

PENNYRAIL

JUNE 2001

VOLUME 5 NUMBER 6

The official publication
of the Western Kentucky
Chapter, NRHS.

FALL CHAPTER TRIP



Chapter

JUNE MEETING

MADISONVILLE, KENTUCKY
Monday, June 25 7:00 PM
Badgett Center
(Old L&N Depot)

Arch Street and the railroad in downtown Madisonville

PROGRAM

Wally Watts will present the program and Jim Finley will provide some "farm fresh" refreshments. Wally's program will feature a video shot at the Texas State Railroad Museum entitled "Steam in the Piney Woods." Come and bring a friend!

MAY MEETING

Eighteen members and three guests were on hand for the Chapter meeting at the L&N depot in Hopkinsville. This is the fifth year for a May meeting in Hopkinsville. Wallace Henderson presented an interesting historical account of the narrow gauge line that ran from Clarksville to Gracey, Kentucky. This line is now gone but during its life it saw both L&N and IC trains. The little town of Gracey once hosted

(Continued on page 2)

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
270-886-2849

e-mail
chuckrail@apex.net

There seems to be a groundswell of interest in a fall Chapter trip. Be prepared to make a choice at the June meeting. If you will not be at the June meeting make your choice known to a member who will be in attendance.

Trip possibilities include:

Kentucky Railroad Museum excursion and dinner train (possible private car rental)

TVRM excursion (possible private car rental)

Tennessee Central RR Museum excursion and/or dinner train.

R J Corman "My Old Kentucky Home" dinner train and Maker's Mark tour.

The KRM, TVRM and R J Corman trips would likely involve an overnight stay, while the Tennessee Central option could be handled in one day.

Our earlier Chapter trips have been most enjoyable. Now is the time to firm up plans for a 2001 adventure!

Chapter News

(Continued from page 1)

three railroads; the L&N, IC and Cadiz RR. Louie Hicks, Bob Moffet, Chuck Hinrichs and Wallace Henderson provided the refreshments. CSX provided no interruptions of the proceedings though one train passed the depot before the meeting.

CHAPTER NOTES

On the weekend following our Hopkinsville meeting and acting on a motion approved at the



Chuck Hinrichs presents a display case to Penny Chewning for use in the Hopkinsville L&N depot.

meeting, Chuck Hinrichs acquired a display case from a dealer in Bowling Green and brought the case to Hopkinsville where it was presented, on behalf of the Chapter, to Penny Chewning, Executive Director of Pride, Inc. and the person who makes our Hopkinsville meetings possible. The case will be used to protect and display some of the railroad artifacts and memorabilia that the depot has collected.

(Continued on page 3)

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.

NORTHWARDS TO SPOONER

LAST PASSENGER RUN ON THE WISCONSIN CENTRAL

WALLY WATTS

On Wednesday, 16th May, Don picked me up at my house about 7:45 am. We headed North towards Evansville and continued on U.S. 41 where we had lunch at Red Lobster. From there we continued on Indiana state rte. 63 to Danville, ILL. Then onto 1-74 to Bloomington-Normal, to 1-59 to Starved Rock State Park near LaSalle, Ill. where we tied up for the night. This is a beautiful scenic and wooded area with bluffs overlooking the Illinois river. We hiked through wooded paths to a high overlook near the dam. We had dinner at the lodge, and a restful night in a quiet log cabin. Starved Rock is a "must see" stop on one's journey through Illinois. It seems as large as some national parks. Continuing northwards, we arrived at Madison, Wisconsin and finding all inns full due to college graduation, we drove further north where we tied up for Thursday night.

Friday found us on the road to Eau Claire Wisconsin, where we had lodging at a quaint comfortable motel. Then on to Superior, Wisconsin where we picked up Dr. Jon Wicks who had flown in from Missoula, Montana. He joined us for our trip. The airport is located in Duluth just across the bay from Superior. Saturday found us up at 5:30 am for breakfast at Perkins Restaurant. We then headed for the Wisconsin Central South Itasca Yard, some 6 miles from Superior. We boarded the train about 7:00 AM. We had first class seats in an old restored coach, which could have been of commuter heritage. It had been gutted of seats, and furnished with tables and chairs. We were served an assortment of juices, sodas, coffee, fruit and rolls. Lunch (of the box type) was also served, but wasn't bad. Motive power was two Algoma-Central passenger F-9's apparently from that road's passenger pool. A Wisconsin-Central geep brought up the rear for a push-pull arrangement. The track was excellent, and we frequently hit 59-60 mph. Most of this was welded rail. It was formerly Soo-Line, and C&NW track (now Wisconsin Central). At Hayward Junction, we switched onto cxC&NW trackage, now Wisconsin-Great Northern. There onwards we crawled at about 15 mph. Lack of maintenance and age was apparent on this old jointed rail. From S. Itasca Yard to Hayward Junction is about 55 mi., and then to Spooner about 20 miles. Travel was mostly through flat wooded area with some bridges over small streams. The woods are populated rather heavily with mosquitoes some of which invaded our open-window car.

At Spooner, the station (formerly a C&NW division point), is a museum, and is maintained in excellent condition. The C&NW Historical Society maintains this museum with several railroad items outside and in. Two former C&NW lines crossed here in an "X" pattern. The round house and turntable are still here, but we could not determine what if any, use they had. They appeared in fair condition, but somewhat overgrown with weeds.

To lessen the driving time back home, we opted to ride back to Superior with Ralph Alvarez, who with another foamer, had a rental car. His friend went through the museum, and rode the train back. Don and I gave our first class return tickets to this man, and another foamer so they could ride back in luxury! Dr.

(Continued on page 3)

Chapter News

(Continued from page 2)

On Sunday, June 10, Dennis Carnal and Rick Bivins finally got all the parts and tools together and installed the "MADISONVILLE" signs on the



Badgett Center (L&N Depot). A formal photo session will be scheduled - likely at the June meeting - to properly record the event.

MEMBER NOTES

Chris Dees has a wealth of information on the rapidly changing radio communication methods and equipment. Contact Chris if things are changing in your area and you need some help on either technique or equipment. (Chris Dees, 812-481-1614 or e-mail kd4ygg@msn.com)

After a few moments of consideration, Jim Bengert, Evansville, has renewed his Chapter membership. Welcome back in the fold, Jim.

Jim Bengert and Rick Rideout will host NMRA



NORTHWARDS TO SPOONER

(Continued from page 2)

Wicks rode with us, as he had to catch a plane back to Montana that night. Upon our arrival back in Superior, we hopped into Don's car, and drove him to the small Superior Airport. Other railfans and mileage collectors on board were: Dave Ingles, Senior Editor of Trains Magazine, Murrel Hogue, Amtrak Ticket Agent at Texarkana, Mark Entrop, Station Master at Chicago Union Station, the aforementioned Dr. John Wicks, and Ralph Alvarez. Mark and Murrel had rooms next to ours in Superior. We drove, after a quick dinner, 250 miles to Janesville, Wisconsin for a nights rest, and drove home Sunday, where we arrived at my house at 6:15 pm. This is about 900 miles one way!

Lots of driving, but worth it, as this is the last excursion on this line, since Canadian National bought Wisconsin Central, and have said: "No more passenger runs on our

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.

BNSF	800-832-5452
CN/IC	800-465-9239
CSX	800-232-0144
NS	800-453-2530
UP	888-877-7267

PENNYRAIL

18 days

(Continued from page 5)

(pasta salad and calzone) were featured. Customs and Immigration allowed me back into the USA and we finished our ride to Chicago. I spent the night in the classy Hilton Towers on South Michigan Avenue near the Chicago Art Institute.

Next day another train - again! Today was back to Amtrak and the **California Zephyr** to Omaha. Amtrak provided another good ride and a delicious meal (rack of lamb) and friendly dining companions. We arrived Omaha over 2 hours late. The Hampton Inn provided a complimentary shuttle to the Inn.

After a day's rest, it was time for more "rare mileage" behind UP 3985 on ex CNW trackage. Mike Keipp's trip report will cover the Challenger miles.(Mike's report

TIDBITS

.....the Tennessee Central Railway Museum has done many, many great things. But restoring 576 is beyond the museum's ability. The museum has way too much "stuff" to restore already and not enough volunteers. Dain said that 576's restoration could "trump" all other restoration projects. But, Dain, when does the museum quit taking on restoration projects that "trump" other restorations projects. This goes back to my original statement that sooner or later the museum has to quit acquiring "stuff" and aggressively restore the equipment that it already has. I visited the museum a couple weeks ago and as always was saddened by the amount of "stuff" that is just rusting away. Yet the volunteers were saying that the museum is looking at acquiring more equipment.....

This is a portion of an on-going internet discussion regarding NC&StL 576. Your editor agrees!

18 DAYS ON THE RAILS

One of our members, Reid Adams, has recently moved to the Seattle area. He didn't have to ask me twice to come for a visit! On Wednesday, May 23, I boarded the **Texas Eagle** in St. Louis for Chicago. The quiet and seclusion of a standard bedroom sets the mood for a relaxing start. Since we left St. Louis late, and lost additional time enroute, I missed the **Empire Builder** connection. Amtrak's Passenger Service Office sprang into action and provided me with \$30 cash for meals and taxis, a hotel room at the Quality Inn and a chance to catch my breath for the rest of the day. I was joined by another stranded traveler, Chris Clow of Santa Fe, for dinner at the Pegasus Restaurant in Greektown, adjacent to the hotel.

Thursday, May 24, provides another opportunity to Join Chris for lunch at Bergoff, Chicago's famous German restaurant. He bids me farewell on the **Empire Builder** as he heads for Santa Fe on the **Southwest Chief** a few minutes later. I spent the afternoon and evening enjoying the Wisconsin and Minnesota scenery.

Friday, May 25, provided a full day of sightseeing in North Dakota and Montana. The four stops for Glacier Park filled all sleepers to capacity.

Saturday, May 26, proved to be the best day for sightseeing. Breakfast was served as we paralleled and crossed the Columbia River. Next came the snow-capped Cascade Range with the 7.79 mile long Cascade tunnel under Stevens Pass. The last lap of the trip was parallel to Puget

YOU'RE INVITED

TO THE ALMOST ANNUAL EASTERLY ICE CREAM SOCIAL & OPEN HOUSE

*To be held: **Saturday, August 11, 2001**
BBQ LUNCH will be served at noon and Ice
Cream to be served beginning at 1:00 p.m. Trains
of some kind will be running. Fun will be had,
rain or shine.*

Directions:

*From Madisonville, go south on Pennyryle Parkway to
68-80 at Hopkinsville. Take 68-80 East through Russellville to
HWY 100. Take 100 to Square in Franklin and turn left on
31W. Go north on 31W. Approximately one mile past
McDonalds, turn left on Patton Road. Then turn right on
Widener Circle and we are the third house on the left.*

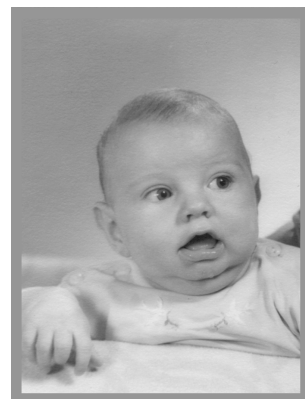
*From Owensboro, take the Natcher Parkway, south to
31W in Bowling Green. Take 31W south to Patton Road. (Just
past traffic light at 3008) Turn Right on Patton road and turn
right again on Widener Circle. Again we are the third house on
the left.*

*Please let us know if you plan to attend so we will
know how much Ice Cream and other munchies to prepare*

MYSTERY MEMBER

Can you identify this
Chapter Member?

Last month's mystery member was a
younger (and slimmer) Keith
Kittinger..



18 days

(Continued from page 4)

Sound with views of the Olympic Mountains to the west. Reid picked me up at the station and we headed to Chehalis to ride the Chehalis-Centralia RR excursion ((miles) on an ex-Milwaukee branch. Power was a 2-8-2 #15 (ex CC&C)



Sunday, May 27, provided another train ride. This time we rode the Spirit of Washington Dinner Train for brunch. This is mostly exNP trackage (today part of BNSF) between Renton and Woodville.



We sampled several wines at the Columbia Winery. This trackage is the old NP Seattle Beltline that provides a bypass around downtown Seattle.

Monday, May 28 was an excellent day for motoring

around the Evergreen State. Stops included Yakima, Cle Elum and Toppenish. A former Milwaukee power sub-station has been preserved in Cle Elum. The crew quarters now serve as a B&B. The station could stand some re-furbishing. The majority of the exMilwaukee right-of-way has been converted to a trail, called the Iron Horse State Trail. Most of the tunnels, bridges and trestles have been preserved.

Tuesday, May 29, found me on the rails again, the TALGO from Seattle to Vancouver, BC. A quick trip on the Skytrain takes me downtown to the Canadian Pacific Station. I had lunch, then rode the Skytrain back to the VIA station. Soon it was time to board the 25 car **Canadian** to Edmonton. What a train! Five dome cars, 3 coaches, a baggage dorm, 2 diners and 14 sleeping cars. I had a good night's sleep in one of the "Manor" series sleeping cars in a roomette.

Wednesday, May 30 provides another full day of sightseeing on the Canadian. We arrive at Edmonton and I get a ride with some fellow travelers to Calgary where I spent the night.

The next five days, about 20 mileage collectors are pampered on the **Royal Canadian Pacific**. We covered over 1400 miles of CP trackage in Alberta and Saskatchewan. We visited Saskatoon, Regina, Moose Jaw, Swift Current and a return to Calgary. Accommodations are provided in 1920's business cars and a parlor car converted into a 6 bedroom sleeper. Power was provided by a pair of F units in A-B configuration. The business cars provided ample lounge areas for sightseeing. Dining rooms in two of the business cars provided gourmet meals 3 times a day. A typical dinner

PENNYRAIL

place setting consists of a water glass, white wine glass, red wine glass, service plate, bread and butter plate and 10 pieces of silverware, all monogrammed "CPR" of course. Napkins were placed in silver "CPR" napkin rings. A typical dinner had a first course of a relish tray and bread and crackers, a second course of an appetizer such as quail, a soup course, a forth course of spinach salad, then sorbet for palate cleansing the the sixth course entree of beef tenderloin with vegetables, a desert course and finally coffee for those wishing it. Mind you, all this was served with



the appropriate wines at the appropriate times, WHEW!

After all this pampering it was time to ride the Red Arrow Bus Company's coach to Edmonton to connect with VIA's **Canadian** for Toronto. What a motor Coach!!! Two and One seating, carpeting, a movie and a radio station and complimentary snacks. All this for about \$5 more than the "dog bus" - Arf! Arf! A quick taxi ride takes me to VIA's station to board the eastbound **Canadian**. Again, this is a huge train: two diesels, baggage dorm, 2 coaches, 4 dome cars, 2 diners, and 10 sleepers. The rest of the day and the following two days are spent crossing Canada enroute to Toronto. Upon arrival in Toronto, I spent the night in the luxurious Royal York Hotel.

That's right, next day, another train. This day I rode VIA/Amtrak's International to Chicago. This train provided 3 long distance Amfleet II coaches and a cafe-dinette car. New menu items

(Continued on page 3)

APRIL MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Hopkinsville, KY
Monday, May 21 7:00 pm

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

TREASURER'S REPORT:

Opening Balance		2122.97	
<i>Income</i>			
Dues Chapter	0.00		
Dues National	0.00		
Donations	0.00		
Video	0.00		
Raffle	16.00		
Total	16.00	2138.97	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	41.25		
Print	22.79		
Misc	4.00		
Total	68.04		
Ending Balance		2070.93	
MEMBERSHIP:			
Full	41		
Chapter Only	31		
Total	7	2	

DIRECTORS REPORT: No report

OLD BUSINESS: Got wrong brackets for Depot sign - Ricky will get new brackets and reschedule sign hanging. McCracken still trying to get together with accountant re: taxes. Dennis recommends we not purchase any addition videos for re-sale. Ricky says his sister to busy to do chapter logos. Chuck asked if we can get the computer file for the logo and have a local firm do the embroidery.

NEW BUSINESS: A fall Chapter trip was discussed and it was recommended that a list of possible destinations be published in the PENNYRAIL for a chapter vote, Rex mentioned a possible August date for the nearly annual Ice Cream Social. Chuck will not be able to attend the Convention and Wallace Henderson will be our official representative. A donation of a display case for the Hopkinsville depot was discussed and an expenditure not to exceed \$160 was approved.

ATTENDANCE: Louie Hicks, Bob Moffet, Keith Kittinger, Rich Hane, Chuck Hinrichs, Jim Finley, Wallace Henderson, Dennis Carnal, Chuck Smith, Betty Smith, Rex Easterly, Bob McCracken, Ron Stubblefield, Billy Byrd, Sandy Byrd, Richard Knapp, Rick Bivins and Wally Watts. Guests: Jack Wilson, Jim King and Brenden Couchman.

O - O - O

**BE CAREFUL NEAR THE TRACKS
DON'T TRESPASS**

**WHEN IN DOUBT
BUY A VIDEO**

**PENNYRAIL
TIMETABLE #50**

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

July 5-8 Champaign, IL Illinois Central Historical Society Annual Meeting Urbana Holiday Inn (217-328-7900) CN/IC facility tour, Monticello RR Museum, slide show, Railroadiana Show, Banquet.

September 27-30 Nashville, TN L&N Historical Society Annual Meeting. Headquarters - Holiday Inn Select. 2200 Elm Hill Pike, Nashville, Tennessee, (615)883-9770. Program details next month.

MODEL RAIL EVENTS

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

July 7-8 Nashville, TN - Great American Train Show Nashville Municipal Auditorium.

July 8-15 St. Louis, MO - NMRA National Convention Clinics, layout tours, prototype tours. A true chance to see the finest in model railroading and meet fellow modelers from across the country

RAILFAN EVENTS and EXCURSIONS

September 22 Decatur, AL Hootenanny IV Railfan outing at the ex-Southern RR depot. CSX and NS action and lots of good railfan fellowship.

August 4 Cincinnati, OH Summerail Multimedia railroad photography extravaganza at Cincinnati's spectacular Union Terminal. Railroadiana show and sale. Tower A visits. Flyer enclosed with this issue of *Pennyrail*.

VISIT THE CHAPTER WEB SITE

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

REGIONAL RAIL NOTES

Dubois County RR Bridge Collapse - Nearly! The first day of June brought a roller coaster of a trip for the Dubois County Railroad. This line, owned by the Indiana Railway Museum, operates the Huntingburg to Dubois line of the former Southern Railway. The trip on June 1st was a typical one of pulling empties out of the Dubois grain mill and oil cars from Ackerman in Jasper until reaching the last bridge on the route right before getting into Huntingburg. The locomotive dropped about 6 inches going across one of the line's many wooden trestles. Sure enough, the stringers and crossbraces gave way, but without a derailment. The trestle was replaced with culverts and the line re-opened a week later. First trip over it was a 17-car train (a monster for the DCRR) full of empties that had accumulated over the line during the week. **Chris Dees**

CSX Heroes bask in international attention. From Melbourne, Australia to Tokyo, and across North America, the saga of the runaway train and the heroic actions of three employees drew international attention and acclaim. With U.S. networks and CNN covering the story and detail forwarded around the world by The Associated Press, Engineer Jess Knowlton, Conductor Terry Forson and Trainmaster Jon Hosfeld were in the media spotlight. Featured on NBC's Today Show and the other network's morning broadcasts as well, Knowlton, Forson and Hosfeld ably represented CSX. The incident, as everyone knows by now, began about 12:30 pm on May 15 when an unmanned locomotive and 47 cars began moving out of Stanley Yard in Toledo, Ohio, heading south toward Columbus.

A plan was quickly developed to dispatch a locomotive to catch up with the runaway train, couple to the rear and then apply its brakes. Succeeding in their first attempt at coupling, Knowlton and Forson began applying their brakes in an attempt to bring the runaway to a stop. This procedure slowed the train, but was not able to bring it to a complete stop. It was then that Hosfeld positioned himself along the track ahead of the train. As it passed, Hosfeld was able to board the locomotive and shut down the power. The train traveled nearly 70 miles until it was finally brought to a stop near Kenton, Ohio. "I can't praise these employees more highly," said CSXT President Michael Ward. "Our company and the millions of TV viewers have the greatest respect for their courage and actions under pressure." Calls came in from a far away as London and Melbourne, praising the efforts of the three men.

CSX, along with the FRA, conducted an extensive investigation and determined that human error was the cause of the runaway. The train's engineer told investigators that prior to dismounting the engine to line a switch, he had engaged two of the three brakes. Inadvertently, he then grabbed the throttle lever instead of the third brake lever. By the time he realized his error, he was already off the locomotive, and it was moving too quickly for him to climb aboard. Al Crown, Executive Vice President - Transportation, said that despite the fact that CSX has never

PENNYRAIL

experienced a similar incident over literally millions of locomotive moves, the company plans to inform all operation employees of the circumstances surrounding the incident, as well as alerting others in the rail industry to heighten awareness. **CSX news release**

CSX employees spent a busy Memorial Day replacing a main line bridge over the Little River just south of the south end of Latham siding. Latham siding is just north of downtown Hopkinsville. The CSX bridge crew had been busy for some two weeks before the change, preparing the new bridge and getting to old structure ready to move. A pair of mobile cranes assisted the bridge crew in removing the old structure and placing the new span on the existing piers. With the railroad shut down for the holiday the work progressed with out interruption.. **Wallace**



Henderson

(Continued on page 8)

SUBSCRIPTION
RATES

PENNYRAIL

11 issues

\$12 PER YEAR

Regional Rail Notes

(Continued from page 7)

May 23, 2001 Wallace Henderson
Fort Campbell Rail is well along on the re-routing of the line from the Fort to a new CSX connection just north of Casky siding. A new bridge will carry the railroad over US 41A just south of the new US 68 bypass on Hopkinsville's south side. the bridge piers are nearing completion and the bridge spans are being assembled in a lot near the Rogers quarry.. Another bridge (an existing span on the old track alignment) will carry the railroad over State Highway 109. These piers are complete and the road bed is roughly 75% complete. No ballast or rail has been set in place yet. Rail is reportedly coming from the old track alignment through Hopkinsville. It will be interesting to see how they keep an active connection with CSX while removing the bridge and the rail. CSX has started work on the new mainline switch to connect with Fort Campbell Rail just north of the Casky siding and south of the new bridge over the US 68 bypass. **Chuck Hinrichs**

USAR

PHOTO SECTION



Whose railroad is this? A pair of CSX units lead 5 BNSF units on a northbound CSX manifest (Q514) at Kelly siding on June 9, 2001. The units in Heritage paint are new C44-9Ws. Digital image by Chuck Hinrichs



VMV demonstrator SD40-3 #2001. This unit was on display in Chicago at a rail equipment show and was photographed on April 26, 2001, in Paducah as it ran back and forth inside the fence. Color print by Wallace Henderson

"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.