

PENNYRAIL

MAY 1999

VOLUME 3 NUMBER 5

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

SPECIAL NOTE MAY MEETING

HOPKINSVILLE, KENTUCKY

**Monday May 26 7:00 PM
L&N DEPOT**

PROGRAM

Jim Pearson, a photojournalist for over 26 years, will present a slide program on trains from around the world. His images will include railroading in Italy, Switzerland, North America, Russia and many other countries. Refreshments will be provided by some of the Hopkinsville members. Come and bring a friend.

APRIL MEETING

Twenty-one members attended the April meeting in Madisonville. They enjoyed three short videos supplied by Greg Utley. The videos covered the railroad's war effort to keep up with traffic levels during World War II. Another video was a Southern Pacific PR video from the Fifties. The last video showed various train wrecks from around the world. Thanks Greg. Sandy Byrd supplied the refreshments for the meeting. Sandy, the cookies were great! Thanks from the membership.

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BOD HIGHLIGHTS

Railcamp will attempt two sessions in 1999. Budget revisions were approved allowing dual sessions providing there are enough registrants.

At the last two board meetings there was discussion regarding a newsletter for associate members. It now appears that for about the same money a general membership newsletter can - and will be - included with each mailing of the bulletin. A revised monthly leaders newsletter will continue to be published but in a more restricted

Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

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“PENNYRAIL” is the
official publication of
the Western Kentucky
Chapter, NRHS.
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format.

The 2001 Spring BOD meeting will be in Philadelphia and the Fall meeting will be hosted by the Cumberland Valley Chapter. October 27-29 are the new dates

Chapter News

(Continued from page 1)

CSX supplied two trains on the Earlington main during the meeting. First, a loaded unit coal train (T101) from White County Coal Corp. Patiki Mine near Carmi, Illinois passed through Madisonville on it's way to the Seminole Power Plant at Bostwick, Florida. The ninety car coal train was pulled by two CSX AC44CWs. The other train was northbound CSX manifest train (Q592). This very short train was pulled by one CSX C40-8 and one Norfolk Southern C40-9W.

MEMBER NOTES

Gordon F. Lawson, 67, of 2660 Windsor Ave., Owensboro, died Wednesday, April 28, 1999, at his home. He was born in Council Bluffs, Iowa, served in the Navy for four years and was a veteran of the Korean War. He retired as general agent from Illinois Central Railroad after 33 years, was chairman of the Col. Charles E. Shelton Freedom Memorial and volunteered for the Retired Senior Volunteer Program. He was a member of the American legion, Owensboro chapter of the National Railroad Historical Society and the R.O.M.E.O. Group at Hardee's restaurant. He was the current Disabled American Veterans State Service officer and was a former member of the Kentucky Center for Veterans Affairs.

Survivors include his wife of 48 years, Jane Mercer Lawson; a

(Continued on page 5)

MEMBERSHIP

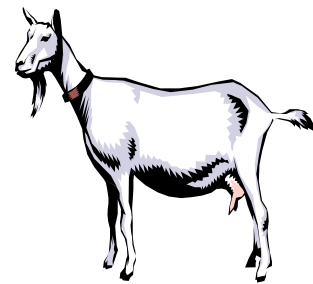
National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin \$25.00 per year.

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 Millennium. Only seven more months till the New Millennium. The clock is winding down fast! Everyone should be making their party plans. Don't wait till the last minute. You don't want to be left out for this party! Now to the railnews for this month.

CSX RAILROAD NEWS

The Conrail takeover date by CSX and Norfolk Southern is June 1st, 1999. On this date CSX and NS will start operating their parts of the Conrail system. I have read a report that this takeover date could be changed to October 1st, 1999. Both CSX and NS want to make sure that everything is in place for a smooth takeover of Conrail. They don't want any of the problems like Union Pacific had with it's takeover of Southern Pacific two years ago.

CSX had a small derailment between Hanson and Slaughters around 2:00 AM, April 26th. A northbound loaded phosphate unit train derailed one car. The derailment was caused by a burned off journal box. The loaded car was pushed to the side of the trackage by a crew from R. J. Corman Company. The car will be removed at a later date.

The new siding at Sebree should be in service by the end of May. Around the first of the month, crews had the ties and rail in place. The new switches were built and ready

to be laid and signals were on hand. Much of the needed ballast for the siding has been stockpiled beside the new trackage. Crews have also rebuilt the trackage at the Tyson Grain Mill on the north side of Sebree. This trackage will be worked from the new siding. This will keep the mainline open for traffic during switching at the grain mill.

New General Electric AC60CWs locomotives are now pulling tote trains on the CSX Henderson Sub. Ricky Bivins noted a northbound tote train (Q120) with two of the new locomotives on April 15th. This may have been the first train on the HD with these new locomotives. The locomotives on this train were 611 and 639. The 639 was dead in tow with it's stacks capped. The lone 6,000 hp 611 was pulling the long tote train alone. For a view of the new CW60AC 611, checkout the June 1999 issue of **Railfan/Railroad Magazine**.

This issue has a photo of the 611 brand new at the GE plant in Erie. A good train to catch the new locomotives on is the late afternoon northbound tote train (Q120) or for you early birds checkout the early morning southbound tote train (Q121). These trains run daily between Chicago and Jacksonville. The new CW60ACs are numbered in the 600 series. The best spotting difference between these locomotives and other General Electric locomotives on CSX is the fact that the large CSX lettering on the sides of the CW60ACs is painted yellow. All other CSX

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THE OLD GOAT

(Continued from page 2)

locomotives have the CSX lettering painted in blue. Look for more of these 6,000 hp locomotives to start showing up on Henderson Subdivision trains. By the end of this year, CSX should have more than one hundred of these locomotives in service. With these new locomotives, CSX can reduce the number of locomotives on each tote train from three or four locomotives to a pair of the new locomotives.

CSX train lineup changes on the Henderson Sub. As of March 1st, CSX dropped tote train (Q125) from the lineup. This train ran between Chicago and Florida. It's northbound counterpart (Q126) is running on Thursdays, Fridays, Saturdays and Sundays. Another change involves the rerouting of northbound manifest train (Q646) between Hamlet, North Carolina and Chicago via Nashville and Evansville. This train now runs from Hamlet to Louisville via Nashville and the Mainline Sub through Bowling Green. The Henderson Sub didn't lose any traffic however, because CSX added a new manifest train (Q588) running between Nashville and Chicago daily. It passes through Madisonville between eight and ten in the morning for the most part. I have heard from train crews that they were told that this train is the start of the new trains being routed on the HD due to the Conrail takeover. Look for more changes later this year.

CSX is doing work on many highway and rural road grade crossings on the Henderson Sub this summer. Many of these grade crossings have been the locations of slow orders after each track inspection train or Sperry Rail

Service inspections truck have passed along the tracks. The crossings will get new ties and the track leveled near the crossings. For the highway traffic, CSX will install rubber strips to smooth the highway crossings. Some crossings will be equipped with flashing lights and/or crossing gates. The Moss Ave. crossing in Earlington is now equipped with crossing warning lights. The crossing on Jones Road between Hanson and Slaughters will be getting crossing lights later this summer. More crossings will be equipped with lights and gates along the busy HD Sub in the coming months.

PADUCAH & LOUISVILLE RAILWAY NEWS

P&L operated a possible Kentucky Derby special on Friday, April 30th. Ricky Bivins noted the northbound train passing through Richland around 1:00 in the afternoon. The train was pulled by the P&L GP10 1978. This is the P&L Geep painted in the Kentucky Wildcats colors. The Geep was pulling the P&L power car and the two P&L business cars. P&L in the past has run Derby specials for their shippers, but these trains had stopped a few years ago. The Old Goat noted the train headed southbound toward Paducah on Saturday afternoon, May 1st around 3:30 passing through West Yard at Madisonville.

P&L has scrapped around twenty-five of the coal hopper cars that derailed on the CSX Morganfield Branch last month. The cars are, for the most part, worn-out and weren't worth the cost of rebuilding. The cars were secondhand when P&L got them and are valued at only \$3,000 to \$4,000 each at this time. P&L sent a work train to pickup the cars trucks for reuse, but the car bodies will be cut up at the location of the

PENNYRAIL

derailment, east Of Providence. P&L had to pay the total cost of the derailment cleanup. This is due to the contract between CSX and P&L for trackage rights for P&L trains on CSX trackage. P&L has to pay for any damages on CSX trackage by P&L trains. This derailment was caused by a broken rail and was at least the third P&L derailment on CSX since P&L started pulling coal trains on the CSX Morganfield Branch last year.

Well, that's all for this month. Thanks to the members that supplied information this month. I sure would like to hear from more of the membership with information next month. Drop me a note or send Chuck an E-mail. Just send in some news. Hope to see more or you at the meeting in Hopkinsville this month or trackside in the coming weeks. Keep in touch.

Dennis Carnal
704 Choctaw Drive

**SATURDAY
JUNE 12, 1999
MADISONVILLE
KENTUCKY
SUMMERFEST!**

**FEATURING
RAILROAD EXHIBITS
BY
WESTERN KENTUCKY CHAPTER
NRHS**

BE THERE!!

A TEXAS EAGLE SAMPLER

Chapter member Chris Dees and I traveled from St. Louis to Ft. Worth and back on Amtrak's "Texas Eagle." The occasion was the Fort Worth and Western's "Tarantula" railfan weekend. I drove to Calvert City on Thursday, April 8 to pick up Chris at his parent's home. We then drove to on to St. Louis.

The "Texas Eagle," train #21, arrived from Chicago about 15 minutes early! The sleeping car attendant came to the waiting room and called for the Clayton party to escort us to the sleeper. Sleep came easily in Deluxe Bedroom "A" in the Superliner II "Idaho." The Superliner II sleepers are named after states and the District of Columbia.

Friday got off to a great start with a delicious breakfast in the Diner. The morning hours passed quickly as we heard about the Copper Canyon from a Mexican family. The also said that Amtrak's service was superior that that provided by the Mexican rail system.

Time to eat again! Lunch was served as we passed through East Texas. The Eagle has regional menus with Mexican cuisine as the feature. The stop in Dallas serves as a switching point for Amtrak freight. All to soon we arrive in Ft. Worth - again ahead of schedule.

One of the 'mileage collectors,' Paul Morrissey, had a rent car reserved and graciously took Chris and I to the Stockyards Hotel, our home for the next two nights.

We walked through the Stockyards area and watched the Fort Worth & Western's 4-6-0 spot the passenger cars for tomorrows

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GLORY BOUND! CHAPEL CAR CONFERENCE

A church on wheels? Yes! This October the American Baptist Historical Society is sponsoring a seminar to study the chapel cars, "churches on rails," which beginning in 1890 carried missionaries, bibles, and tracts to thirty states. This use of cutting edge technology by churches represents an interesting chapter in both church history and the development of railroads in America.

The seminar is scheduled for October 10-17, 1999, at Green Lake Conference Center, Wisconsin, home of the chapel car *Grace*, one of three remaining chapel cars. Speakers will provide both stories and historical context about the thirteen chapel cars, which between 1890 and 1940 served as temporary Sunday Schools and churches for Baptists, Episcopalians and Roman Catholics in hundreds of railroad towns throughout thirty western states. Railroad historian John H. White, Jr., is an invited speaker. White is the author of *The American Railroad Passenger Car* (1978), *Cincinnati Locomotive Builders* (1982), and several other books on railroad technology. He is also senior historian emeritus, History of Technology, at the Smithsonian Museum of American History.

In attendance all week will be featured speakers, Wilma & Norman Taylor, authors of *This Train Is Bound For Glory: The Story of America's Chapel Cars*, forthcoming from Judson Press in August. The seminar will also feature a book-signing party with the authors. The Taylors traveled thousands of miles to document the history of chapel cars. Norman Taylor, who has over forty years of railroad experience, will explain his work in restoring the chapel car *Grace*. A freelance writer, Wilma Taylor is also the author of *The Valley of the Blue Heron* (1995), which won the National Federation of Press Women Writing Competition.

Also providing context will be experts on the Episcopal and Roman Catholic sponsorship of chapel cars and historians, who will discuss this part of railroad history as part of a broader campaign to evangelize the American West.

The first chapel car was sponsored by the Episcopal Church and Father Herman Page of Topeka, Kansas will be present to provide context and stories of these cars which traveled in the Dakotas and northern Michigan. In addition to his pastoral ministries, Father Page is active in the Topeka Chapter of the National Railroad Historical Society and his father and grandfather were bishops of the Diocese of Northern Michigan, one area of ministry for the Episcopal chapel cars.

Brother Michael Grace, S.J., Archivist at Loyola University (Chicago), and The Reverend Monsignor Kenneth Velo have both been invited to provide stories and context about the Catholic Church Extension Society, the sponsor of the chapel cars *St. Anthony*, *St. Peter*, and *St. Paul*.

Also included will be a special talk, "From Archives to Book," by Beverly Carlson, former Executive Director of the American Baptist Historical Society. She will describe the process of finding chapel car materials in the Archives Center and introducing Norman and Wilma Taylor to these materials. Conference director, Dr. Everett Goodwin, and the AB Historical Society director, Deborah Van Broekhoven, will provide additional historical context, including a conference song book of hymns and songs from the period 1890 to 1940.

Other conference features include morning devotions, old fashioned "hymn sings" in and around the chapel car *Grace*, videos, an historic train ride and field trip to the National Railroad Museum in Green Bay. This museum is "one of America's oldest and largest railroad museums," with more than 70 locomotives and railroad cars on exhibition.

The comprehensive fee of \$465 includes a double occupancy room in modern Kern Lodge, meals, and program fee. For additional information contact: The American Baptist Historical Society, P.O. Box 851, Valley Forge, PA 19482-0851 (610-768-2269 or x2378). To register contact: "Glory Bound: A Conference on Railroad Chapel Cars," American Baptist Assembly, Green Lake, Wisconsin 54941-9599 (1-800-558-8898).

Chapter News

(Continued from page 4)

trip. The steamer turned on the turntable, received water, then headed for the roundhouse for the evening.

Saturday's trip was covered by Chuck Hinrichs in last month's *PENNYRAIL*.

After the excursion, Paul took us to the former Cotton Belt Hodge Yard. The 4-6-0 was spotted for a night photo session. Paul then took us to Irving, Texas to ride the new commuter service to Dallas Union Station. This was a 9 mile ride over former Rock Island tracks. Service is provided by newly rebuilt RDCs which provided a smooth, quiet ride. My cousin in Dallas took us back to Ft. Worth for dinner and drinks.

Sunday was departure day. A taxi delivered us to the Amtrak Station (ex ATSF) in Ft. Worth. As usual the Eagle arrived ahead of schedule. While standing on the platform waiting to board our sleeper we were invited to ride to Dallas in a private 4 bedroom, lounge, observation. The car was painted in beautiful SP "Daylight" livery. In Dallas we had to return to the world of Amtrak, Superliners and Deluxe bedrooms for the rest of our trip back to St. Louis. Dinner was served as we left Dallas - one of the best prime ribs ever served on Amtrak.

Monday morning finds us in the dining car again. Breakfast as the sun rises over the Mississippi River is truly the only way to start a day. After an early arrival in St. Louis we take a round trip on the 17 mile St. Louis Metrolink System, lighten our wallets at the Great American Train Store and make a safe return to Kentucky. It was a

(Continued from page 2)

son, Steve G. Lawson of Memphis, Tenn.; two daughters, Jan Lawson of Cardiff By The Sea, Calif., and Susan Lawson of LaCosta, Cal.; two grand-children; and two sisters, Barbara Bader and Betty Faith, both of Owensboro. The family requests that expressions of sympathy take the form of donations to the Col. Charles E. Shelton Freedom Memorial Fund, P.O. Box .1158, Owensboro, KY 42302

Our prayers are with the Lawson Family.

Bob Vittitow is home after another bout of heart complications. Angioplasty and stent implantation went well and Bob is up and around. Bob had by-pass surgery about 9 years ago.

Another Owensboro member, **Tom Beumel**, had open heart by-pass surgery in Owensboro on May 12. The surgery went well and Tom is well on the way to full recovery.

Our prayers go out to both Bob and Tom for speedy and complete recoveries.

NEW MEMBERS

Clarence Tudor of Mortons Gap, Kentucky, and Leroy Cobb from Sebree, Kentucky are our newest Chapter members. A warm Western Kentucky welcome to both Clarence and Leroy and we hope to see you both at chapter meetings and trackside.

A PROJECT !

(Continued on page 7)

OUR OWN WEB PAGE

THROUGH THE HEROIC EFFORTS OF OUR PR CHAIRMAN, JIM PEARSON, THE WESTERN KENTUCKY CHAPTER, NRHS TAKES IT PLACE IN THE RAPIDLY EXPANDING REALM OF ELECTRONIC COMMUNICATION. WE HAVE OUR VERY OWN WEB PAGE. AND A HANDSOME PAGE (OR PAGES) IT IS! WE ARE ON LINE AT:

<http://www.threeoaksphoto.com/wknhrs/>

THE PAGE FEATURES AN ON-LINE VERSION OF "PENNYRAIL" AS WELL AS OTHER MATERIALS. JIM SOLICITS YOUR INPUT AND GRAPHIC AND WRITTEN MATERIAL TO ENLIVEN OUR

NEXT MONTH

First report from Don Clayton on his summer rail travels.

The "OLD GOAT'S" pre-Millennium railfan trip to Illinois.

CSX's expanded Henderson Sub operations.

Your article on your railroad interests.

A full report on Madisonville's Summerfest and our Chapters participation.

APRIL MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
April 26, 1999

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

TREASURER'S REPORT:

| | | | |
|-----------------|--------|----------|---------|
| Opening Balance | | 1702.72 | |
| Income | | | |
| Dues Chpt. | 32.00 | | |
| Dues Nat. | 19.00 | | |
| Donations | 0.00 | | |
| Video | 63.00 | | |
| Raffle | 22.00 | | |
| Total | 136.00 | 1838.72. | |
| Dues Paid | 19.00 | | |
| Postage | 29.60 | | |
| Print | 15.90 | | |
| Supplies | 0.00 | | |
| Projector | 75.00 | | |
| Total | 139.50 | 1699.22 | |
| Ending Balance | | | 1699.22 |

MEMBERSHIP: 65

DIRECTORS REPORT: Railfare will operate in two consecutive sessions providing there are enough registrants. Budget revision will accommodate the change. Philadelphia will host the Spring 2001 BOD meeting and Cumberland Valley will do the honors in the fall.

OLD BUSINESS: No action on incorporation. The proposed Chapter trip to KRM in July has been postponed until fall 1999 with exact date to be determined.

NEW BUSINESS: A lengthy and sometimes heated discussion regarding Chapter project activity was held. While no firm decisions were made it was recommended that the Chapter investigate participation in Madisonville's Summerfest. Jim Pearson has a sheet for use by program presenters so the Chapter can properly promote the program topics.

ATTENDANCE: Rich Hane, Don Clayton, Rick Bivins, Wally Watts, Louie Hicks, Greg Utley, Tim Griffey, D. A. Fraser, Dennis Carnal, Chuck Hinrichs, Billy Byrd, Sandy Byrd, Leroy Cobb, Jim Pearson, Wallace Henderson, Bob Moffet, Tommy Brown, J. D. Farris, Bob McCracken, Keith Kittinger and Guest, Tom Wortham.

VIDEO SALES UPDATE....The chapter has only a few copies of the CSX Henderson Subdivision, Cadiz Railroad and Paducah & Louisville Railway videos left for sale. If you want a copy of these videos, please order them soon. The Henderson Sub tape is \$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-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

The Great Circus Train July 2-5 Baraboo, WI to Milwaukee on Wisconsin Southern and Wisconsin Central trackage.

Galesburg Railroad Days Galesburg, IL June 25-27 Info 309-343-1194 or gacvb@misslink.net

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

Midwest Region NMRA *Twentieth Century Limited* Fall Meet October 8-10 Westmont. IL

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

Roanoke Chapter NRHS Trips over newly opened Western Maryland trackage - Elkins to Belington, WV June 11-12, July 24-25 and September 25-25. Info PO Box 13222 Roanoke, VA 24032

SIGHTINGS AND SUCH!!

After many reports of CW60AC and SD70AC power on the Henderson Sub your editor finally struck gold over the weekend preceding the Chapter meeting. On the way home from Chicago and the NRHS Board meeting I caught Q597 at Crofton with this line-up GP40-2s 6089, 6086, 6067 and 6013 leading a pair of new SD70ACs 705 and 703. On Monday evening just before the Chapter meeting Wallace Henderson and I were at the old wooden bridge in north Madisonville and caught Q127 with a pair of CW60ACs, 625 and 627, then northbound manifest Q648 with SD70AC 703 in the consist and then Q122 with a pair of CW60ACs. Wow!! CFH

Some times the really interesting stuff just slips through our fingers. This happened twice on May 14th. An E unit in full ACL purple and silver paint cruised down the Henderson Sub on Q121. Chuck got the information on the internet but 121 was long gone having passed through Hopkinsville an hour before I got the electronic word. On the same day Wallace Henderson reported seeing a Florida East Coast unit on a CSX train but not close enough for an exact identification or a photograph. CFH

Cumberland Division SER-NMRA has received its 1999 Limited Run Car, an HO scale 40' 1937 AAR single door (6') box car painted & lettered for L&N series 10000-10819. These are Red Caboose kits, with artwork generated from 3 different car photos. Car #s are 10083, 10460 & 10652. Roofwalks are the correct metal grid style. Reweigh data is for the mid 1960s copied straight from the photos.

Prices are \$15.50 each, set of 3 different #s \$45.00, all postpaid. Send orders to J Allen Hicks at 833 Kenny St in Gallatin TN 37066-3535; make checks payable to Cumberland Div SER-NMRA. Please use your USPS address as we ship the cars parcel post. Quantities are limited, so get your orders in early! internet

The Tennessee Central Railroad Museum's Railroadiana Show was held at the Museum's new headquarters building in Nashville on Saturday May 8th. The exhibit area was filled with both model and railroadiana with a good selection of materials. This is a nice location for a small show and the attendance appeared to be pretty good. I saw Cliff Downey, Steve Johnson, former Chapter member Dr. Guinn Cost and member Bob Moffet at the show. Bob and I had a tasty lunch together in the TCRM dining car, and managed to accumulate some rare mileage (or more correctly inchage) as the car moved several inches while being uncoupled from the E units. Eat you heart out Don Clayton! CFH

BNSF has cancelled the Employee Appreciation Specials that were to be pulled this summer by SP GS4 4449. BNSF business has been slow in the Pacific Northwest and management deemed it inappropriate to run the specials with a considerable number of employees on layoff. Other reports indicated that the repainting of 4449 to a solid black scheme is under way. As 4449 is now scheduled for an appearance at Sacramento in June (no excursions) we may have to wait until then to find out what color she is wearing. *condensed from internet postings*

Chapter News

(Continued from page 5)

After months (and maybe years) of discussion it looks like the Western Kentucky Chapter, NRHS has finally got a project past the planning stage. The Chapter will be an active participant in the Madisonville Summerfest. Planned activities include a manned set of tables showing railroadiana from model (N to G) displays, equipment display, Operation Lifesaver display and video, chapter videos and Billy Byrd's steam engine and tractor.

Mark your calendar - Saturday June 12 is the festivity date. Y'all come and help man the booth and distribute Chapter, NRHS and Operation Lifesaver literature.

Heartfelt congratulations to Ricky Bivins and Dennis Carnal for taking the "bull by the horns" and getting this show on the road. Give Ricky and Dennis your support by showing up on June 12th.

The Summerfest will be held in Downtown Madisonville and our tables will be near the court house. Final details will be announced at the Chapter meeting.

FIELD TRIP

Dennis "The Old Goat" Carnal will lead a railfanning field trip to Paducah and Southern Illinois on Saturday May 29. Highlights will include the P&L yards, VMV shops, the BNSF line north from Metropolis and the UP River Line and Chester Sub. Participants will meet at Dennis' house promptly at 7:00 AM. Sound like a great way to kick off the railfanning season.

WEB PAGE

As of May 10, 1999 the

Riding the
"High & Dry"

Wallace Henderson

The Orrville Railroad Heritage Society operated a special train from Orrville, Ohio almost to Connellsville, Pennsylvania and return on April 17th and 18th. The train traveled over the new "Wheeling & Lake Erie," which consisted of part of the 'old' W&LE trackage right over a section of the Columbus & Ohio River (Ohio Central System - ex PRR "Panhandle" route) and almost the entire length of the former Pittsburgh & West Virginia. The train was scheduled to go to Connellsville but we stopped ten miles short of that city. The train laid over in Rook Yard in Pittsburgh and the passengers were bussed to a nearby Marriott Hotel. Many friends were on the special and made the trip even more fun.

The train was pulled by newly repainted diesels of the W&LE in a Rio Grande inspired scheme. The 8 car train was mostly stainless steel cars including a first class lounge car and a privately owned open end observation car.

Riding this route it was easy to see why the P&WV was nicknamed the "High and Dry." Three massive and very high bridges span the Ohio, Monongahela and Youghiogheny Rivers and there are other trestles of some size and length. It was a very scenic trip.

The old Pittsburgh & West Virginia was always a bridge route to Connellsville for connection with the Western Maryland. There is no on-line business east of Pittsburgh and so with the impending split of Conrail, it is anticipated that this through traffic will be gone and the "Connellsville Extension" will be taken out of service. This may have been, therefore, the final

PHOTO SECTION



L&N Depot at 9th Street and the railroad in Hopkinsville, KY This will be the site of the May Chapter meeting. Digital Image 4/30/99 Chuck Hinrichs



Chapel Car "Grace" See Editors Notebook on Page 4 for details

"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.

Chuck Hinrichs