

PENNYRAIL

AUGUST - SEPTEMBER 1999

VOLUME 3 NUMBER 8-9

The official publication of
the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter News

SEPTEMBER MEETING

MADISONVILLE, KENTUCKY

Monday, September 27

7:00 PM

L&N DEPOT

PROGRAM

Wallace Henderson will give a brief summary of his recent trip to Peru and show a video depicting Mexican steam railroading. Keith Kittinger will provide the refreshments. **Come and bring a friend!**

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YOUR EDITOR OFFERS HIS SINCERE APOLOGY FOR THE MISSING AUGUST ISSUE OF "PENNYRAIL." SHIRLEY AND I WERE IN MARYLAND DUE TO THE SUDDEN ILLNESS AND DEATH OF HER FATHER. THE CHAPTER HAS MADE PROVISIONS FOR ALTERNATE NEWSLETTER EDITING TO AVOID ANY FUTURE PUBLISHING PROBLEMS. CFH

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@prodigy.net

The Lackawanna & Wyoming Valley Chapter, NRHS is hosting the Fall 1999 meeting of the NRHS Board of Directors. The meeting will be held in Scranton, PA with the Radisson Lackawanna Station Hotel as headquarters. Friday will feature a bus trip to many of the famous bridges and viaducts in the area followed by a buffet at Starrucca House.

Saturday is a "Day at Steamtown" with a tour of the shops, the yard and the museum buildings. The afternoon action is a steam powered excursion to Moscow, PA behind CP Pacific 2317 and pulling ex



Central of New Jersey coaches and a 1916 vintage Lehigh Valley business car. A banquet and the pre-meeting will finish the day. The Board will meet, as usual, on Sunday morning.

Chapter News

(Continued from page 1)

JULY/AUGUST MEETINGS

The July meeting was one of the year's highlights. The Stubblefields were hosts for the gathering at the Clement Mineral Museum. The collection of Fluorite crystals and other minerals is fantastic and Ron's presentation gave both a current and an historic view of the mining district and the mineral collection. Bob McCracken added some historic notes on the significance of fluorite to the manufacturing of steel (see Page 4). The refreshment table was filled to overflowing with a variety of goodies. All-in-all a most enjoyable and memorable evening. Twenty members and 4 guests were present.

The August meeting found the Chapter back home in Madisonville. Wally Watts presented a video program featuring west coast action with a strong SP flavor. LeRoy Cobb provided the refreshments. Fifteen members and one guest were on hand. CSX provided three trains during the meeting. Southbound tote train Q123 was the first as it rolled through downtown behind two 6,000hp General Electric AC60CWs, 630 and 602 named "Spirit of Maryland". The next train provided a little excitement. The motive power on the northbound manifest train Q648 was a CSX B40-8, one Helm Leasing

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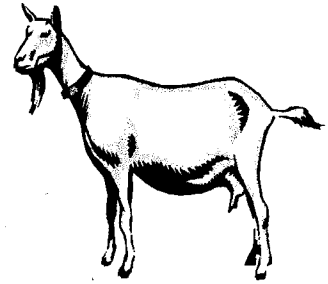
MEMBERSHIP

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 "Pennyrail." \$8.00 per year

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings from The Official Old Goat of the New Millennium. Only three months left and counting down till the New Millennium! Can you feel the excitement building? It's almost party time! Time to get down! I just hope that you can get back up! Some of our chapter members were around for the last big Millennium party. So try to take it easy this time around, your not as young as you once were! Make your party plans today!

But now for the railnews...

The third week in August was derailment week for railroads in the area. Three derailments happened on Tuesday and Wednesday in this week. Here's the rundown. On August 17, CN/IC (FPF) Fulton to Paducah to Fulton derailed 12 cars west of Paducah on the CN/IC Edgewood Cutoff mainline, near Chiles Junction. Some of the cars overturned during the mid-morning crash. Also on August 17th, a loaded Paducah & Louisville 90 car unit coal train derailed nine cars while operating on the CSX Earlington cutoff mainline at East Diamond Junction on the southeast side of Madisonville. One wheelset of one car climbed the rail at the switch at the south end of Atkinson Yard. The derailed car was dragged on the ties about one mile till it reached the switch at East Diamond Junction. At this point the train broke apart and eight more cars hit the ties. No cars overturned and the Cutoff mainline trackage was opened for service around 10:00 pm on the 18th. CSX could still

run trains between Evansville and Nashville via the Earlington Mainline through downtown Madisonville.

On August 18th, a northbound CSX manifest train with 110 cars derailed 11 cars at the north end of Howell Yard in Evansville. Some of the derailed cars overturned during this derailment. The derailment took one of the northbound main lines out of service. But, CSX was lucky, as the second main toward Chicago was not damaged. This derailment was cleared by the following day.

On August 19th, I noted a northbound CSX manifest train passing through Hopkinsville powered by two 500 Line SD6Os. Following right behind this train was an empty unit coal train headed for Atkinson Yard in Madisonville. Power for this train was one CSX C40-8W and three clean speed-lettered ex-Southern Pacific sub-lettered CEFX under the cab windows of the SD45T-2s. The locomotives still carried full Southern Pacific paint and road numbers - 9243, 9245 and 9392. Anybody know what CEFX is? (CEFX is the symbol for CIT Financial - evidently another player in the locomotive leasing game. ed)

Following this empty coal train northward through Nortonville, I saw a crewless northbound manifest train parked in the siding. Power on the manifest train was all Conrail, one C40-8W and two SD40-2s. That's three trains with locomotives from four railroads. By the way, what

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THE OLD GOAT

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railroad runs through Nortonville anyway? It's getting hard to tell by just watching the trains rolling through town.

On August 25th, The Old Goat was headed south through Earlington. He saw that the southbound signal was lined for a southbound train. Before he got to the Bell Crossing grade crossing, he could see the train. Arriving in Mortons Gap, the signals were lined for a northbound train to head up the Earlington Cutoff. In a few minutes, a northbound manifest train with a CSX SD50 and a Conrail C36-7 rounded the curve into Mortons Gap. As the last car on the train cleared the switch, the signals were lined again for another northbound train to take the cutoff trackage. A few minutes passed, then a horn from the south told that the next train had reached Mortons Gap. This was another manifest train with a CSX C40-8W and another Conrail C36-7 for power.

Looking toward Earlington, the southbound train on the Earlington main was still parked at the Bracket Lane road crossing. Must be waiting for another northbound! Sure enough, the northbound signals were lined for the third train in twenty minutes. Five minutes later a tote train rolled into Mortons Gap. Power on this piggyback was a CSX B40-8, a Helm Leasing SD45 and a CSX SD40-2. Then it was the southbound's turn to pass through Mortons Gap. This train's locomotives proved to be the most interesting by far. Leading this manifest train was a CSX SD50 followed by a NS ex-Southern SD40-2, and a CSX C40-8. Following the road locomotives were three dead-in-tow SOO Line SW1200 switchers

carrying road numbers 1201, 1202 and 1205. The switchers were still in full clean SOO Line red and white paint scheme. Wish that I had a camera with me!

Here's a little history about these locomotives. These three locomotives were built by EMD along with three others between 1962 and 1965 for the Minneapolis, Northfield & Southern Railway. They carried road numbers 30 through 35 while on the MN&S, before it's merger with SOO Line. This is another prime example of the strange locomotives running along the CSX Henderson Subdivision. Any way, after this southbound passed through Mortons Gap, the signals were dark and The Old Goat headed to work. Not bad train watching for thirty minutes on a Wednesday morning!!

Well, that's all for this month. I'm planning a railfan trip to Southern Illinois and Southeast Missouri to check-out the action on the Burlington Northern Santa Fe and Union Pacific lines in those areas. The date for this fantrip is Saturday, September 25th. If you would like to come along with The Old Goat, give me a call. Please call after 7:00 pm on weeknights.

Hope to see a better turnout for the September meeting in Madisonville. If I don't see you at the meeting, hope to see you trackside during the coming weeks. Remember to send in your railroad news items, trip reports or sightings to us for use in your newsletter. Keep in touch.

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 270-825-0693

PENNYRAIL

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036-7 and a Conrail C40-8W. The crew had already shutdown the Helm unit soon after leaving Nashville. Their trouble now was the Conrail locomotive. As the chapter members watched the train coming toward them, the Conrail locomotive blew a column of flame from it's exhaust stack around five feet into the air. The flames were followed by a large plume of black smoke. The same event happened around ten times as the train made it's way toward Trident. Chapter member, Keith Kittinger, called the CSX Yardmaster at Atkinson to report the problem. Kent Davis, the Yardmaster, called the train crew and was told that they knew about the locomotive. Seems that the unit had been belching fire for some time. The crew did shutdown this locomotive before reaching Hanson. By the way, Q-648 made it to Evansville with only the B40-8 pulling the train. The final train of the evening was northbound tote train, Q120. Power for this long piggyback was one C40-8W and one CW6000AC.

MEMBER NOTES

It is with great sadness that we report that chapter member Lionel T. Davis of Boiling Springs, South Carolina, formerly of Mortons Gap, Kentucky, has been diagnosed as having a very serious illness. Cards, letters, flowers and prayers would be greatly appreciated by Lionel, Charlene and the rest of the Davis family. The chapter's thoughts and prayers will be with Lionel and his family during the coming days.

The address for sending cards and flowers is...Lionel T. Davis and Family 309 Tyler Oaks Drive Boiling Springs, South Carolina 29316. Phone number 864-814-3368.

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FAREWELL TO CONRAIL

BILL GRADY

What a way to finish Conrail

May 12th through the 17th found Bill Grady and Lee Gordon flying into Baltimore, Maryland for the short 1 hour drive to Harrisburg, Pennsylvania to photograph the last weeks of one of Conrail's busiest main lines. They met up with Jeff Kuebler in Baltimore and spent the next 5 days railfanning Big Blue.

Territory covered was as far east as Hershey, PA then west following the mainline over to South Fork, PA. Some notable sites included were: The former Reading main slicing through the middle of the Hershey Chocolate factory, the Rockville Bridge just north of Harrisburg which crosses the Susquehanna River. At Altoona a visit to the new 8 million dollar Altoona Railroaders Museum and on to Horseshoe Curve. The tunnels at the top of the grade at Gallitzen were seen as was the little museum there in a restored Pennsy caboos. Then on over to South Fork, PA where after 12 trains in a period of 90 minutes towards sunset completed the trip.

An average of 20+ trains a day seen were all Conrail on the point and only 4 NS units and 4 CSX units were spotted in the 5 days. No other foreign power was seen. All the power was clean for the most part.

The trio did spend one night at the Cresson Bed and Breakfast which is geared for the railfan. Owner Tom Davis "turns you lose" to the old boarding house and you just come and go as you please. You can stay out on the long front porch and just sit and watch the parade of trains all day and night and meet other fans' from across the country. We stayed in the Erie

(Continued on page 5)

HOW WESTERN KENTUCKY WON THE WEST

Bob McCracken

It was only recently that I realized what an unusual impact Western Kentucky has had on railroading, and how much it influenced the very nature of our country today. While doing a little research for a presentation at the mineral museum in Marion I came across some information that really surprised me.

Let's start with the very earliest railroads. If you had stumbled across one of the early roadbeds you might not have recognized it as a railroad. In 1830 when the B&O started operation track was very different. Steel rail did not exist. In fact, steel as we know it today existed only in very small quantities and was a precious commodity. It was made in crucibles, typically 100 pounds at a time. The small quantities were used for swords, knives, plow shares, and such, but larger items such as rail were just not feasible. Early track was made of wrought iron, cast iron, or even wood. Wealthy railroads could afford the rolled iron or cast iron rail. A lot of this rail was imported from England. Most early rail was, however, usually iron or wooden beams resting on wood or stone "chairs" or ties. To prevent wear on the wood beams, wrought iron strips were fastened to the tops, and that is what the wheels rolled on. I can't imagine what it must have been like trying to keep track in gauge with the wood, but that was the least of the problems. The wrought iron had a nasty habit of coming loose, and when it did it could be deadly. Wrought iron came in fairly short lengths, so there were many ends in a length of track. If one of those ends lifted it was in danger of fouling the running gear and causing a derailment. Even worse, it sometimes was lifted and it would come through the bottom of a car. More than one passenger was injured or killed by a loose end known as a "snakes head" suddenly and without warning coming through the floor and impaling them.

These problems with the rail stifled a lot of railroad expansion. New lines were formed in areas where revenues were dense, but many areas just couldn't support the expense of constructing and maintaining a railroad. Most areas west of the Mississippi fell into that category, and there the wagon train or river boat, if available, was still the accepted mode of transportation. This was slow, unreliable, and prevented much growth from occurring. And this is where Western Kentucky comes into the picture.

Now if you look around this area you will find remnants of some iron furnaces, and some of those were here and operating during that period of time. Kentucky was blessed with deposits of hematite (iron ore), coal for coke production, and limestone for fluxing. These furnaces, crude cousins of the modern blast furnaces, produced a product known as pig iron. Pig iron is a form of cast iron with a lot of impurities in it. It could be cast into the shapes that were useful, but it could not be fabricated using processes like forging, rolling, or even welding. If they wanted to produce something like rail they could only cast it to size, a slow and expensive process.

About 1860, a gentleman in Eddyville, Kentucky, William Kelly, developed a process for the refinement of large quantities of steel from pig iron. Unfortunately for him a man in England, Henry Bessemer, independently and simultaneously developed the same

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Conrail

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Room which was painted in Erie's 2 green colors.

One of the highlights of the trip was to shoot MG(Mid Grade) Tower just west of Horseshoe Curve. The access is very limited and Conrail police are frequent, Soooo...up the access road we went and spent the next 2 hours shooting and watching 11 trains tackle or descend the grade. No police or other railfans ever showed!

The best train day was Saturday, May 15 with 34 trains recorded from 0800 to 2000. A couple of trains to note one of which was a Amtrak freight train(That's what the local fans called it)with one unit and 7 express boxes. Everyday, several Roadtrailers were seen and very long.

The only day it rained was the 2nd day of which we took in the very nice Altoona Railroaders Museum. Lots of hands on items inside greet visitors. We then went and shot trains coming under the classic Pennsy signal bridges in the rain. Dramatic stuff to say the least!

Sunday morning, May 16th we hiked into the famous shot at Horseshoe Curve. It is a morning shot of eastbound trains with the museum in the background. We caught the PIMO with 2 Conrail SD8OMacs on the point. We then saw a westbound with mid-train helpers and rear-end helpers. We found out later that it is rare to have mid-train helpers. All westbounds except Amtrak get helpers on the rear. The three track main(once four) is kept polished as helpers and lots of trains and Amtrak ply the "curve". We headed back towards Harrisburg to finish out

the trip. From there we went back to Baltimore for 5 hours of sleep then up at 4 a.m. to fly back to Louisville. A total of 105 trains were recorded in the 5 day period. That was the only way to close a chapter on a fallen flag! WG

L&N HISTORICAL SOCIETY CONVENTION

Chuck Hinrichs

Marietta, Georgia was host to the 1999 Louisville & Nashville Historical Societies Convention over the September 9-11 weekend. Headquarters was the Marriott Hotel and the accommodations were excellent and the convention rate made the stay reasonably affordable.

The Friday activities included some self guided rail-fanning and the railroadiana show and sale, followed by an open slide show. Saturday's program got under way with a bus trip to Blue Ridge, GA and a 26 mile excursion on the Blue Ridge Scenic traveling on Georgia Northeastern (ex L&N) trackage. Nice equipment, a very scenic vista and a friendly crew made for an enjoyable trip to Copper Hill and return. The busses took us back to Tate for a visit to the Georgian Northeastern shops and a quick tour of the Tate marble quarry. The last stop of the afternoon was the Museum in Kennesaw where the "General" is on display.

The banquet was excellent and the program depicted the discovery of, and preservation of the records, tools and 3 locomotives of Marietta's Glover Locomotive Works.

Keith Kittinger and Chuck Hinrichs attended the convention.

PENNYRAIL

WALLY'S WANDERINGS

Wally Watts

Saturday, August 7, 1999

Greetings from Gladstone, MI! We (Don Clayton and I) arrived here ready for more new steam mileage. Engine 1003 is a well restored and slick looking 2-8-2 SOO Line locomotive. It was built by Alco in 1913 and up-dated in 1942 with a stoker. Our train had 16 cars and was easily handled by the 1003 with little effort.

The Wisconsin Central trackage (ex SOO and CN&W) was excellent - smooth with all welded rail. We left Gladstone about 2:00 pm and arrived at Hermansville around 4:00 pm. It took the crew an hour to turn the engine on a wye at Powers Junction about five miles away. We arrive back at Gladstone at 6:45 pm. It was a smooth and enjoyable trip. At times we reached a speed of 45 mph with the 63" drivers really turning over.

We enjoyed first class accommodations in the "Calumet Club", an ex Illinois Central flat end observation parlor lounge. All first class passengers received complimentary refreshments during the trip.

NEXT MONTH

1999 ICHS Convention report.

The "OLD GOAT'S" Millenium countdown continues. Plus, a report on the Goat tracks through Illinois and Missouri

Area sightings and reports on unusual rail activities.

Your article on your railroad interests.

More reports on our member's rail travels. Clayton, Watts, Henderson, Keipp et al.

AUGUST MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, August 23 7:00PM

President McCracken called the meeting to order and the minutes of the July meeting and the current treasurer's report were approved.

TREASURER'S REPORT:

Opening Balance		1623.95	
<i>Income</i>			
Dues Chpt.	8.00		
Dues Nat.	0.00		
Donations	0.00		
Video	0.00		
Raffle	0.00		
Total	8.00	1631.95	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	26.40		
Print	16.96		
Supplies	0.00		
Total	43.36	1588.59	
Ending Balance			1588.59

MEMBERSHIP: 71

DIRECTORS REPORT: Chuck reported on the Chapter re-numbering system - we are now #178.

OLD BUSINESS: None

NEW BUSINESS: Ricky reports on REA truck restoration and requests member help in locating parts. Chuck apologized for the lack of an August newsletter - there was a death in the family. Chuck also reported on a successful Summerail and a new book on L&N's Memphis Line. Chris Dees reported on an October Antrak excursion to Hannibal, MO. Jim Pearson agreed to be back-up newsletter editor.

ATTENDANCE: Jim Pearson, Keith Kittinger, Dennis Camal, Chris Dees, Chuck Hinrichs, Rich Hane, Bill Heaton, Rick Bivins, LeRoy Cobb, Bob Moffet, Tommy Brown, Don Clayton, J.D. Farris, Bob McCracken, Wally Watts and Guest, Bud Ashby (Bud joined at the close of the meeting.)

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 costs of "PENNYRAIL"

When you are trackside remember the Operation Lifesaver slogan . . . LOOK, LISTEN, LIVE

Three Chapter members are Operation Lifesaver Presenters. If your Company or Civic organization would like an OL presentation contact Chuck Hinrichs, Bob Vittitow or Bruce Cox.

TIMETABLE

Rail Events and Excursions

Tennessee Central Railway Museum (615-781-0262)

Cookeville-Watertown October 1-2

Nashville-Brush Creek October 16 Morning and afternoon trips

Nashville-Cookeville October 23

Kentucky Railway Museum

Steam Weekends August 14,15 September 4,5,6

NMRA Meet at Terre Haute Indiana. After a two year absence, the meet is back! October 30, 1999 (Saturday) - Terre Haute, IN Terre Haute National Guard Armory 10:00 a.m. to 3:00 p.m.

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

Bellville, IL October 9-10 Greater St Louis Train Show Belle - Claire Fairgrounds Sat 10am-5pm Sun 11am-4pm 314-205-7241

Evansville, IN October 7-10 Regional Ntrak Convention Holiday Inn-Airport 812-925-6719

B & O RR Museum September 25-26 Fall Open House 410-752-2388

Jackson, TN October 23 NC&StL Depot and Museum - Model RR and railroadians show and sale. Free

Louisville, KY October 16 NMRA MCR Div 8 Train show and sale. 11am to 4pm VFW 4809 Poplar Level Rd 502-426-6155

1999 HISTORICAL SOCIETY EVENTS

NRHS Fall BOD Meeting Scranton, PA November 12-14 1999. Famous Bridges Tour, Steamtown Tour and excursion, Banquet. See Chuck Hinrichs for details.

ILLINOIS CENTRAL HISTORICAL SOCIETY MEETING

Louisville, KY October 14-17 Corydon Scenic, Kentucky RR Museum, Railroadians. Steve Lee is banquet speaker. 618-997-5788 (evenings).

Roanoke Chapter NRHS September 25-26. Ex Western Maryland trackage, Elkins to Belington, WV

SIGHTINGS AND SUCH!!

CSX's Henderson Sub (and very likely the whole CSX system) is, for the time being, a raifan's happy hunting ground. The Conrail acquisition coupled with ever-increasing business has put an almost endless variety of motive power on CSX rails. In addition to Conrail units there are units from many leasing companies (Helm {HATX, HLCX, HLGX}, EMD, LLP, CEFX, GRDX, etc.) and most of the major US and Canadian Railroads. With up to 30 trains on the Henderson Sub on any give day it is truly a photographers paradise.

On Sunday, July 11th Dennis Carnal, Rick Andrews, and Jim Pearson took advantage of some cool weather and covered the CSX line from Madisonville to Evansville. The boys caught a few trains and missed a few others and saw UP, Helm, IC and Conrail power as well as a variety of CSX power including some of the 6000 hp GEs. Two weeks later, under considerably warmer conditions, Dennis and Jim were joined by Keith Kittinger, Chris Dees, Bill Grady and Jim Finley on the CSX main south of Madisonville. Again the troops were not buried by trains but did manage to catch a variety of power - CSX, of course, Conrail, LMS and RGMX. The day concluded with a slide show at Don Clayton's. This slide show might become an annual event - we sure have enough talented photographers to make it fly.

Dennis, Keith, Jim and Bill Grady made a quick Monday trip to Paducah and caught a few trains and missed a few more. Nothing of earthshaking impact was sighted at VMV and UP power was sighted on coal trains heading for Grand Rivers.

Your editors sightings include:

9/20 CEFX 9282 - SD45T-2 on Q588

9/14 NS 9001 - C40-9W and UP 5426 - SD40T-2 on Q648

9/3 HLGX 6815 - C36-7E on Q647, CR/CSX 8720 - SD50 on Q595.

9/2 RMGX 5043 - C30-7 (BN paint) on Q514

9/1 CR 6460 - SD40-2 on X124, EML 6406 - SD40 on Q595, HLCX 5059 - SD40-2 and NS 3396 - SD40-2 on T101, HLCX 6013 - SD40 on Q557, HLGX 6827 - C36-7E and CEFX 9308 -SD45T-2 on S651, SOO 6012 - SD60 and SOO 6022 - SD60 on K160.

8/31 CP 5936 -SD40-2 on Q557, HLCX 6516 -SD40-2 on K161

8/29 EML 6406 - SD40 on Q588

8/26 GRTX 5589 - SD40-2 (CP) and GRTX 5632 - SD40-2 (CP) on G519

8/24 CR 5062 - B40-8 on T109, CR/CSX 4451 - SD40-2 on Q129, WC 7499, 6639 and 6623 - SD45s on K160, WC 7526 - SD45 on Q645

Chapter News

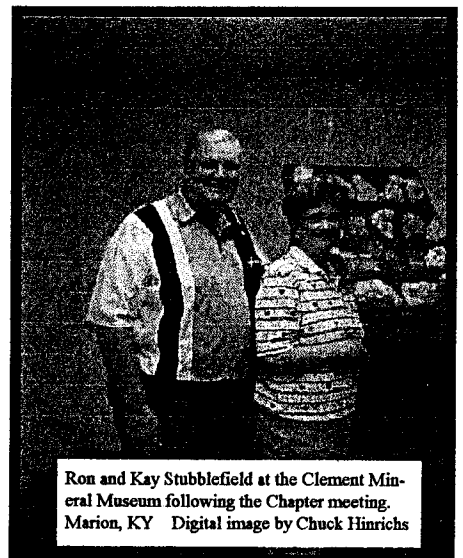
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Yes, it's true, Chris Dees has moved again! Chris moves more than a drug dealer with the police on his tail. Anyway, here's Chris's address for this week. Chris Dees 264 Baden Strasse Road Jasper, IN 47546 Phone 812-481-1614.

NEW MEMBERS

Jim Bengert from Evansville and Norman "Buddy" Ashby of Greenville have joined our chapter during the past few weeks. Both guys are model railroaders and railfans. Welcome to both of you! Here's their addresses and phone numbers.... Jim Bengert 1825 Taylor Ave Evansville, IN 47714 Phone 812-479-9569 Norman "Buddy" Ashby 407 Wheeler Ave Greenville, KY 42345 Phone 270-338-5055.

New member (July 1999) Mitch Falkenstein, writes to let us know that he is reporting to Amtrak on August 5, 1999 to begin training as an Assistant Train Conductor. He will be based out of Oakland, CA. Mitch is a member of the San Luis Obispo Model RR Club and models both Amtrak and SP.



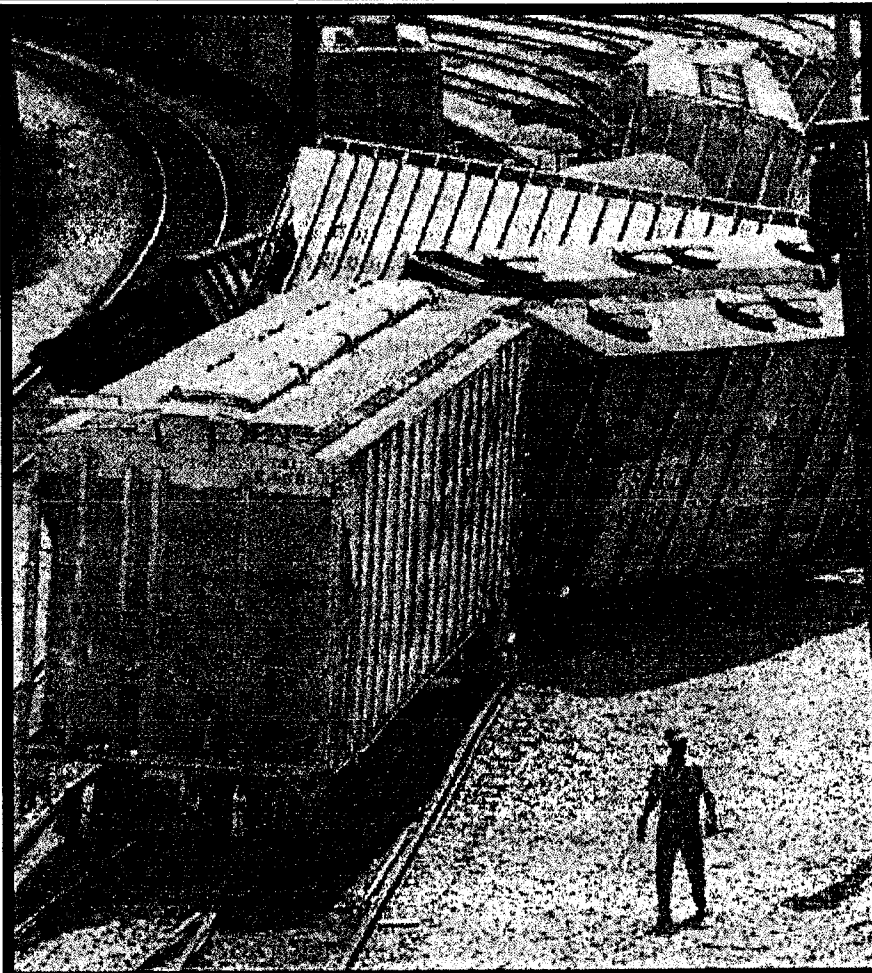
Ron and Kay Stubblefield at the Clement Mineral Museum following the Chapter meeting. Marion, KY Digital image by Chuck Hinrichs

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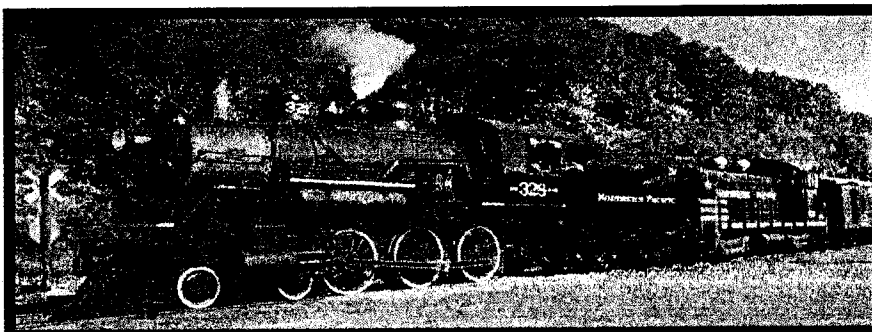
process. There were many legal issues over who had stolen the process from who, but it was eventually determined in the courts that they had, in fact, independently invented the process at the same time and they became co-owners of it. It was named after the Englishman, Henry Bessemer. The process was called the Bessemer converter because it converted pig iron into steel. In operation the molten pig iron was poured into the converter as it lay on its side. It was then turned vertically as air was forced through holes in the bottom and through the molten iron. The oxygen in the air reacted with the impurities to burn them off and create steel. It worked with no additional heat required because the impurities themselves generated heat as they burned. The initial furnaces they developed could refine about 2 ½ tons of steel at a time. As time passed this capacity increased up to 25 or 30 tons at a time. Suddenly, the price of steel came down. In 1870 some 42,000 tons of steel were produced by this process. By 1880 that number had increased to 1.2 million tons. A significant portion had gone to make rails. The first Bessemer rail was rolled in Chicago in 1864 using steel produced in Wyandotte, Michigan. By the end of 1864 there were 69 mills in operation trying to satisfy the country's thirst for rail. In addition to making the older railroads safer, it made rapid rail expansion possible and probable. The railroad magnates began opening the West. Growth became possible as businesses could find cheap transportation for their raw materials and finished goods, and much of the credit goes to a man from Eddyville, Kentucky who figured out how to make cheap steel and rail. Incidentally, the Bessemer process was used up through the mid 1950's before it was abandoned. The primary steel making method used today, the basic oxygen furnace, is actually a refinement of the Bessemer process.

Reference: United States Steel Corp., The Making, and Treating of Steel, Seventh Edition, Pittsburg, Pa, 1957.

PHOTO SECTION



A bit of a scramble at the north end of CSX's Atkinson Yard. The derailment occurred on Friday July 30, 1999. photo by J. Pearson



Northern Pacific #328. Operates out of the Minnesota Transportation Museum. Photo courtesy of Wally Watts

"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 Horrichs