

PENNYRAIL

OCTOBER 2000

VOLUME 4 NUMBER 10

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

OCTOBER MEETING

MADISONVILLE, KENTUCKY

Monday, October 23

7:00 PM

**Badgett Center
(Old L&N Depot)**

Arch Street and the railroad in downtown Madisonville.

PROGRAM

Chris Dees will present the October program. In Chris' words:

Ever wondered what train just went by you? Why is that train going through Earlington instead of through Atkinson? What are those strange digitized voices known as hotbox detectors you hear every 20 miles or so while riding Amtrak? Is there a way to see exactly what the Henderson sub dispatcher sees on his computer screen? Well bring your scanner with you to the October 2000 NRHS Western Kentucky Chapter meeting and be prepared to "listen in" as railroad radio communications are explained by Chris Dees. As an extra class amateur radio operator, degreed electrical engineer, member of the Association of Public Safety Communications Officers, and a die-hard scanner

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Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

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"PENNYRAIL" is the
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National Elections

An agenda item for the Board of Directors meeting in Dallas is the election of National and Regional officers. As your National Director I will vote on the officers for the coming year. This is the 4th election I have participated in and there has not been a contested race in any of those 4 elections. I have no fault to find with the current slate of National and



Regional officers. But I am a bit concerned that there are no contested races and hence no infusion of new ideas and approaches to continuing problems such as stagnant membership numbers and the continuing problem with the ALCO photos. We are a volunteer organization but we need not be a c o m p l a c e n t organization content

Chapter News

(Continued from page 1)

listener for almost 10 years, Chris is very knowledgeable of this fascinating aspect of railroad history, operations, and railfanning.

Using a computer-generated slide presentation, various aspects of this truly interesting side of railroading will be discussed using photos, computer graphics, sounds, and some humorous outtakes from TV and film to explain the various topics. From the early telegraph systems and Pennsylvania's train phone system, to today's VHF and UHF voice and data communications, this presentation will cover everything you wanted to know about railroad communications, as well as what the future holds. Topics will include the history of railroad radio communications, various uses of railroad radio communications with actual audio samples, actual examples of equipment and resources used by the railfan to monitor such communications, legal aspects of listening to radio communications, and a very interesting application of computer-controlled radio monitoring that is the wave of the future - Automated Train Control System monitoring. So tune-in to the next meeting of the NRHS Western Kentucky chapter.

Louie Hicks will provide refreshments. It promises to be an outstanding program. Come and bring a friend!

SEPTEMBER

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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.

ICHS - L&NHS and HOOT II

by Chuck Hinrichs



New Orleans hosted the 2000 Convention of the Illinois Central Historical Society. As the weekend of September 22-24 approaches it looks like only a small contingent of Western Kentuckians will be heading south for the festivities. Shirley and I will be going via Amtrak and Wallace Henderson will be driving and doing a lot of railfanning on the way. Wallace was headed south on Monday, the 18th and Shirley and I were southbound from Carbondale at 3 am on Thursday, the 21st. Jackson, Meridian, Mobile and Vicksburg were on Wallace's itinerary but he was checked in at the Drury Inn when we arrived in mid-afternoon. We enjoyed a delightful Thursday evening meal at Ralph and Kacoo's in the French Quarter. Friday morning was rail (or trolley) fanning on your own. Wallace and I caught the morning run of the New Orleans and Gulf with some neat street running behind a pair of F units. A quick lunch and a search for a place to buy trolley passes preceded a trolley ride on the St. Charles line and a tour of the New Orleans trolley shops. While the present equipment on the St. Charles line was purchased the shop has built the units for the River Front line and will build some 40 more units for service expansions. Friday night featured a trolley ride to dinner at Commander's Palace - a New Orleans landmark restaurant in the Garden District. While a bit pricey, the meal and service was nearly perfect. Wallace and I caught some of the member's slides and videos before calling it a day.

Saturday featured a tour of the New Orleans Public Belt Railway shops and then a tour of Amtrak's shop. Both sites were interesting and we were well treated at both locations. We spent the afternoon riding the St. Charles and River Front trolley lines and checking out parts of the French Quarter. As the Drury Inn had no restaurant there was no banquet but we did have an annual meeting and guest speaker. We enjoyed the weekend but there was little IC in the program and with no railroadiana show or banquet attendance was poor. The 2001 convention will be either in Chicago or Champaign. Our Amtrak trip was very rough, especially between Memphis and Jackson, but the Amtrak personnel were friendly and accommodating and the food was excellent.



Kentucky Railroad Museum and L&N Pacific 152 were the stars of the 2000 L&N Convention held in Louisville, Kentucky and commemorating the 150th anniversary of the the L&N Charter. The Downtown Holiday Inn was headquarters for the October 5-8 festivities. Thursday evening saw several clinics offered with slides depicting structures, NC&StL cars and L&N cars. Friday was an on-your-own day with a special Flamingo Dinner train offered at KRM. Greg Utley, Shirley and I took the train and were a bit disappointed in the food, but the ride and equipment were great, The Monon BL2 assisted 152 in handling the train. Meals were served in a recently acquired TC diner (ex

ICHS - L&NHS and HOOT II

ATSF) and the L&N business car "Kentucky." The railroadiana show was held Friday evening at the Holiday Inn and was well attended. The clinics were held about four blocks from the Holiday Inn and we elected to by-pass them.

We were on busses early Saturday headed back to New Haven and the KRM for another trip behind 152. We rode in the "Kentucky" and the food was much better than yesterday in the diner. For those in the coaches a box lunch was served when we got back to New Haven. We then headed back to Louisville and a tour of CSX's Osborn Yard. Lots of power but tough to photograph. The banquet was held on the concourse of the Louisville Union Station. Excellent meal and a presentation by CSX VP Lyle Key. It's nice to see an executive who is also a railfan. The Monon Historical Society joined the L&N for the dinner. CSX presented a beautiful commemorative mug to every attendee - a nice touch. The evening concluded with a triple header slide show by Ron Flanary, Dave Oroszi and Lee Gordon. These were "Summerail" type shows with twin projectors and music.

Our chapter was well represented in Louisville Keith Kittinger, Bill Grady, Jim Bergant, David Hayes, Greg Utley and Shirley and C h u c k Hinrichs were i n attendance.

There is a group on the I n t e r n e t representing railfans in

Tennessee and North Alabama which I monitor and contribute to on occasion. Some of the group got together in April for a day of railfanning at Decatur, Alabama. From the Internet comments it sounded like a great outing (they called it a "Hootenanny") and when a fall outing was set for September 30 (Hoot II), I decided to head south and sample some southern railfanning. I was on the road a bit after 6 am and got through Nashville with a minimum of difficulty. Traffic on I 65 south of Nashville was surprisingly light and I crossed the Alabama line a little before 9 am. Jumping off the interstate at exit 340 I headed west to Decatur. There were a half dozen cars in the area across the street from the old stone station when I arrived. I was introducing myself when the first train arrived - an eastbound CSX local with a pair of GP40-2s. Not long afterward came the highlight of the day - an eastbound CSX autorack train with a pair of SD80MACs one in Conrail paint and the trailing unit in sparkling CSX paint. This train was followed by a CSX manifest with three Wisconsin Central SD45s. All in all there were 21 trains (I missed two early ones and a couple during a lunch break) and I saw a photographed 17 of them.

The Decatur Depot is a great train watching spot. CSX and NS lines cross the Tennessee River on a NS bridge. The CSX line comes down from Nashville and heads into Oakworth Yard on Decatur's west side and then on south to Birmingham. The NS line runs from Chattanooga to Memphis. The depot site is uncluttered with plenty of parking. The general east-west orientation of the tracks makes for great photography.

Plans are under way for

TOE/DQE by Chris Dees

September 28th brought an early departure from work at 3:30 PM. After picking up the mail and cashing in the paycheck, it was off to Evansville Regional Airport to start another odyssey of rare-mileage. The Texas, Oklahoma, & Eastern, along with the DeQueen & Eastern, were celebrating the 100th Anniversary of the two railroads and Don Clayton and myself were off to capture these elusive 86 miles of track. Last passenger service was in 1948. Most of the mileage collecting gang did not have this section of truly rare mileage. Thanks to Bart Jennings and the Southern Appalachian Railroad Museum for sponsoring this trip, along with the Hugo Railroad Museum.

Arriving and parking at Evansville, I met Don and we were soon off to St. Louis to catch the Texas Eagle. After a couple hours drive, it was time to eat. We stopped at Cracker Barrel in Mount Vernon and had a wonderful dinner - enough to tide us over until breakfast in the dining car the next morning. The Texas Eagle was on-time, and the earlier State House had several private rail cars, suspected to be in town for the St. Louis NRHS Chapter trip behind 1522 to Hannibal and West Quincy. Departing St. Louis, Don and I settled down for a nice nap through southeast Missouri and northeast Arkansas. Head-end power problems, as well as UP signal problems, delayed us about 90 minutes, but gave us a little time to rest while not moving - a welcome relief from the jointed rail section north of Poplar Bluff. The next morning, we awoke and got ready for a day of relaxation. Brad, a gentleman who occupied the room across from us, got to

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HOOT II

representing

TOE/DQE

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talking with us and soon Don, Brad, and myself were in the dining car together taking in the scenery and having a wonderful meal. It's amazing how friendly people are on trains - and Brad certainly appreciated the company during breakfast (he was fast asleep when we de-boarded at Texarkana.)

Plans were made to be changed, and that they did when we arrived in Texarkana. Rather than stay in Texarkana, Don and I got a rental car and drove to DeQueen to find the best hotel in town - the one KCS crews utilize when laying over between Shreveport and Kansas City. The Palace Courtyard Hotel is truly a railroader's motel - little more than the necessities, but a great place to stay. After checking in, canceling our Texarkana hotel reservations, and having lunch at the local Mexican restaurant, it was off to downtown DeQueen to find the boarding site. The DQE and TOE railroads are not little shortlines. 132-pound welded rail with GP40-2 and GP38-2 locomotives working 7 days a week for their parent company, Wey-hrhauser. They have track MOW. equipment that rivals even the big boys like CSX and UP. They have to - servicing the forestry industry and paper mills of southwest Arkansas and eastern Oklahoma. Greeting us at the former depot site were two of the railroad's locomotives and the Hugo Railroad Museum's cars. At about 4 PM, that beautiful lady of railroading, the KCS Southern Belle made her presence known as well - truly a marvelous train. After hanging around and getting some photos, most of the mileage collectors agreed to meet at Western Sizzlin for dinner.

The next morning, people from at least 25 states and Canada

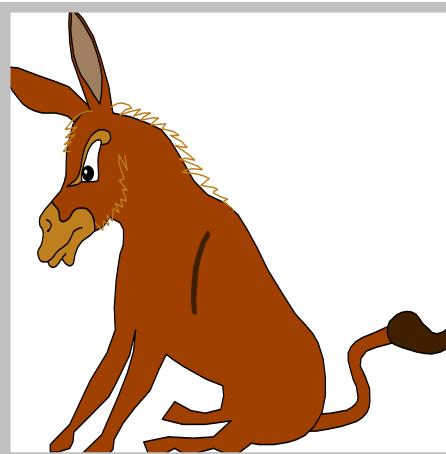
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Riding The Mule

By: Ron Stubblefield

When approached by Jim Futrell (Later became known as *Whirlwind Rail Tours*) about a weekend trip to ride the soon to be discontinued Amtrak Kansas City Mule between St. Louis and Kansas City, Missouri, I could vision a leisurely weekend of rail fanning and jumped at the chance to go. I still had this vision when Jim smoothly (*only as a Banker could*) double talked me

into driving my because he the car and s o n ' s This did not u n t i l , home Sunday the aching and prevented me into Dream been over five only seems like



wife's Jeep needed to save money for his education. really soak in returning night, when throbbing from slipping Land. It's years, but yesterday.

(March 19, up at 2:45 AM, forward to the Marion, Ky. at

was hot footing into Calvert City to pick up the one and only "Have Scanner Will Travel" Chris Dees. If Chris cannot find the frequency you need, he will make up one. I have heard the FCC contacts him to supply frequencies. It's 4.00 AM, Chris and his scanners are loaded, and we're off to Paducah (*leaning forward* to gain momentum) to pick Travel Guide Jim Futrell and Mr. HO Modeler Elmer Kellerman. Elmer's modeling equals and betters anything you might see in the Model Railroad Magazine. It's 4:40 AM, Jim with 3 pieces of luggage, Elmer carrying only a brief case, load in and off we go to St. Louis in a red blur.

1995) I was l o o k i n g day. Leaving 3:30 AM, I

At 7:45 AM we boarded the Mule with a Silver no stripe FP40, three coaches and a cafe car. After his crying and begging, I did let Chris sit in the window seat. We sat on the right side of the car, since all things to see side. The 8:00 AM - on were looking until the Conductor were with government



was wired to the hilt with all the scanner stuff, and Futrell was standing and leaning over the back of his seat punching in the frequencies that Chris was rattling off. I did my best to explain all of this while Elmer seemed to have forgotten who he came with. Only a call from the Conductor to the Assistant saved me from further spreading foot in mouth disease. It was a good time keeping up with all the transmitted Detector box information.

were on that the neat train left at time. Things pretty good A s s i s t a n t asked if we s o m e agency. Dees

The cafe car opened and everybody seemed to be real hungry and thirsty. After an hour or so Elmer and Jim headed out for

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Chapter News

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MEETING

Only 16 people were on hand for the NRHS meeting in September. The weather was somewhat bad and most members stayed at home. Chuck Hinrichs provided a video program. A homemade video showing Chucks railfanning trips over the past year was followed by a Neff Video showing steam action in the Upper Midwest. Thanks to Chuck for the program and Ricky Bivins for the refreshments.

CSX provided only one train during the meeting. Northbound manifest - Q586 - was headed by a CSX C40-8 leading a Helm Leasing SD40-2. A notable car in the consist was one fully lettered L&N 80 ton coal hopper. Not too many of these cars left in service.

CHAPTER ACTIVITIES

Don Clayton and Jim Bengert have announced November open houses. See TIMETABLE (page 6) for details.

MEMBER NOTES

Ricky Bivins' new address is 45 Campbell Road, Madisonville, KY 42431-9723

NOMINATIONS FOR CHAPTER OFFICERS (PRESIDENT, VICE PRESIDENT, SECRETARY, TREASURER AND NATIONAL

DIRECTOR AND POSSIBLY A DIRECTOR AT LARGE) WILL BE ACCEPTED AT THE OCTOBER MEETING WITH ELECTION AT THE NOVEMBER MEETING.

CHAPTER BY-LAWS WILL BE READY FOR APPROVAL AT THE OCTOBER MEETING. AS WE ARE NOW INCORPORATED THESE BY-LAWS ARE NECESSARY.

THE CHAPTER STILL NEEDS SOME PROFESSIONAL ADVICE ON SECURING TAX EXEMPTIONS FOR DONATIONS AND FOR CLARIFICATION OF OUR SALES TAX STATUS. IF YOU HAVE ACCOUNTING EXPERTISE PERHAPS YOU CAN ASSIST US. CONTACT BOB McCracken.

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through the streets of their villages shouting in hopes of scaring away evil spirits. Then their fires would be re-lit from a common source. This "howling" would "ween" the village of these spirits and assure a bountiful harvest. When Christian Irish immigrants came to the land of the free in the 1840's, this tradition was popularized as "All Hallows Eve" to honor all saints. The tradition of giving out candy comes from beggars going from door to door asking for food in return for prayers during the harvest.

Cool weather, lots of color, a good harvest, a belly full of pumpkin pie and a better understanding of the season of autumn is all the reasons needed for a little railfanning.

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Riding The Mule

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the cafe car, Chris and I followed about twenty minutes later. The great thing about the cafe car is, windows all around with booth seating. But the best thing about it, was as long as you were eating you could remain there with the excellent views of the river and country side. So for my friends I sacrificed and ate for approximately two hundred and fifty miles at 79 mph so they could stay in the Cafe Car for most of the trip.

It's 1:15 PM. We arrived in Kansas City. We detrained and headed up the street to the take pictures of Union Station, believe me this huge monument to railroading history will put most state capitols to shame, even in its deteriorating state. After picture taking, we walked up to the Plaza for lunch. Elmer picked out a Mexican restaurant for lunch. The food was great, and we took turns with the green sauce, one teaspoon at a time. That was not one of my better fun things to do now that I look back. We checked

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NEXT MONTH

Your article on your railroad interests.

Don Clayton's adventures on the American Orient Express.

More "Strangers in Paradise" locomotive sightings and highlights from the internet.

Regular member seniority roster and list of Charter Members. (postponed from this month due to lack of space)

A brief report on the NRHS Board of Directors meeting.

The conclusion of

SEPTEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, September, 25 7:00 pm

Vice President Bivins called the meeting to order and the minutes of the August meeting and the treasurers report were approved as presented.

TREASURER'S REPORT:

Opening Balance		1 4 1 5 . 2 9
<i>Income</i>		
Dues Chapter	8.00	
Dues National	0.00	
Donations	0.00	
Video	0.00	
Raffle	22.00	
Note Cards	202.00	
Total	232.00	1647.29
<i>Expenses</i>		
Dues Paid	0.00	
Postage	26.40	
Print	19.08	
Supplies	0.00	
Total	45.48	
Ending Balance		1 6 0 1 . 8 1

MEMBERSHIP:	Full	41
	Chapter Only	33
	Total	7 4

DIRECTORS REPORT: Chuck Hinrichs outlined the program for the Dallas BOD meeting.

OLD BUSINESS: None

NEW BUSINESS: Jim Pearson reported our grant application was not approved. Chuck Hinrichs asked for a standing ovation for the "Old Goat", Dennis Carnal for his contribution to the chapter newsletter. Dennis will take a little time off but has not retired. We need professional help in setting up our sales tax and donation program. Next month is officer nomination time. Discussion held regarding Christmas Dinner. McCracken will check on CP Shootstraight's. Tentative date, December 11.

ATTENDANCE: Wally Watts, Chuck Hinrichs, Rick Bivins, Steve Gentry, Tim Griffey, Greg Utley, Birk Fisher, Don Clayton, Ron Stubblefield, Dennis Carnal, Louie Hicks, LeRoy Cobb, Rich Hane, Tommy Brown, Jim Pearson and guest Matthew Gentry

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BRING AN ITEM FOR THE RAFFLE

BE CAREFUL NEAR THE TRACKS DON'T TRESPASS

SEND A STORY OR PICTURE FOR INCLUSION IN FUTURE PENNYRAILS

**PENNYRAIL
TIMETABLE #43
FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

November 18 Madisonville, KY The Annual Don Clayton Railroad Open House 7 PM 750 Wilson Drive, Madisonville.

October 27-29. Dallas, TX NRHS Fall BOD Meeting. Details later.

MODEL RAIL EVENTS

November 4-5. Evansville, IN Jim Bengert will host an open house at his "O" layout. Time will be 12:00 till 4:00 both days. Jim has added a bypass around the coal mine and a yard adjacent to that for large engines. COME ON UP! 1825 Taylor Ave. Evansville.

November 4 Louisville, KY NMRA MCR Div 8 Train Show 4809 Poplar Level Rd 10 am to 4 pm \$4

November 4 Nashville, TN NMRA SER Cumberland Div meet and model train show. TC Ry Museum 9 am to 4 pm \$4

November 25-26, Collinsville, IL Great American Train Show Gateway Center

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then time to settle in for a long nap back to St. Louis.

(DQE/TOE cont.) Arriving back in St. Louis, Don and I pondered what to do. First off, we learned that the 1522 trip had been canceled due to a BNSF train derailment the day before that blocked the engine's return to St. Louis - sure glad I got that mileage last year, even if not behind steam. I suggested we visit the Transportation Museum in St. Louis, so it was off to see the collection (you gotta see this to believe it). Don even foamed as we got some additional "footage" on the museum's small railroad (I've got a very good photo of how far Don will go to get new mileage). Finally, we stopped by Belleville at a model railroad show, had lunch, and got back to Evansville about 5 PM. A little over 1000 miles, new mileage on two railroads, and an enjoyable time with

VISIT THE CHAPTER WEB SITE
<http://www.threeoaksphoto.com/wknrhs/>

October is for Railroading..

By Rick Bivins

I must say this is my favorite time of the year. Now I enjoy summer, mowing grass, working on blacktop at the airport when the mercury hits the high nineties, melting in the truck on the way home.. I enjoy summer. I also like winter, no really I do. But I love this time of the year. Its train time. And the colors and smells and sounds are all just better this time of year. Ahhhhh October!

Not only does October allow for a great time railroading, but this is also a great month for fun things to do and time to watch the kids. When one thinks October, many things come to mind. Pumpkin pie, jack-o-lanterns, scarecrows and of course Halloween. Most of us celebrate this as the season of harvest. So, I would like to take the opportunity to explain a few myths or confusion around this autumn fest.

First of all Wally Watts Jr. makes a fabulous pumpkin pie. We often have one at Don Clayton's house during the fall season. I said "one" right? We usually have one apiece (yes, a whole pie) several times as long as Wally bakes them. (PIGS). Where do pumpkin pies come from? No, not the freezer. The pie can be traced back to the Greek word "pompion" or "large melon". The Mayflower settlers modified the word to pumpkin while forging a friendship with native Americans during the big feast. As for the pie, it wasn't a pie at all. The Pilgrims would cut open the top of the melon, remove the pulp and fill it with milk, honey and spices. The whole thing would then be baked in the coals of a fire. Yummy. I believe Wally's would still taste better.

As for the Jack-O-Lantern, this is reported as the true story. An Irish man named Jack, tricked a spirit into climbing a tree and trapped it there. Jacks punishment for such a deed was to wander the earth for eternity with the aid of a glowing ember placed in.. surprise, a turnip. Now when Irish immigrants came to America, this story came too, but the pumpkin replaced the turnip and for good reason.

Scarecrows are truly works of art with function. Many were built every year in the fields to "scare" away the many unwanted "crows" hence the name. But they also had another function. Pride. Many neighbors and towns throughout the mid-west would have Scarecrow contest's and a friendly rivalry would endure throughout the year. Many towns used the Scarecrow contest as the center point of their harvest celebration and fall festivals. Now the poor scarecrow might say, "if only I had a brain".

As for Halloween, I believe this to be the most fun of all, just because of the kids. Halloween dates back to ancient tribes of the Celts on what is now Scotland. As part of the harvest celebration they would, on the harvest night, douse their fires, put on scary masks and costumes, run

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Riding The Mule

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out the Hobby Shop. Believe me, this owner's rent must be sky high if the prices of merchandise were any indication.

The Charles Swab Company has built an office building next to the Amtrak Station with a balcony over looking the rail yard that has a considerable amount of traffic and is great for picture taking. Futrell the banker did mention that the Swab building was his type of **Capital** building. Kansas City is second only to Chicago in train traffic.

At 4:20 PM, we boarded and left on the same train that had been turned on the wye with a new crew to take us back to St. Louis. The same procedure was followed to gain seating in the cafe car. We were delayed for a while because of a freight having only one of three locomotives working (talking about pulling its lungs out, I bet the pistons were swapping holes). We were finally cleared and off we went to make up time (run 8). The Engineer failed to notice, or did not observe, the detector box when he made a flying pass, which was cheered by all the rail fans when the detector announced the track speed at 86 mph. We wanted more but at the next detector we were dragging at a track speed of 65 mph.

We arrived in St. Louis after 10:00 PM, thirty minutes late. We detrained and headed out to the designated hotel where Tour Guide Futrell had arranged. We were walking to our rooms when our now famous Guide, informed us that we were to be at Valley Junction, 8:00 AM in the morning for another dose of railroading. I was getting the feeling that this was going to be a short night. This will be a good place to stop for now. Look for the completion in the next issue or as editor Chuck feels need to publish.

The Jeep driver / Ron Stubblefield

TOE/DQE

PHOTO SECTION

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(mostly the mileage collectors) boarded the train at 7 AM destined for Valiant, Oklahoma, the western point on the line. A couple of "roll-by shootings" really got the cameras rolling. After arrival back in DeQueen, the train was handed over to the DQE and TOE for an exclusive excursion for the employees, while the rest of us had an opportunity for lunch and tours of the DQE/TOE locomotive shops before the 3 PM departure east to Dierks and Perkins. As stated before, the TOE/DQE is not a little old shortline. The shops are equipped for just about anything and several cars and locomotives were in for various repairs. Lots of memorabilia and a video on the railroad really provided for an informative day. Country music and political speeches also provided for some additional entertainment. At 3 PM, it was off to the east end of the line, and a couple more "roll-by shootings". Again, a truly interesting mix of farmlands, hills, and forests. After the arrival back at DeQueen, it was time to make our escape back to DeQueen. Rather than put CN/IC Dispatcher Keith White out of the way, Don and I picked up a fellow passenger, Dr. John Wicks, at DeQueen. John was staying at Texarkana for the night and Keith needed to get back to Homewood ASAP for his shift, so Don and I offered to take John to Texarkana. One thing I have noticed about mileage collectors is that they really know how to help each other out. After dropping John off at Texarkana, Don and I decided to eat at The Dixie Diner - a rather quaint, but very enjoyable "mom-and-pop" type diner. Let's just say it's the only place I have eaten where the food was on the same par with mom's. Finally, it was off to the depot for our return trip. Murrell Hoague, mileage collector and Texarkana Amtrak agent, saw us off as the Texas Eagle pulled out of Texarkana on-time. It was

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DeQueen & Eastern GP40 heads up rare mileage excursion train. KCS Southern Belle is



New Orleans & Gulf RR freight working the UP interchange yard across the Mississippi River from New Orleans. These two F units are among 6 on the property. There is a

"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 is non-destructive and your material will receive the best of care while being readied for publication. Your help is appreciated.