

PENNYRAIL

JULY 2001

VOLUME 5 NUMBER 7

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS NATIONAL NEWS



Chapter

JULY MEETING

MADISONVILLE, KENTUCKY
Monday, July 23 7:00 PM
Badgett Center
(Old L&N Depot)

Arch Street and the railroad in downtown Madisonville

PROGRAM

Wallace Henderson will present the July meeting program, a video depicting Santa Fe steam action in and around the Rocky Mountain areas of Colorado and New Mexico. LeRoy Cobb will supply the refreshments. Lets get a good crowd for the July meeting - come and bring a friend!

JUNE MEETING

The June NRHS meeting in Madisonville most likely set two chapter records. A low attendance record is a distinct possibility with only twelve members on hand for the meeting. Several regular attendees were out of town. let's try for a much better turnout for the July meeting. The other chapter record most likely set was for the fastest business meeting. Vice-President Ricky Bivins had the

(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
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FALL MEETING NRHS BOARD OF DIRECTORS

The Fall Meeting of the NRHS BOD will be held in Chambersburg, Pennsylvania, October 19-21, with a program that should appeal to many Society members as well as the Society



Directors. Included in the schedule of events is a tour of the East Broadtop including a shop tour and train ride. Also on the agenda is a visit to the Altoona Railroad Museum and some serious trackside action at Horseshoe Curve. This promises to be a real railroad weekend and an excellent opportunity to meet with Society officers as well as members from all over the country.

Registration details will be in the August

Chapter News

(Continued from page 1)

business meeting over and done with in twenty-three minutes. This was great! No reason this couldn't happen each meeting. Right, guys?

Wally Watts provided an entertaining Pentrex video on the Texas State Railroad Museum. Jim Finley provided the "farm fresh" refreshments in the form of watermelons, grapes and lemonade. Thanks to both Wally and Jim for an enjoyable evening.

CSX provided three trains through downtown Madisonville during meeting time. Here's the lineup.....A few minutes before the meeting time at 6:45, northbound Q128, a Fairborn, Georgia (Atlanta area) to Chicago piggyback train behind a CSX C41-8W and three CSX C40-8Ws rolled past the station. The next train arrived at 7:45. It was northbound Q588, a Nashville to Bensenville, Illinois (Chicago area) manifest pulled by two Canadian Pacific SD40-2s. The final train was by at 9:00, northbound Q556, a Nashville to Evansville manifest with a CSX C40-8W and an SD50 still in Conrail colors..

CHAPTER NOTES

Jim Pearson's brother is still waiting for a kidney transplant. Remember him in your prayers.

Chapter Member Norman

(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.

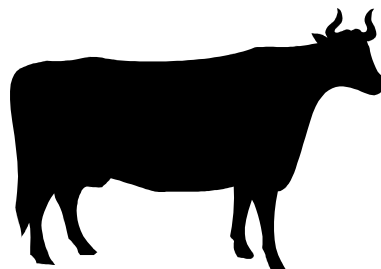
COW CATCHER

by rick bivins

In the Oct. 2000 Trains Magazine is an article by R. Wayne Allison entitled "I Was A Rookie Raifroader." Mr. Allison tells how he and his crew count the different kinds of animals they see from their train as they proceed through the early morning hours. This game he says helps fight off sleep and soon turns silly. One crew member reports a giraffe while another sees a water buffalo all in good fun, with a purpose.

When I read this I was reminded of a story. As a kid my dog and I would visit a local farmer, friend and occasional employer, Mr. Clark. Mr. Clark's property bordered the ICRR's J.K. Line of the KY Division, right through my hometown of Richland. Mr. Clark raised cows and hay and I would work for him most of the summer. Once we were out on the railroad looking for old crossties to use for fence post when he told me this story.

He was home after a hard day in the field when he heard a train grinding up the grade from Century Cut. The westbound (timetable south) train was pulling hard but going along at a good clip when there was a terrible racket and then silence. Not wanting to get back out in to the night he soon forgot about it. The next day he was surprised to see part of a train still on the line. He soon realized the train had derailed and the clean up crews were still hard at work. Mr. Clark eased over to get a closer look and about a quarter of a mile up the grade were several locomotives, not on their rails. At this point the tracks run through a cut with Mr. Clarks property on the north side. A railroad employee approached him and asked if he had any cows. Now Mr. Clark was a very quick-witted old timer and with that statement he knew what to say. "Yeah, but ain't got none amissen." It would turn out that a cow got on the railroad and was hit by the train. Not the first time I am sure, but this time the cow derailed the train. The railroad people would soon decide that one of the cow's legs got under a rail and turned it over, the weight of the locomotive would do the rest. Mr. Clark said the railroad never did ask any more questions about the cows and soon those old locomotives were pulling coal over the hill again. I do not recall hearing him say if it was his cow or not. However, as if he reminded himself about the whole deal, he went to town and bought several new fence posts and we mended fences for a while.



Chapter News

(Continued from page 2)

Ashby is recovering from a mild stroke. Remember Norman in your prayers and you might want to drop him a card.

LeRoy Cobb reports that the Sebree Railroad Day will be August 25. Mark your calendar and try to make it to Sebree for a day of fun and trains.

The NMRA Convention in St Louis featured, as one of the layout tours, a trip to Evansville to visit Rick Rideout's L&N layout in HO and Jim Bengarts "O" scale empire. We understand that things got a bit confused and that some of the folks who traveled some three hours each way on the bus did not get to both layouts. Sounds like the convention planners tried to stuff 2 pounds into a one pound bag. I am sure that those who got to see either - or both- layouts were impressed.

The Rochelle Rail Park idea is spreading. Folkston, Georgia is reported to have a railfan facility nearly complete. Decatur, Alabama does not have a formal facility but with plenty of space - an existing restorable depot - and two busy mainline railroads (Norfolk Southern and CSX) it would seem that most of the elements of a railfan park are in place. Shirley and I stopped at Rochelle during our recent trip to Wisconsin and finally found the shop open. Lots of good stuff - I got a mug and Shirley picked up a Milwaukee Caboose bird house. We will visit Folkston during a September trip to Savannah and let you all know what is going on in the southland. Hootenanny 4 will be held in Decatur on September 22. It's not a bad drive to Decatur and there are lots of trains.

"BY THE TIME I GET TO PHOENIX..."

She'll be sleeping (Glen Campbell)

I'll be broke (Don Clayton)

Since the St. Louis Convention offered NO NEW MILEAGE, I found three other sources! Wally and I, along with many mileage collectors, rode two days of SOO Line 2719 steam excursions out of Ladysmith, WI (see Wally's report on these trips)

The next new mileage was the 96 miles on Amtrak's *Illinois Zephyr* from Quincy-Galesburg leaving at 6:12 am (Yawn!). In the CB&Q tradition of the "real" Zephyr, the train left on-time and maintained an almost perfect schedule to Chicago.

Ahhh, Chicago - time for lunch! This time at Lawry's (Prime Rib Heaven) right off Michigan Avenue. The prime rib plate lunch was as good as ever. (Check with David Cooper or Chuck Hinrichs

(Continued on page 5)

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

RAIL HUMOR

Tom is applying for a job as a signalman for the local railroad and is told to meet the inspector at the signalbox.

The inspector decides to give Tom a pop quiz, asking: "What would you do if you realized that two trains were heading towards each other on the same track?"

Tom says: "I would switch one train to another track."

"What if the lever broke?" asks the inspector.

"Then I'd run down to the tracks and use the manual lever down there," answers Tom.

"What if that had been struck by lightning?" challenges the inspector.

"Then," Tom continued, "I'd run back up here and use the phone to call the next signal box."

"What if the phone was busy?"

"In that case," Tom argued, "I'd run to the street level and use the public phone near the station."

"What if that had been vandalized?"

"Oh well," said Tom, "in that case I would run into town and get my Uncle Leo."

This puzzled the inspector, so he asked, "Why would you do that?"

"Because he's never seen a train crash."

Thanks to Rich Hane for this bit of railroad humor.

ST LOUIS CONVENTION

As most of you know, our national convention was held this year in St. Louis from June 19th through the 23rd. I was appointed as Alternate National Director delegate to represent the chapter as Chuck, our National Director, was unable to attend, due to a conflict with a family reunion. It is unfortunate that with the Convention being so close, no other Chapter members availed themselves of the opportunity to attend. The national Convention is really the keystone of the Society and once you attend these Conventions, you realize just how fine an organization our Society is, rather than just a fan or photography club. Not only are the conventions fun, but you meet other very nice members from all over the country, all united in a common interest.

I stayed in O'Fallon, Illinois, with my friend Dale Roberts (originally from Paducah), who is a Union Pacific engineer usually running on the old Alton up to Bloomington, Illinois. A month earlier, the new METROLINK extension to O'Fallon had opened making it very convenient for getting into downtown St. Louis.

Although I normally ride most convention excursions, this time Dale and I chased. We had ridden the excursion to West Quincy with #1522 last October and I had ridden the Rolla/Newburg excursion at the 1990 St. Louis convention (my first). The first trip, down the flat Mississippi valley to Gorham and back didn't particularly interest me. It was a fast run, as you might imagine, but we did manage to chase from Chester south. There seemed to be hundreds of fans at Gorham, where the special turned on the Chicago line wye

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) Rex Easterly



ST LOUIS

(Continued from page 4)
connection.

Wednesday evening we rode the dinner train special, departing from old Union Station and using the "St. Louis Car Company" charter equipment - pulled by A-B-A F units - that is kept stored there. We went down the ex-Missouri Pacific main line to De Soto. It was a nice trip with delicious food and a open bar - what more could you want?

Thursday was the trip up to Hannibal/West Quincy with the Frisco #1522 and it was raining! Nevertheless we chased , the rain was ever by noon, and it was a good day for us. However, the train was badly delayed on the return trip. This old CB&Q line hugs the bottom of the bluffs between Louisiana and Hannibal and was under water the month before during the Mississippi River flooding. A low spot developed and the railroad wanted it repaired before the special came back south. While we waited, this did enable us to catch a KCS westbound auto rack freight on the old Alton bridge at Louisiana. But the delay caused the special to be over 2 hours late arriving back in St. Louis.

Friday is always the Board of Directors meeting - where I represented the chapter - and the annual banquet. The banquet speaker was Ed Ellis, TRAINS Magazine columnist and former Amtrak executive who is now Managing Director of a new entrepreneurial group investing in aftermarket railroads. He defined "aftermarket" as meaning railroad lines divested by the major carriers whose original investors now wished to sell for whatever reason.

Mr. Ellis is from Paducah and became interested in railroads as a child growing up there. He gave a short but interesting speech highlighting his career and urging the audience to take their children and grandchildren on an overnight Amtrak train.

The final day of the convention, Saturday, was sunny and cloud free for the special down the old Frisco main towards Springfield to Newburg, Missouri. I had ridden this trip at the 1990 convention so we chased and a fun day it was. The 1522 performed flawlessly and put on a grand show. We first got ahead of it and photographed from a overhead bridge in Rolla, then went just west of town on Rolla Hill and waited for the return (Newburg is only a few miles west of Rolla and there is a wye there going into Fort Leonard Wood). The 1522 put on a good show climbing Rolla Hill with perhaps a little help from the Amtrak P32 diesel on the rear (along on both 1522 trips for the back up moves). Then the chase was on and we managed to photograph it at eight different locations, the last being the preserved depot at Webster Springs.

Back in St. Louis about 6 P.M. with a couple of hours of sunlight left, we went to the Manufacturers Railway (owned by Anheuser Busch) and found that they would be running a transfer across the river to the A&S Gateway Yard. This train normally runs at night so I was very lucky and even then it was almost twilight as it began the long climb up the trestlework connecting to the bridge. A fine end to a great Day!

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PENNYRAIL

PHOENIX

(Continued from page 3)

about this place.) After a short layover, it was time to board the **California Zephyr** for a 1600 mile ride to Slat Lake City . Amtrak, as usual, provided delicious food, friendly employees and a nearly on-time arrival in Salt Lake City. A good nights sleep was provided by the folks at **Little America**.

Thursday, June 21, provided a few more rare miles. This time of the UTA TRAX light rail system in Salt Lake City that extends about 15 miles to the town of Sandy. For a dose of culture, I attended an organ recital at the Mormon Tabernacle. This evening, American Orient Express (AOE) provided and orientation/welcome dinner and another night at **Little America**. As usual the **Little America** food was delicious.

Friday, June 22, started with another meal at Little America, a buffet breakfast, and a tour of Slat Lake City. Our tour and motorcoach transportation was provided by Gray Line / Coach. No dog bus for this group!! Arf! Arf! Next we boarded AOE for a 220 mile ride to Idaho Falls, ID. The highlight of the trip was the Bear River Canyon.

Saturday and Sunday was set for tours of Yellowstone and Grand Teton National Parks. We spent the night in Grand Teton National Park then re-boarded the train for a 500 mile overnight ride to Cedar City, UT. The 33 mile UP branch line to Cedar City is considered "rare mileage", since the last regular passenger service was UP's **Utah Parks Special** in the 50s and 60s.

We next toured Bryce Canyon and Zion National Parks. Interesting nature walks were provided by the Park Rangers. The it was back on the train for an

(Continued on page 7)

JUNE MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, June 25 7:00 pm

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

TREASURER'S REPORT:

Opening Balance		2070.93	
<i>Income</i>			
Dues Chapter	8.00		
Dues National	0.00		
Donations	0.00		
Video	0.00		
Raffle	14.00		
Total	22.00	2092.93	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	27.20		
Print	18.02		
Misc	162.34		
Total	207.56		
Ending Balance		1885.37	
MEMBERSHIP:			
Full	41		
Chapter Only	32		
Total	7	3	

DIRECTORS REPORT: Wallace Henderson (alternate Director) gave a brief report with a full report due in July. There were over 1000 registrants at the Convention. There were 4 trips including a dinner train. The National Library has a new film, "Steam on the C&E.I." The 2002 Convention will be at the Grand Canyon.

OLD BUSINESS: Ricky's sister will download the Chapter logo embroidery computer image and we will check local suppliers for Chapter caps and shirts. The depot signs are up and look good. Discussed a fall Chapter trip but no action due to modest attendance.

NEW BUSINESS: Ricky suggested we could make a donation of some sort to the Nortonville Museum if we display items there - display case?? No action.

ATTENDANCE: Wally Watts, Ricky Bivins, Greg Utley, Wallace Henderson, Dennis Carnal, LeRoy Cobb, D A Fraser, Rex Easterly, Richard Knapp, Tommy Brown, Jim Finley and Rich Hane.

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

**WHEN IN DOUBT
 BUY A VIDEO**

**PENNYRAIL
 TIMETABLE #51
 FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

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 includes TCRM excursion and museum visit along with lots of model railroad activities. All transportation is on your own.

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

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*.

October 13 Oroville, OH Loop Excursion Oroville-Canton-Akron-Medina-Spencer-Oroville. \$55, First Class \$110. Call 330-683-2426 (1pm-5pm weekdays).

October 6-8 Waukesha, WI Rail Cruise Waukesha to Prairie du Chien with a full day at Prairie du Chien. Lots of activities. Wisconsin Southern Executive train with E units. \$174 (lodging extra). Call 800-359-4870

September 27-28 Chama, NM Rio Grande Spectacular Cumbres & Toltec Contact Trains Unlimited at 800-359-4870 for fares and additional information.

VISIT THE CHAPTER WEB SITE

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

REGIONAL RAIL NOTES

PHOENIX

Please be advised that the Board of Directors of The Collis P. Huntington Railroad Historical Society, Inc. meeting in regular meeting to-day have decided NOT to use Steam on New River this year. Because CSX is currently facing a massive repair to trackage in the New River Gorge as the result of unprecedented flooding which has closed all service, Amtrak has canceled the operation of the Cardinal, and critical timing concerns we made this decision which is final.

WE WILL OPERATE THE NEW RIVER TRAINS SUBJECT TO THE APPROVAL OF CSX AND WILL WORK WITH BLUEWATER, WATAUGA, 20TH CENTURY, AND ANYONE ELSE ON SHARING THE COSTS OF ADDITIONAL EQUIPMENT ABOVE AND BEYOND WHAT AMTRAK WILL SUPPLY. *Internet July 10, 2001*

CITY JUNCTION (CUMBERLAND), MD: A local used car dealership added an old C&O air dump car to it's lot yesterday afternoon after the dump car, plus 4 other misc. freight cars belonging to the Western Maryland Scenic Railroad, were turned loose by vandals. The cars were stored on the old "City Junction" spur that at one time connected the B&O main line with the Western Maryland main line. The cars rolled downhill (toward the B&O) on the spur, crossed the Wills Creek bridge, crashed through the auto dealer's chain link fence, and were ultimately stopped by several automobiles in their path (8 autos damaged, including a Mercedes). The dealership owns the property which includes the old right of way, the tracks having been removed beyond the bridge years ago. Seemingly the run away freight cars just followed the least path of resistance. *Internet June 22, 2001*

Paducah and Louisville's slug program seems to be going full swing. Ron Stubblefield photographed a pair of slug/slug mother sets at Paducah on July 12 and on the same date Wallace Henderson and Chuck Hinrichs spotted a set at West Yard in Madisonville. Chuck and Wallace spotted another set at the VMV shop in Paducah on Friday, July 13. A CSX slug set was also spotted at the P&L engine facility at Paducah on the same date. This infusion of newer power is a god-send to P&L which has a growing deadline of worn-out GP8s and GP10s. Remember it has been 20 years since these early 50s GP7s and 9s were rebuilt by

P&L slug set, 2102 and 2105 were on the ready track at West Yard on Thursday, July 12., 2001

There are a least 4 sets of these in service on the P&L, replacing the aging fleet of 1st generation GPs.

Digital image by
Chuck Hinrichs



(Continued from page 5)

overnight ride to Williams, AZ This was 800 miles of interesting desert scenery that even surprised our on-board geologist.

A motor coach ride to the east end of the south rim of the Grand Canyon provided views of the Colorado River. Another nature walk was provided at the canyon rim. During our tour the AOE was dead-headed to the Grand Canyon's rail passenger station, just a few steps from the El Tovar Hotel and canyon rim.

We boarded the AOE for the final leg of the trip to Phoenix. This segment provided the most rare miles on BNSF's Williams-Phoenix line - a distance of 200 miles through beautiful rock formations and a variety of Cacti. Last passenger service on this line was in 1968.

To hurry home, Southwest provided a non-stop flight (yes, an airplane) to Nashville. Keith Kittinger picked me up at the airport and whisked me out of the Music City and home to Madisonville. Riding Southwest reminded me of the coach section of #59 (City of New Orleans - southbound out of Chicago) with crying babies, curtain climbers and the various other unskilled travelers. All-in-all though, it was a great trip with over 400 new miles.



**SUBSCRIPTION
RATES**

PENNYRAIL

11 issues

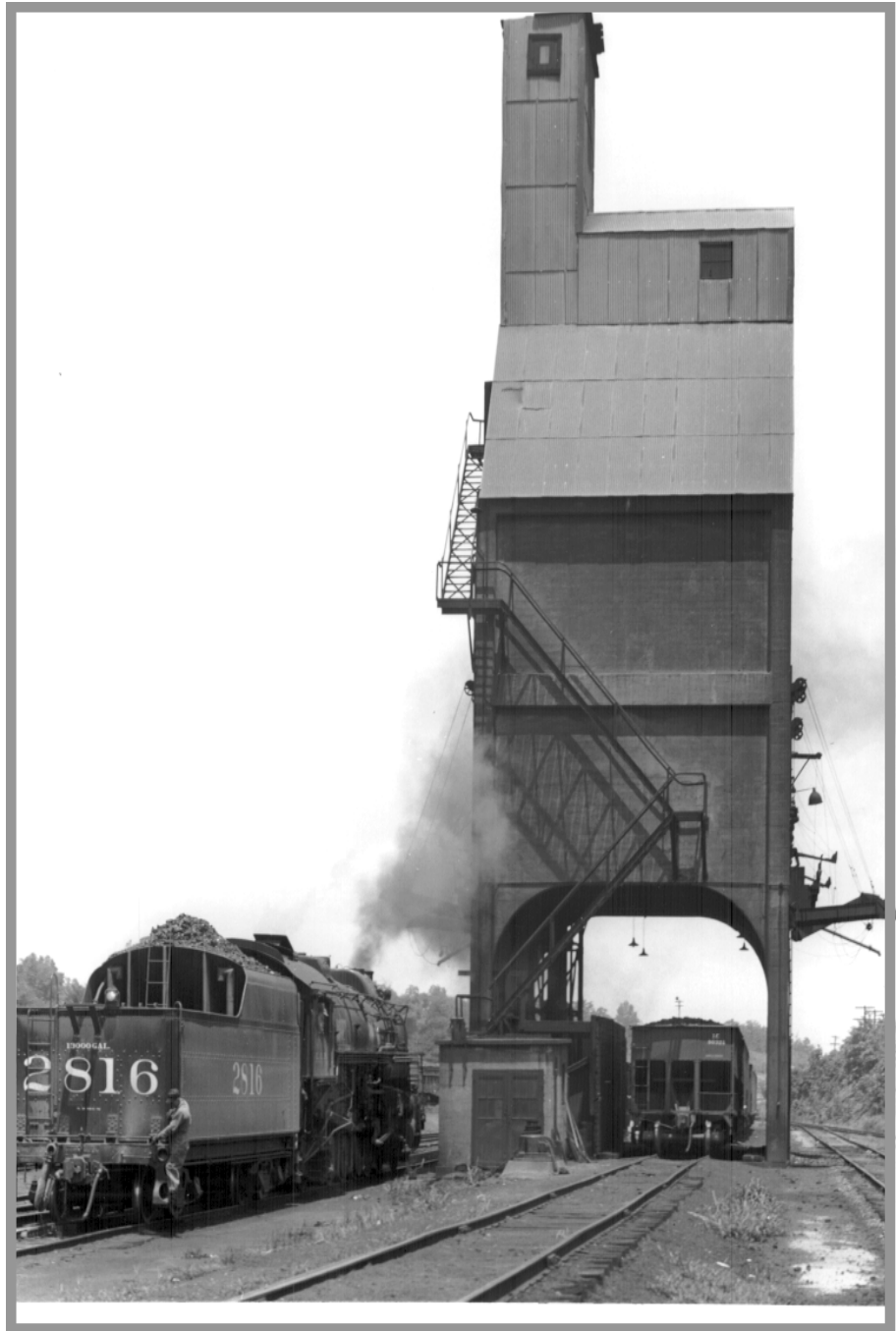
\$12 PER YEAR

**ICHS
ANNUAL MEETING**

Eddy and Betty James and Chuck and Shirley Hinrichs attended the Illinois Central Historical Society Annual Meeting in Urbana, Illinois over the July 5-8 weekend. Over 100 members were on hand to commemorate the IC's 150th anniversary.

The activities got under way Friday morning as 2 busses took us to the CN/IC yard at Champaign where we toured the yard office and a Vulcan Materials rock transloading facility. We then headed to Monticello, Illinois for an excellent lunch and then a busy afternoon at the Monticello Rail Museum. An A-B set of CN Alco FP4s pulled a 4 car IC passenger train over the Museum tracks and then a freight train was assembled with an RS3 (in IC paint???) and pulled past the passenger train for photos. A self-propelled IC pile driver was under steam and moving behind the freight. Lots of fun and great weather. Saturday featured a railroaders show, the annual model contest and the evening banquet. The guest speaker was a long time IC engineer, George Biscan, who recalled stories of the IC during the steam-diesel transition period. Sunday saw the official opening and dedication of the ICHS museum at Paxton, Illinois.

PHOTO SECTION



Illinois Central coaling tower at Central City, Kentucky. IC 2816 approaches the tower and a hopper is at the unloader. The tower was dismantled after the P&L took over the Kentucky Division. 1956 R Stuckey, Chuck Hinrichs

"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.