

PENNYRAIL

JANUARY 2001

VOLUME 5 NUMBER 1

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

JANUARY MEETING

MADISONVILLE, KENTUCKY

Monday, January 22

7:00 PM

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

Arch Street and the railroad in downtown Madisonville.

PROGRAM

Chapter tradition has firmly established the January meeting as President's Night. The program for the first meeting of the Millennium will feature "Pennsy Glory", an "oldy but goody" video. Bob and Jackie will also provide the refreshments. Bob's father broke his hip just after Christmas and Bob and Jackie will be in Florida helping out for a week or so. We will have a standby program just in case the McCrackens are delayed in their return to Kentucky.

NOVEMBER MEETING

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

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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.
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historical notes and
other rail information
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ST LOUIS PREVIEW

Chris Dees provides following heads up on Convention trips.

June 19 UP Steam Trip St Louis to Gorham, IL 85 miles, one-way

June 20 Metrolink Tour of new Eastside Line to Belleville, IL Unsure if this is tour or actually riding

June 21 UP Diesel



Trip St Louis to Gads Hill, MO 120 miles Same Route as Texas Eagle

June 23 Frisco 1522 Trip St Louis to Newburg, MO (Near Rolla) 110 miles

Additionally, a possible evening Rail Cruise America Dinner Trip on June 20.

Chapter News

(Continued from page 1)

Twenty-three members were on hand to see a slide program by Cliff Downey on the operations of the Illinois Central Railroad. The program covered late steam and early diesel locomotives seen at many locations along **The Main Line Of Mid-America**. A very nice program! Thanks Cliff for taking the time to travel from Mayfield to present this program. Keith Kittinger provided the refreshments for the meeting.

CSX provided four trains during the meeting. First, northbound manifest train Q556 passed with CSX SD60 still in Conrail paint, a Helm Leasing SD40-2 and a CSX SD40-2. A bit later, northbound manifest Q648 rolled by with three CSX C40-8Ws and a CSX SD50. The next train was a northbound grain extra, G001 behind a pair of CSX C40-8s. The finale was a unit coal train, V134, behind two CSX AC44CWs.

**CHAPTER
ACTIVITIES**

In spite of a lack of substantive funding, the Chapter Archive program is pressing ahead with Jim Pearson and Dennis Carnal doing a major portion of the work. Good work guys! There will be jobs for all chapter members as the program progresses. Volunteer - don't wait to be

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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.

**CHRISTMAS PARTY
25 YEARS**

Over twenty Chapter members, wives and guests gathered on a cold and wet December evening for the annual Christmas dinner. The festivities were held at C. P. Shootstraight's, a Madisonville sports bar and restaurant where we had a balcony room all to ourselves. We ordered from the menu and everyone seemed to enjoy the food and the train and Holiday chatter.

The highlight of the evening occurred when President McCracken presented Keith Kittinger and Don Clayton with their NRHS 25 Year Service pins. Congratulations Don and Keith. All in all it was a most pleasant evening.



25



YEARS

Area railfans, and model railroaders alike, had two late year opportunities to visit local model train layouts and partake of good food.

First Jim, Jake and Mrs. Bengert of Evansville In. invited everyone to their home on Nov. 4th and 5th. Our Chapter was represented by Wally Watts Jr., Rich Hane and Rick Bivins. Upon entering the train room it was obvious that Jim and Jake had been hard at work since their last open house held in March. The coal mine area sported a new wide curve and very nifty curved turnout so as to gain access to the coal tipple. A new yard is now in place here as well. This is to provide storage for a few big locomotives on the roster. Also evident was the continuation of the hidden yard lead located under the roundhouse. Jim and Jake have shown that it does not take a warehouse to have a really nice 0-gauge train layout, just a two-car garage. Mrs. Bengert once again made Evansville's best chocolate chip and oatmeal cookies for the event. Thanks guy's and gal for a very good time.

OPEN HOUSE

Don Clayton and Wally Watts Jr. hosted their annual open house just two weeks later on Nov. 18th at Don's home. As usual the event was very well attended by the Madisonville group. Also present were friends from Hopkinsville, Owensboro, and Lexington KY, Clarksville TN and Evansville IN. Wally ran trains the entire evening while Don served very tasty foods and drinks upstairs. It was an honor to have NRHS Regional Vice President Dr. and Mrs. Wes Ross as guest and new Chapter member. Welcome! Many conversations were taken up during the evening and one would have been hard pressed not to learn something before the night was over. Once again thanks to Don and Wally for a delightful evening of trains and fellowship.

Rick Bivins

RAILROAD EMERGENCY PHONE NUMBERS

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

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KCS	800-892-6295
GWRR	618-624-4706
NS	800-453-2530
UP	888-877-7267
WC	800-616-3432



The Railway Express Agency was bankrupt and out of business in February of 1976 (twenty five years ago.) Our Chapter Vice President, Rick Bivins, has been busy restoring a vintage International REA delivery truck. Here is a progress report from Rick.



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I thought I would let everyone know how the REA truck is coming along. So far things are about a year behind "schedule". I really do not have a true schedule or date of completion for this project, but I had hoped to have it done by November 2000 in order to get it in the annual parade in Madisonville. No such luck. Of course I did have a few interruptions along the way. But mostly I simply did not work on the truck during the summer months this year. I had a house to finish setting up and my kids were in for the summer too.

So far the frame is completed and painted, the box portion is about 70% complete with new sheet metal on the sides and new supports through out the box body.

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EARLINGTON BEE

Here's your chance to acquire a bit of local coal mine and railroad history. Ann Gipson has reprinted a special Coal Mining and Railroad edition of The Earlington Bee. This special supplement was first printed on Thursday, December 3, 1903. This magazine format 50 page supplement has stories on the early days of railroading on the L&N Henderson Subdivision, 70 short stories on L&N employees with photos of each person, and other railroad stories. Read about the three leading coal companies at the time in this area. There's a story about John B. Atkinson, the President of St. Bernard Coal Company. He is the person that the L&N/CSX Atkinson Yard in Madisonville is named after. Also see several photos taken in Earlington and surrounding areas. An additional point of interest is the ads for products and companies placed in this issue

The price for this supplement is \$12.00 plus \$1.00 for shipping. Make your check payable to Dennis Carnal and mail to 704 Choctaw Drive Madisonville, KY 42431. Dennis will have copies for sale at the January Chapter meeting
Dennis Carnal

* * * * *

The Chapter still has a few packages of "Crofton Depot" note cards for sale. The price for Chapter members is \$2.00 per package and \$2.95 for non-members. Chuck Hinrichs will have note cards for sale at the January Chapter meeting.

SCTR

Railroad operators from New Jersey have purchased a short-line railroad that moves freight between several Middle Tennessee towns.

RailAmerica Inc., the nation's largest operator of short-line and regional railroads, sold the South Central Tennessee Railroad this week for \$4.2 million to a corporation that operates two other railroads in Tennessee.

The South Central Tennessee Railroad winds from Hohenwald north to Centerville and on to Dickson, where it connects with CSX.

A railroad such as the South Central Tennessee operates on a small scale: five locomotives, seven employees and a low-intensity service schedule. The South Central Tennessee runs on 52 miles of track owned by a state-chartered rail authority, created when the L&N Railroad decided to discontinue service to that region in 1978.

RailAmerica, based in Boca Raton, Fla., has been expanding aggressively in recent years. In a news release, the company said it was now following a plan of selling off non-core assets and reducing debt. It is the largest short-line railroad operator in the nation and the world. It operates 37 railroads in North America over 6,500 track miles.

"But the South Central was our only railroad in Tennessee," said Wayne August, RailAmerica's assistant vice president for investor relations, "and this was just one railroad that was kind of out of the way for our managers and operations."

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Trains Magazine Birthday Party

By Rich Hane

To celebrate my recent retirement my wonderful wife Karen planned a trip for us to ride the SOO Line 2719 steam excursion in Wisconsin. After talking to our knowledgeable Editor, Chuck Hinrichs, I discovered that we would be going up through Central Illinois on Saturday, October 7, 2000 which was the day that Trains Magazine was hosting a 60th Anniversary Birthday Party at the Rail Park in Rochelle, Illinois.

We easily found the Park due to Chuck's fine directions and arrived at noon. I think that my wife thought that there might be all of five people there but to her surprise there were several hundred people present and we had to park about two blocks away. Better yet, a free hot dog lunch (the food, not who ate it) was served complete with drinks and a huge fully decorated birthday cake. The atmosphere was festive and friendly even though the weather was unexpectedly cool.

If you are unfamiliar with the Rail Park in Rochelle it is a railfan paradise with a picnic shelter, radio scanners tuned to the rail frequencies, a railroad museum and gift shop, and clean restrooms. It is nicely fenced from the 2 main lines crossing here which is needed to protect exuberant railfans from wandering onto the Union Pacific (ex Chicago and Northwestern RR) and the Burlington Northern Santa Fe (ex Chicago Burlington & Quincy). A large parking lot is available and a "hobo cave" to explore.

We spent an hour at the Park for which we were rewarded with six Union Pacific and two BNSF trains. One of the UP engineers threw a rolled up computer schedule printout from the cab window to the crowd. A BNSF fireman received a big cheer when he played a role reversal and produced a camera and took several pictures of the crowd. One UP train stopped and received a helping of Birthday cake for the crew. A Dodge minivan in Brunswick green with a large Pennsylvania Rail Road herald on both sides was present. Yes, Bob, I have a photo of it for you.

A happy time was had by all and eight mainline trains passing by at speed in an hour was exciting. If you are near Rochelle, check it out. It is a great stop.

Check the November 2000 issue of **PENNYRAIL** for a couple of Rich's photos of the Trains Birthday Party.

MYSTERY MEMBER

Can you identify this Chapter Member?

She is a fairly new member!



Chapter News

(Continued from page 2)
called.

Chapter officers for 2001 were elected at the November Meeting. **Bob McCracken**, President, **Rick Bivins**, Vice President, **Wally Watts**, Secretary/Treasurer and **Chuck Hinrichs**, National Director were re-elected and **Ron Stubblefield** was elected to the new post of Director-at Large.

NEW MEMBER NOTES

The Chapter welcomes two more new members; Dr. Wesley Ross of Lexington, KY and Richard Knapp of Franklin, KY. Dr. Ross is the NRHS Ohio Valley Regional Vice President. Wes and his wife Shirley are old friends of the Chapter. Richard is a good friend of Chapter member Rex Easterly. **A warm Western Kentucky welcome to both Wes and Richard.**

Dr. Wesley Ross
1749 Bahama Road
Lexington, KY 40509
Phone 606-293-0807

Richard Knapp
PO Box 938
Franklin, KY 42135
Phone 270-586-3869

MEMBERS ON THE MOVE

Rick Bivins and Bill Heaton have new addresses:

Rick Bivins
45 Campbell Road
Madisonville, KY 42135
Phone 270-825-8161

Bill Heaton

4703 Lanfair Road
Louisville, KY 40241
Phone 502-329-8288

Spencer Brewer is also relocating. Following retirement from the US Post Office, Spencer is moving from Earlington to a farm between Nortonville and White Plains. Spencer plans to spend his retirement boarding and training horses. His new address is:

Spencer Brewer
2051 Red Hill Road
Nortonville, KY 42442

Chapter member and CSX Railroad employee Keith Kittinger will be changing jobs on the railroad after the first of the year. Keith will be moving from the CSX Atkinson Yard Locomotive Shop to the Atkinson Yard Car Repair Shop.

Keith started working for the Louisville & Nashville Railroad in April, 1978. During the first two years, he worked in the Bridge Dept., Car Repair Shop and Track Gang. Since 1980, Keith has worked as a Locomotive Service Attendant at the Atkinson Yard. His new assignment will be as Car Man, working on light repairs, brakes and wheels on freight cars - mostly open top coal hoppers. Duties will also include car inspections on the unit coal trains passing through Atkinson Yard. Keith, good luck in the new job!

MEMBERS IN THE SPOTLIGHT

Rick Andrews was featured in an article in the December 27 edition of the Webster County **Journal Enterprise**. The article covered Rick's railroad background, his love of trains and a preview of his up-

PENNYRAIL

SCTRR

(Continued from page 4)

South Central Tennessee Railroad's new owners already operate the West Tennessee Railroad and the TennKen Railroad.

"It's close to our other operations," said Bruce Hohorst, one of the principals in the firm that made the purchase, SCTRR LLC. "It's always nice to have things that are fairly close by that you can gain some operating efficiency by sharing some of the assets amongst them — crews and maintenance people and whatnot." The buyer has retained all of the employees.

The South Central Tennessee moves wood chips, paper, chemicals and processed food products over a rail line that was established more than 100 years ago. When the L&N wanted to discontinue the service, the cities of Hohenwald and Centerville, together with Lewis and Hickman counties, formed a public railway authority in concert with the state. The authority still owns the tracks and contracts with the South Central Tennessee to provide service. It was the first

NEXT MONTH

Your article on your railroad interests.

More information on the P&L slug program.

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

CSX's lease fleet shuffling.

Rich Hane's trip behind SOO 2719.

NOVEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, November 27 7:00 pm

President McCracken called the meeting to order and the minutes of the October meeting and the treasurers report were approved as presented.

TREASURER'S REPORT:

Opening Balance		1557.97	
<i>Income</i>			
Dues Chapter	64.00		
Dues National	252.00		
Donations	5.00		
Video	0.00		
Raffle	20.00		
Note Cards		0.00	
Total	341.00	1898.97	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	42.40		
Print	18.02		
Misc	9.00		
Total	69.42		
Ending Balance		1829.55	
MEMBERSHIP:			
Full	41		
Chapter Only	35		
Total	7	6	

DIRECTORS REPORT: All National Officers re-elected. The Alco Photo problem may be settled without further legal action. There will be two sessions of RailCamp this year.

OLD BUSINESS: Reservations confirmed for Christmas Dinner at C P Shootstraight's. Monday December 11. 501C(3) status still unclear as is KY sales tax question. Rick Bivins is in charge. All incumbent Chapter officers were re-elected. Ron Stubblefield was elected to new position of Director at-large.

NEW BUSINESS: Jim Pearson presented an up-date on the photo archive program. He has two catalog books well under way. Jim proposes that we sell 8x10 prints for \$6. Dennis has located more Earlington photographs. Discussed Madisonville Depot sign project. Project approve with cost not to exceed \$225. Also discussed the preservation of original globe lamps as the depot interior is being re-modeled. Bob Johnson, Paducah Chapter, invited us to drop by their Museum in the old NC&StL Freight House in Paducah

ATTENDANCE: Jim Bergant, Wally Watts, Billy Byrd, Sandy Byrd, Wallace Henderson, Keith Kittinger, Don Clayton, Rick Bivins, Chuck Hinrichs, Jim Pearson, Greg Utley, D A Fraser, Tim Griffey, Dennis Carnal, Bob Moffett, Louie Hicks, Jim Finley, Rich Hane, Bob McCracken, LeRoy Cobb, Tommy Brown and guests Cliff Downey and Bob Johnson.

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BRING AN ITEM FOR THE RAFFLE

BE CAREFUL NEAR THE TRACKS

**PENNYRAIL
TIMETABLE #45
FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

March 3 - 2001 - Railfan Weekend - The North Texas Chapter of the NRHS along with the Texas State Railroad will celebrate the 100th Anniversary of Texas & Pacific Engine # 201, the 25th Anniversary of the Freedom Train (Texas & Pacific Engine # 610) and the 25th anniversary of the Texas State Railroad State Park. Special steam train excursions, historical presentation and special photo opportunities. 9 a.m.-8 p.m., reservations required, 972-818-8771

April 20-22 Philadelphia, PA NRHS Board of Directors Spring Meeting. Details Later

MODEL RAIL EVENTS

February 10, 2001 Tri State Old Time Train Show VFW #1114, 100 North Wabash, Evansville, IN. \$3 Veterans \$1.50 Table \$20 Info. Darrell Cato 812-963-6676

May 17-20, 2001 Louisville, KY Mid-Central Region, NMRA Convention. Layout tour, clinics, tour of KRM and L&N Pacific 152. Info. PO Box 99041 Louisville, KY 40269-99041

Clarksville Model Railroad Club - Clarksville, TN - is constructing a permanent HO layout. **Membership is open.** Meetings each Thursday evening at 404 Pagent Lane (in basement) for Info call Robert Swieder 931-551-9467

RAIL EXCURSIONS

March 24-25 Knoxville/Oak Ridge TN 2001 Rail Photography Weekend. Secret City Excursion, Multi-Media Slide Show, Bar B Q Dinner Train and night photo session. Charter train On Knoxville & Holston River. Contact Chuck Hinrichs for order form.

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

REGIONAL RAIL NOTES

Amtrak has released three F40PH units which were rebuilt under contract by VMV in Paducah, KY. Nothing unusual there, except that these three are for the Anschutz Ski Train out of Denver, CO., and have been painted RIO GRANDE (gold, silver and black)! These units were seen at VMV and went north on Amtrak's Kentucky Cardinal on December 5.

Jim Bergant - Chuck Hinrichs

The Caney Fork and Western (x L&N, x NC&StL Tullahoma to Sparta, TN branch) was sold, It is now owned by Sam Frissel and Tony Holley President and Vice President. The CF&W is exploring the idea of trash hauling for the counties it serves as well as an excursion train for the anniversary of AEEDC next June.

Lee Yoder (internet)

The P&L is moving toward a solution to it's motive power problems. The will build seven slug sets to augment the aging fleet of GP8s and GP10s. Six units from Alaska Railroad (4 GP40s -3016, 3017, 3019 and 3020 and a pair of GP35s - 2501 and 2502) were seen at Paducah on November 28, 2000. The GP40s will become slug mothers and the GP35s slugs. The modification work is out for bid and it is unsure that VMV will get the contract.

Wallace Henderson, Chuck Hinrichs, Chris

Dees

Another GP40 was spotted at Paducah on January 5 2001 beside the P&L engine house. It was in gray, red, white and blue paint with a crude "PAL" slopped on the long hood covering what looked to be a slanted M and K. The unit number was 4302 and the frame # 5759-5. After some scratching around through back issues of EX2200 it appears that the unit was last listed as a HELM leaser and was on the Bangor and Aroostock. Further research indicated that the unit was likely a Morris Knudsen unit and in fact was very likely the only GP40 that was painted MK and served as plant switcher for M&K. Following a lead from EX2200, I checked my copy of Cliff Downey's IC Diesel manuscript and sure enough 4302 is ex IC GP40 3074. An old friend returns to Western Kentucky. It likely will become a P&L slug mother.

Chuck Hinrichs, Wallace Henderson

The Tennessee Central Railway Museum has purchased Bessemer & Lake Erie F7A #719-A, built in 1952, builder's number 16591. The unit was in service (reportedly remotely-controlled) at Conneaut, Ohio, as late as the middle of last month. By a huge coincidence, our Museum's chief mechanical officer, Gene Turnage, owns former B&LE F7B #719-B! This B-unit was purchased in late 1994 and was going to be used as a booster for the BROADWAY Dinner Train's E-unit.

The F7A will most likely be used to power our excursion trains on the Nashville & Eastern R.R, along with our recently-acquired former L&N GP7 (which we plan to restore to an L&N scheme in the spring). So there is a good possibility the F7A will be painted to match the Geep. And if we can also use Gene's F7B, boy, what a lash-up that would make! Three units in L&N black & cream (or gray & yellow)...Wow! The B-unit is a slug in that its connections from the generator to the traction motors were undone, and it takes current from another unit for additional tractive effort. This set-up would work up to 40 m.p.h., according to Gene, and would

Rick's REA Truck

(Continued from page 3)

The floor is cleaned and in primer as is the whole inside of the box. The floor was so rusty and covered with very hard dirt from years of use by a construction company, that I had a terrible time getting it clean. All finish color will be applied last so as not to blemish the paint during other periods of the re-build. The box has formed metal rails to give support to the whole unit and these are in primer as well, these too were in very bad shape and took much effort to prep for paint.

The windshield is a two piece flat assembly that was completely rusted away and required new sheet metal fabrication for replacement. This is done but must be completely welded in before I can prep it for painting. The front of the box, ahead of the divider for the driver is still in the rough. Not much is needed here to ready this area for paint, just a little sanding and a few minor repairs, about a full day's work is all. The doors are another story though. The two front doors are sliding units that will require a lot of work, all of it by hand. The two back doors, well, I decided to just start with fresh metal and build'em, they were that bad. I have a good start on them, but a long way to go yet. I have most all of the little things done and ready to install. Things like the steering



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Rick's REA Truck

(Continued from page 7)

column, seat frame, tie downs, brake and clutch pedals etc. are painted and ready to install.

The front end sheet metal i.e. fenders, hood, grill, splash pans etc. all have to reworked before they will be ready to paint and install. I have a second truck to rob parts from if I have to, but it to is complete and I would like to keep it together for a later project. I have three engines and two transmissions now so I should be able to get it up and running without too much trouble. Of course there are always a few surprises along the way on a project of this size. If any one would like to help just get in touch with me and we will talk trains, trucks and any thing else that comes to mind. Call me at 270-825-8161.

Rick Bivins

DUES ARE DUE

Each of you have received your Chapter dues notice from Wally Watts, our Secretary/ Treasurer.

To those who have paid their dues . . . A heartfelt Thank You!!

To those of you who just haven't found time to send your 2001 dues to Wally, now would be an excellent time to take care of that little matter. With postage rates just increased it is even more expensive to send second notices.

PAY YOUR DUES

PHOTO SECTION



Fodder for P&L's slug program. 4 Alaska RR GP40s and 2 GP35s. The units were spotted at the P&L engine facility in Paducah on November 28, 2000. The GP40s will be slug mothers and the GP35s slugs. *Digital image Chuck Hinrichs*



P&L 4302. This unit is ex IC 3074 and has served both the Helm and MK lease fleets with it's most recent service on the Bangor & Aroostock. This GP40 is a likely candidate for

"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.