-axle locomotives, nine were CSX and two were Helm Leasing units. Spencer reported seeing a southbound CSX military extra with one Union Pacific and one Cotton Belt locomotive passing through Earlington. The Old Goat noted a northbound CSX empty potash unit train passing through Madisonville. Power was one BNSF SD7OMAC in War Pumpkin paint, one BN Oakway Leasing SD60 in blue and white paint and one Helm Leasing C36-7e ex-Norfolk Southern locomotive in black pulling the all CN covered hopper train.

Kerry Robertson of Belle

Rive, Illinois reports that the National Railway Equipment Shop (NREX) at Mt.Vernon has a contract with Union Pacific to rebuild 70 old Southern Pacific and/or Union Pacific SD45s. These locomotives have their old 20 cylinder engines replaced with 16 cylinder EMD 645 engines. The locomotives get new Dash 2 electronics and new eighteen inch doors. The carbodies retain their flared radiators. This way, the rebuilt locomotives look like they did when the locomotives were built during the sixties. The contract calls for one locomotive to be rebuilt each week. The Mt.Vernon shop repaints each locomotive after rebuilding. Kerry reports that the new paint is a killer. The new rebuilds carry Union Pacific numbers in the 4700 series. Kerry has built a new home along side the Illinois Central Edgewood Cutoff tracks, north of Belle Rive. Kerry reports seeing a few CN powered trains on the IC trackage. One train was a southbound covered hopper train with two new CN General Electric locomotives pulling it toward Fulton. Kerry reports these trains are a nice change from the IC Locomotives that he has watched over the years.

Thanks to everyone for their reports.

Well, like I said at the start, not much to report. Sure would like to hear from more of the members with information on rail happenings in their areas. Drop a note to me or e-mail your sightings to Chuck. Hope to see all of you at the April meeting or at trackside in the coming weeks. Keep in touch!!

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 502-825-0693

PENNYRAIL

THE FRENCH BROAD

A. C. Stanley

DURING WORLD WAR II, WITH THREE OF HER FIVE SONS AND A SON-IN-LAW ALREADY A PART OF THE WAR, MY ANXIOUS MOTHER WAS TRYING TO KEEP HER FAMILY TOGETHER AT HOME AND ALSO TRYING TO BOLSTER THE MORALE OF THOSE WHO WERE AWAY. THERE WERE STILL TWO SONS AND A DAUGHTER AT HOME. THE TWO SONS WOULD LATER ENLIST AND THE BABY DAUGHTER WOULD SOMEDAY ALSO MARRY A SERVICEMAN.

DAD WAS A MACHINIST FOR THE COTTON BELT RAILROAD AND REGULARLY WORKED TWO SHIFTS IN THE BACK SHOPS AT TYLER. THAT WAS AFTER THE RECRUITING OFFICE TOLD HIM THAT HE WAS TOO OLD AND HAD TOO MANY KIDS TO JOIN THE ARMY, BUT HE WASN'T TOO OLD TO KEEP THE STEAM ENGINES RUNNING. AFTER 16 HOURS OF WORK, HE WOULD DRAG HOME, REST A FEW HOURS, AND BE BACK ON THE JOB. THE TRAINS HAD TO MOVE AND THE ENGINES HAD TO OPERATE, ALL FOR THE WAR EFFORT.

MY OLDEST BROTHER, CHARLES, ALSO WORKED FOR THE COTTON BELT AT TYLER AT THE GENERAL OFFICE. IN JUNE OF 1941, HE WAS ONE OF THE FIRST CONTINGENT OF DRAFTEES TO LEAVE SMITH COUNTY. THIS WAS BEFORE PEARL HARBOR. AFTER BASIC TRAINING IN THE STATES, HE WENT TO ENGLAND FOR HIS ADVANCED TRAINING IN THE FIELD ARTILLERY. VERY SHORTLY THEREAFTER, HE LANDED AT ORAN IN NORTH

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FRENCH BROAD

(Continued from page 3)

AFRICA WHERE THE WAR WAS GOING BADLY FOR THE ALLIES.

"CHARLEY" WROTE HOME WHEN HE COULD, BUT COMMUNICATION FROM THE WAR ZONE WAS LIMITED. CIVILIANS AT HOME ONLY KNEW THAT, AT THAT TIME, WE WERE NOT WINNING THE WAR. THE WAR IN THE PACIFIC WAS ALSO GOING BADLY. WE WERE NOT WINNING THERE EITHER.

THE ANXIETY OF THOSE LEFT BEHIND WAS TERRIBLE, ESPECIALLY FOR PARENTS AND WIVES. CHARLEY'S WIFE HAD JOINED THE RED CROSS ORGANIZATION AND WAS STATIONED IN THE STATES AT ASHEVILLE, NORTH CAROLINA. MOTHER FELT THAT HER DUTY WAS TO GO THERE AND PROVIDE WHAT COMFORT SHE COULD TO HER DAUGHTER-IN-LAW. SHE WOULD TRAVEL ON THE TRAIN.

DAD OBTAINED A "FOREIGN PASS" FOR MOTHER. SHE TRAVELED FROM TYLER TO MEMPHIS ON THE COTTON BELT. IN MEMPHIS, SHE TRANSFERRED TO THE SOUTHERN RAILROAD WHICH CARRIED HER THROUGH CORINTH, MISSISSIPPI, DECATUR AND HUNTSVILLE, ALABAMA, CHATTANOOGA, CLEVELAND, KNOXVILLE, AND MORRISTOWN, TENNESSEE. AT MORRISTOWN, THE SOUTHERN RAILWAY VEERED FROM ITS MAINLINE GOING NORTHEAST AND HAD A LINE THAT RAN SOUTHEAST THROUGH ASHEVILLE AND ON TO SPARTANBURG, SOUTH CAROLINA. MOST OF THE 87 MILES BETWEEN MORRISTOWN AND ASHEVILLE HUGGED THE BANKS AND CRISS-CROSSED A BEAUTIFUL MOUNTAIN RIVER. THIS RIVER HEADS JUST NORTH OF THE SPOT WHERE GEORGIA

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Wallace Henderson has made a number of trips to southern Illinois to check on bridges and tunnels on both the IC and BNSF lines. Of particular interest are the tunnels on the Illinois Central's Edgewood Cutoff. He had not been able to locate Tunnel #3 and with warm weather on hand Wallace was back in Illinois to continue his search. Here is the story in Wallace's own words.

"One of the more interesting aspects of railroad photography to me is photographing tunnels and bridges. After I learned that there were three tunnels on IC's Edgewood Cutoff I was determined to find them. Two years ago, after some effort and wrong turns, I found tunnel 1 and 2. I was told that tunnel 3 was 'inaccessible.' And so it is, up to a point."

"Several weeks ago, I found the south portal of tunnel 3 by hiking up the track a mile and a half. But first, to locate it, I combined my Steam Powered Video's Great Lakes West Railroad Atlas with DeLorme's Illinois highway atlas. The former shows all three tunnels but the later shows only tunnels 1 and 2! The first thing I discovered was that a county road that 'crosses the track' actually goes over the top of the tunnel. which I estimate to be a half mile in length; and I never knew I was crossing over the tunnel as I did. I soon figured this out and deducted what I had to do to get to it, but I was never able to see the tunnel or the track from on top."



Southbound UP coal train at the south portal of IC's tunnel #3 on the Edgewood Cutoff. March 16, 1999

Photo by Wallace Henderson

"Now here are the directions: Take Illinois Highway 145 north from US45 (at the I24 rest area) until you reach State 146; turn left and when you get to the tracks turn right before crossing them onto a gravel road. Drive up the gravel road about 100 yards and park (you'll be right next to the tracks) and start walking north. There are no grade crossings in this section but there is a pair of signals. Keep a sharp lookout for trains. It is worth the effort." Wallace Henderson

FRENCH BROAD

(Continued from page 4)

AND SOUTH CAROLINA MEET THE NORTH CAROLINA STATE LINE. FROM THERE, IT FLOWS EAST, THEN NORTH AND WEST AND EVENTUALLY SOUTHWEST INTO KNOXVILLE. IT FLOWS NORTH THROUGH ASHEVILLE.

AT KNOXVILLE, THIS BEAUTIFUL, WIDE, MEANDERING STREAM MEETS THE HOLSTON RIVER. THERE, THEY BECOME THE TENNESSEE RIVER. MOTHER LOOKED OUT THE WINDOW OF THE TRAIN AND NOTICED HOW PRETTY THE RIVER WAS. IT TWISTED AND TURNED BETWEEN HIGH HILLS AND BOUNCED OVER ROCKS. THE WATER WAS CLEAR AND CLEAN. THE RIVER BED WAS WIDE TO ACCOMMODATE FREQUENT HIGH WATER AFTER HEAVY RAINS IN THE SMOKEY MOUNTAINS. SHE TURNED TO A YOUNG SOLDIER SITTING NEARBY AND SAID, "DO YOU KNOW THE NAME OF THIS RIVER?" HE REPLIED, "THE FRENCH BROAD."

RECOVERING FROM THE SHOCK OF HEARING THE REPLY, SHE KEPT TO HERSELF THE REST OF THE TRIP. SHE WONDERED SILENTLY WHY SUCH A NICE LOOKING YOUNG MAN WOULD TELL HER SUCH A THING. IN THE POLITE CIRCLES OF HER LITTLE WORLD, THOSE WORDS WERE JUST NOT USED. AFTER ARRIVING IN ASHEVILLE, MOTHER ASKED HER DAUGHTER-IN-LAW THE NAME OF THE RIVER. HER WORLD EXPANDED SUDDENLY WHEN NINA REPLIED, "THE FRENCH BROAD."

Chapter News

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other 3. The members have 2 N scale layout, 4 HO layouts (and 2 more under construction), 5 O scale layouts, a pair of G scale layouts (another under construction) and 5 Lionel layouts. It should be noted that some of the O and Lionel layouts are combined operations.

Three of our members have multiple layouts. Bob Moffet has both an N scale and a G scale layout and Rich Hane has both HO and Lionel layouts in operation. Rex Easterly has HO and G scale layouts and maybe even some N scale track in operation. Bob McCracken has a pair 1" to 1' locomotives - one diesel in operation and one live steamer nearing completion.

When we can't see, photograph or ride a 12" to the foot railroad we all seem to rely on models for our interim rail fix.

DEMOGRAPHICS

Our Chapter has 64 members and we represent a pretty diverse geographic spread. 19 members live in the Madisonville area, 13 in the Owensboro area, 10 in the Hopkinsville area, 3 in western Kentucky, 3 in the Louisville area, 2 in south-central Kentucky and one in the eastern part of the state.

Five of our members reside in Tennessee - two in the Nashville area and three in the western part of the state. Our neighboring states of Illinois, Indiana and Ohio have one member each as does South Carolina, Florida, California, Kansas and Minnesota.

Wouldn't it be great if they all showed up some Monday

PENNYRAIL

DID YOU KNOW?

Ricky Bivins

29,879 miles of railroad in the U.S. consisted of two or more parallel tracks at the beginning of 1946.

A straight track, 78.86 miles in length, on the former Seaboard Airline Railroad between Wilmington and Hamlet, North Carolina is the longest stretch of track without a curve in the U.S.

Are you a modeler? If so what gauge? In 1871 there were 23 different track gauges in use on U.S. railroads. The widest was 6' and the narrowest 3' (the Maine 2 footers came along after 1871). After 1886 most track gauge was standardized at 4' 9 3/4" with only a few exceptions.

The first U.S. Patent issued was to John Ruggles for a device to increase locomotive power and control slip - July 13, 1836!

NEXT MONTH

Clayton and Dees' trip to Texas on the Eagle

The FDA confiscated all of the "OLD GOAT'S" hand dipped droppings. Can a Millenium Bankruptcy be in the offing?

CSX's expanded Henderson Sub operations.

Wallace Henderson's Ohio trip.

Chuck Hinrichs' report on the NRHS Board meeting.

1999 Chapter Roster and a list of members' e-mail addresses.

MARCH MINUTES

Western Kentucky Chapter, NRHS

L&N Depot, Madisonville, KY

March 22, 1999

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

TREASURER'S REPORT:

Opening Balance		1618.23	
Income			
Dues Chpt.	56.00		
Dues Nat.	127.00		
Donations	0.00		
Video	70.00		
Raffle	12.00		
Total	265.00	1883.23	
Dues Paid	138.00		
Postage	26.40		
Print	16.11		
Supplies	0.00		
Total	180.51	1702.72	
Ending Balance			1702.72

MEMBERSHIP: +2, -3 Total 65

DIRECTORS REPORT: Railfare was a success and will be repeated in 1999 with 2 session if enough applicants come forward.

OLD BUSINESS: No action on legal aspects of video sales. Checked on Days Inn and Elks Lodge as locations for railroad show. No freebies.

NEW BUSINESS: The President will appoint a committee to look into a railroad show. Sandy Byrd reported on movies filmed at TVRM. Kieth Kittinger says we can get a 16mm projector for \$75. Hinrichs moved that we buy the projector and that Keith will have custody. Motion passed. Delinquent members were urged to pay their dues. Delinquents will be dropped from the rolls on March 31. Wallace Henderson reported on the KRM dinner train. There appears to be sufficient interest to go ahead but there is some confusion between the KRM dinner trains and the 'Flamingo' dinner train. Wallace should have a complete report at the April meeting. Rich Hane found a rare old bottle on the L&N right of way with "Edison Battery Oil" molded in the glass. The raffle netted \$22

Members present were: Wally Watts, Rick Bivins, Dennis Carnal, Wallace Henderson, Rich Hane, Tim Griffey, Billy Byrd, Chuck Hinrichs, Don Clayton, Bob McCracken, Tom Beumel, A.C. Stanley, Keith Kittinger, Tommy Brown, Sandy Byrd, Bruce Cox, Jim Pearson, Greg Utley, Chris Dees, Jim Finley and Rick Andrews.

The Chapter has three videos for sale. The Henderson Sub tape at \$25.00 plus \$3.00 s&h. The Cadiz and P&L tapes are \$20.00 each plus \$3.00 s&h. Chapter members can get both the P&L and Cadiz tapes for \$35.00 plus \$3.00 s&h. Send your order to Dennis Carnal.

Remember to bring items for the raffle. Proceeds from the raffle go towards printing and mailing

TIMETABLE

Rail Events and Excursions

Tennessee Central Railway Museum

Nashville-Cookeville May 1 Departs from TC Ry Museum building.

Railroadiana Show and Sale May 8 TC Ry Museum Building.

Nashville-Lebanon June 5 Train Robbery and Civil War Camp and reenactment at Lebanon.

Nashville-Watertown July 10 Murder Mystery, Dinner on train or at local restaurant. Late afternoon departure.

See Mike Keipp or Chuck Hinrichs for details

Clinchfield Trips

Saturday, May 1, 1999 Kingsport, TN to Spruce Pine, NC and return. Sunday, May 2, 1999 Kingsport, TN to Elkhorn City, KY and return. Fare each day \$87. Phone orders accepted after March 22, 1999 at: 423-753-5797

261 St. Paul-Duluth May 22-23 Northstar Chapter NRHS is offering a bus return from Duluth as an alternate to the two day round trip behind 261. Contact Don or Chuck for details.

Summerail at CUT Cincinnati, OH August 7. Multimedia slide show, railroadiana show and Tower A visits. \$12 513-651-RAIL

1999 HISTORICAL SOCIETY EVENTS

NRHS Convention Sacramento, California June 21-26 1999. As of 4/4/1999 the following events are **sold out**. The Mt. Shasta Scenic, the City of Tehema (UP 844), Feather River Express (UP 3985), the Night Photo Shoot and the Dome seating on the Franklin Canyon trip.

NRHS Fall BOD Meeting Scranton, PA November 12-14 1999.

ILLINOIS CENTRAL HISTORICAL SOCIETY MEETING

Louisville, KY October 14-17 Details later.

L&N HISTORICAL SOCIETY MEETING

Marietta, GA September 10-12 Details later.

SOUTHERN RAILWAY HISTORICAL ASSOCIATION Huntsville,

AL May 21-23 Info PO Box 33 Spencer, NC 28159

SIGHTINGS AND SUCH!!

Ken Arding reports that UP SD90MACS's 8503 and 8512 are testing on the IC between Fulton, KY and Mobile, AL for two months to test cooling system modifications. *Internet*

The shoo-fly around the construction site between Casky siding and Hopkinsville has been removed and rail operations are crossing the new highway overpass as construction continues on the US68 by-pass. No word yet on when work will begin on the rerouting of Fort Campbell Rail to eliminate the traffic congesting CSX-FCR interchange in downtown Hopkinsville. Four flats loaded with equipment derailed during a recent interchange move and traffic was tied up all day on Walnut St. - a main thoroughfare. CSX power was south of the derailment and the FCR power was either unable or unwilling to move the flats blocking the street. Finally the Hulcher equipment used in rerailing the flats was also utilized in clearing the blocked street. *CFH*

KRM News

2716 - It is still in New Haven, IN and will be moving to New Haven, KY when the four railroads involved can get all of the details worked out. The time frame is unknown. The folks at the Ft. Wayne Historical Society did a bunch of work on the unit and ran it a couple of years ago. When it returns to the KRM, we will see what all it needs to get it back in service. At this time NO ONE knows when it will be back in service, not even a guess. We would like to have it running again in time.

New Georgia coach 1101 (ex-Hartwell 1101, exx-MKT 884) will not be painted and lettered in its original Katy scheme but will retain its Hartwell green. This coach should be back in service in a few weeks.

Pullman obs/end sleeper "Mt Broderick" is being returned to a Pullman green color and lettering scheme. Completion date of the restoration is unknown, depending on how much body work has to be done (a bunch!)

The L&N Combine Coach is not scheduled to go into the shop next. The color of the combine paint has not been discussed by anyone here. It was originally probably L&N green as that was the common color of L&N passenger cars prior to World War II. When it gets closer to time to put the car in the shop (probably next year,) we'll decide on the color scheme.

The MONON BL-2 has been restored to the Monon Black & Gold scheme. If all goes well, it will return to service in late May. We will post notices to the Monon and L&N-NC&StL lists when the date is known. As noted, the lettering is not yet complete.

Internet John Campbell

The local NS yard job which has been the raison d'etre of the specially painted NS MP15 River Street Rambler made its last trip today down the middle of Savannah's water-front River Street Historical District. Henceforth the job will be rerouted off the streets of Savannah via CSXT trackage rights to serve industrial customers along the river east of the city. It is almost certain that there will never be another repaint; however, since CSXT uses MP15's and most of their secondary track cannot handle NS' SD40-2 yard engines, I suspect that the MP15 will remain with us for some time to come.

Internet Fr. Wayland Brown

Chapter News

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David Hayes is from Hardinsburg, Kentucky. David has been a member of NRHS chapters in Louisville and Owensboro for many years and he is also very active in the Illinois Central Historical Society. David has put together many nice slide shows over the past few years at Owensboro chapter meetings. Maybe he will do a program in Madisonville for our chapter? Welcome to both of our new members.

SURVEY RESULTS

We received 20 valid responses to our survey (about the average attendance at a typical Chapter meeting) on program preferences and model railroad interests.

The program results were a mixed bag (due in no small part to the form of the question) but it appears that most of you are pretty well satisfied with our meeting programs. There are a majority of you who would like to see more programs presented by someone other than our regular Chapter members. You are about evenly divided as to contemporary or historical program topics. Some comments: "We all have talents and specific interests - share them", "I believe programs take work. First you have to be willing to work", "Invite more outsiders to present programs - i.e. railroad professionals", "I would enjoy a good program in any category".

The model railroad portion of the survey had more specific trends. All but two of the respondents had an interest in model railroading. Model interests are: N 3, HO 12, O 5, G 4, Lionel 7, Am. Flyer 2 and

(Continued on page 5)

A SPRING TRIPLE HEADER

Three train trips and visits to kids, grand kids and, yes, even a great grandson, all in a six day adventure. Not a bad start for the 1999 railfanning season.

Shirley and I loaded the Explorer and headed out for Arkansas on Tuesday, April 6. We spent the night in Springdale and were up bright and early Wednesday to ride the Arkansas & Missouri to Van Buren and back. A delightful run behind an ALCO C420 in a well restored coach. Plenty of time in Van Buren for shopping and lunch before returning to Springdale.

Thursday took us from Springdale to Edmond, OK where we spent the night with our oldest son and his family. Friday saw a quick run to Arlington, TX where we spent the next three night with our oldest daughter, her two children and our great grandson.

Saturday morning found us at Ft. Worth's Stockyards for the first of two trips on Fort Worth and Western's "Tarantula" steam excursion train. Saturday's trip ran to south Ft. Worth and then back northeast to Grapevine for an excellent lunch on the restored Depot and grounds. The trip turned at Carrollton for the return to the Stockyards. Don Clayton and Chris Dees were on this trip after a trip to Texas on Amtrak's "Eagle."

The Sunday trip ran south from Ft. Worth to Granbury. The Texas countryside was ablaze in brilliant spring wild flowers mingled with the dust kicked up by mini stampedes of cattle not used to passing steam locomotives. We had plenty of time to explore Granbury before a late afternoon return to Ft. Worth. Monday was a quick trip home to Kentucky. I got some video, slides and digital pictures

PHOTO SECTION



Fort Worth & Western's "Tarantula" excursion train with ex SP 4-6-0 (Cooke, 1896) on the point, near Cresson, TX. April 11, 1999 Digital Image by Chuck Hinrichs



Interior of FWWR coach on "Tarantula" excursion train. April 11, 1999 Digital Image by Chuck Hinrichs

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