

PENNYRAIL

SEPTEMBER 2001

VOLUME 5 NUMBER 9

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS NATIONAL NEWS



Chapter

SEPTEMBER MEETING

MADISONVILLE, KENTUCKY
Monday, September 24 7:00 PM
Badgett Center
(Old L&N Depot)

Arch Street and the railroad in downtown Madisonville

PROGRAM

Vice President, Rick Bivins, will provide the program for the September Chapter meeting. No program details were available as the newsletter went to the printer, but it is likely that the program will deal either with Union Pacific or New York Central. There will be refreshments though who will provide them was undecided. Come and bring a friend.

AUGUST MEETING

An estimated 45 members and guests (37 actually signed in) were on hand for the August Chapter meeting. Following a brief business meeting, Chapter member Eddy James gave a eulogy for departed Chapter members Billy Byrd and Tom Buemel. Dennis Carnal then presented a Jerry Mart video depicting highlights of Billy Byrd's later life including

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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

Chapter Dues

Chapter dues for the National organization will rise to \$20 in 2002. This is a raise of \$3. Family dues also has increased from \$2 to \$3. While no action has been taken on Chapter local dues it appears that the



Chapter will also increase dues as publication costs are increasing. As you may recall, we took action early this year to eliminate the **Chapter Only** membership status for those not otherwise affiliated with the National Organization. I would not be opposed to a Chapter dues increase from \$7 to \$10. Action on the 2002 dues package will be an agenda item for the September Chapter meeting. Your input is requested. See you all in Madisonville on

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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

Chapter News

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his participation in The Charles Kuralt TV series and his retirement run from Madisonville to Guthrie and back. Dennis also brought a lot of L&N memorabilia. Chuck Hinrichs had a display of photographs showing Billy at work and play. All-in-all a memorable evening and a fitting tribute to "The King of Steam."

Wally Watts and Rick Bivins provided refreshments.

CHAPTER NOTES

Two new members joined at the August meeting.

Adam Parks
376 South Harrig St
Madisonville KY 42431
270-825-0674

Harold Bell
PO Box 40
1025 Coiltown Road
Nebo KY 42441-9554
270-249-8131

Adam Parks is Billy Byrd's grandson.

Rick Andrews has moved. His new address is:

Rick Andrews
4276 Highway 109 South
Providence KY 42450

Ron Stubblefield has a new home e-mail address:

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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.

MORE PHOTOS



President McCracken and Sandy Byrd pose in front of the L&N materials brought by Dennis Carnal as a part of the Billy Byrd memorial at the August Chapter meeting on August 27, 2001. Digital image by Chuck



This railroad station is located at Junction, IL just a few miles north of Shawneetown, IL. The station is likely an ex-L&N structure though the B&O also ran through Junction, hence the name. Digital image by Chuck Hinrichs

Chapter News

(Continued from page 2)

ronkaystub@vci.net

The Easterly's nearly annual Ice Cream Social was a success. The Chapter was well represented and each of us came away several pounds heavier than when we arrived. The lunch munchies were great and the home made ice cream was out of this world. The trains were running in the basement and much of the Lionel Davis collection was on hand. Ron Stubblefield is cataloging the collection and Rex will market the items over the internet on e-Bay.

Thanks to Rex and Melanie for a superb afternoon.

The Chapter indicated an interest in riding the TCRM trip from Nashville to Cookeville in October. Your editor checked on the availability of a private car for the trip but no luck. The following information came via the internet. "The Oct 27 Cookeville trip still has some regular and 1st class seats available; dome seats sold out 6 weeks ago or more. I am cc'ing our president Terry Bebout with my reply. The car lease rate would be at the per-seat group rate- for the Oct 27 Cookeville trip a 1st class 48-seat coach would be 48 x \$55 or

TCRM

CSX HENDERSON SUB SCHEDULED TRAINS

INTERMODAL

- Q120 Jacksonville-Chicago
- Q121 Chicago-Jacksonville
- Q124 Jacksonville-Chicago
- Q127 Chicago-Jacksonville
- Q128 Atlanta-Chicago
- Q129 Chicago-Atlanta

AUTOMOTIVE

- Q252 Nashville-Cleveland

MANIFEST FREIGHT

- Q514 Atlanta-Avon(Indianapolis)
- Q556 Nashville-Evansville
- Q557 Evansville-Nashville
- Q585 Chicago-Nashville
- Q587 Blue Island- Nashville
- Q588 Nashville-Bensenville
- Q592 Waycross-Chicago
- Q595 Danville-Birmingham
- Q596 Nashville-Chicago
- Q597 Chicago-Nashville
- Q645 Clearing-Nashville
- Q647 Clearing-Waycross
- Q648 Nashville-Clearing
- Q651 Avon(Indianapolis)-Nashville

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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CSX	800-232-0144
NS	800-453-2530
UP	888-877-7267

PENNYRAIL

SOUTHERN ADVENTUR

Shirley and I packed up the car (her's for a change though with my scanner installed) and headed south on August 30. Our destination was Savannah, Georgia but we didn't have to be there until Saturday afternoon so our trip was unrushed and we had a couple of places we wanted to visit on the way. Our first stop was Decatur, Alabama where I showed Shirley the depot and the site for the "Hootenanny" railfan outings in the spring and fall of the year. We hung around for awhile but no trains and the scanner was dead silent. We passed through Birmingham but stayed on the Interstate and avoided the side streets and the rail yards.

Our evening stop was Montgomery, Alabama. We visited the Montgomery Union Station which serves as the city's welcome center. It is a beautiful old brick building with the original lattice work train shed still intact. I was disappointed that there was practically no train information in the many welcome center displays. There was one photo of a WW2 troop train with a GM&O steam locomotive on the point (did the GM&O access Montgomery on a regular basis??) The Hampton Inn was good - as usual - but the dinner at "Up The Creek" was a disaster (so bad, in fact, that we received a generous refund!)

Friday found us on the road again and headed for Plains, Georgia. There is a depot at Richland (west of Plains) that is under going a significant restoration. We visited several Carter locations in Plains (you might wonder what a staunch Republican is doing in Carter country - well Jimmy had lots of

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TIGHTER SECURITY

If you've not already thought about it, how about some press urging railfans to become part of the solution, not the problem in the wake of the terrorist attacks.

To the extent that railfans are around railroad property they should be aware that railroads have alerted their own as well as local law enforcement organizations to watch for and challenge trespassers. Train crews, already jumpy in many areas about vandals, rock throwers, etc., may now be even more so, especially around bridges, tunnels, etc. Railfans should be respectful of this.

Railfans may also be able to assist by reporting anything or anyone that looks dangerous or suspicious. (See Railroad Emergency Phone

MYSTERY MEMBER

Last month's mystery member, complete with hair and horn rims, is Don Clayton

09/11/2001

Jim Finley sent me this poignant bit from the internet.

I am posting the following piece from my brother Chip. His observations are what didn't make the media coverage for whatever reasons. I'm sure numerous strategic regions underwent the same patrols he his mentioning. It really makes you stop and think.

Hey Bro,

What a surrealist past 20+ hours! Read your, as usual, excellent High Iron piece.

I too caught the very early "breaking news" on TV before leaving for work. First thought was "oh great another wayward pilot". On the short drive to work I suddenly hear a 2nd plane.....TERRORISTS crossed my conditioned mind.

At work we put News radio 78 on and PAINFULLY listened.

I am a Vietnam era USAF veteran as you know. As trains have been your life and lively hood military aircraft and tactics have been my interest. Tom Clancy novels, etc. etc.

I have my (radio) scanners and have them programmed mostly with military aircraft channels. There is a lot of training areas I can monitor listening to training exercises. When I heard that OUR AMERICAN airspace suddenly became a "NO-FLY ZONE" it put chills up and down my spine! I turned on my scanner and we listened to radio traffic that was profoundly un-nerving. Quite a few of the freq.'s were loaded with radio traffic. I was suddenly listening to CAP missions (Combat Air Patrols!!) being flown around the Chicagoland and midwestern area. A CAP mission is flown ONLY WITH real LIVE air to air ordinance! NO training missiles or EMPTY 20mm cannons, BUT REAL live air to air missiles and REAL live 20mm cannon rounds!!!

I was listening to AWAC's controllers doing vectoring and asking for "unknown aircraft at flight level 28k to please squawk with IFF codes" I heard air to air refueling going on through most of the night. I listened to the F-16 fighter pilots talking their business and making observations on what their feelings were, what they were seeing all while PATROLLING defined areas over areas of northern Illinois, Lake Michigan and Indiana. Patrols that WE do in northern and southern IRAQ to ENFORCE the no-fly-zone. BUT wait a minute this is CHICAGO, isn't it?? I heard of couple of incidents of AWAC's alerting the fighters of CONTACTS to check out, private pilots who decided to fly.

The radio traffic I was to hear next REALLY, REALLY made me feel uncomfortable! Caught Air Force 1 after it left Offut AFB in Nebraska on its way to D.C. I listened to the AF-1 pilot talking to the President's FIGHTER escorts. I listened to the AWAC's as it watched for traffic and asked for it's identifiers and as the AF-1 talked to air to air refueling tankers for just "in case" scenarios!!

It is 5:13 am Wednesday morning. Scanner is still on and quite active. I have been outside and quiet, except for the crickets and occasional south or north bound rail traffic. NO civil aviation

SOUTHERN ADVENTURE

(Continued from page 3)

shortcomings as President but he has mighty few shortcomings as a husband, father and just plain good human being.) The Carters still live in Plains (a town of less than 1,000). A pleasant surprise was the ex SCL depot in Plains that served as Carter's symbolic presidential campaign headquarters. The depot, still in pretty good shape, is part of the infrastructure of the Carter Historical Site. The lady at the welcome center east of Plains indicated that a tourist train will be operating on the old SCL line from Americus to Plains in 2002. The train will be diesel powered.

On the road again we traveled through Albany, Georgia and spotted a public library building that looked like a railroad station. There was no indication as to heritage and I suspect that the building is new and only patterned after a railroad facility. No one in the library could supply any details. We were running a bit behind schedule and passed through Waycross without checking on the CSX yard. Our destination was Folkston, Georgia. A small community just a few miles from the Florida border. Folkston has just completed and dedicated a railfan facility on the busy CSX mainline to Jacksonville. The train watching shelter is nice structure on the east side of the tracks and is complete with parking, an area railroad map and a scanner tuned to the CSX road channels. Met a couple of late afternoon train watchers (one local and one from Orlando) and an internet acquaintance who was instrumental in getting the structure designed and built. Saw 5 trains in a bit over an

hour. The motel was adequate and dinner at the Okefenokee Cafe was excellent. A potent thunderstorm wiped out any evening train watching. Saturday started with a hearty breakfast at the Okefenokee and then an hour of train watching (another five train treat). There is a nicely restored depot just north of the railfan shelter and on the west side of the track that serves as the Folkston Welcome Center and also has railfan friendly equipment including a loud speaker scanner. The CSX line splits just north of Folkston with one branch going northeast to Savannah and the other northwest to Waycross. The sign on the shelter "THE FOLKSTON FUNNEL" is most appropriate!

For a small town, less than 3,000, Folkston has a lot to offer, lots of trains (60 trains per day is a possibility) a decent motel and a good restaurant. This would be a great place to visit when it's in the teens here in Kentucky during the winter months. You could make it down there in a day of good hard driving. The roads leading to Folkston from either Waycross or Savannah generally follow the CSX tracks so there are lots of photo locations (but not any mountains.) If your in this part of the world give Folkston a visit, you should enjoy the experience.

We made it to Savannah for the Saturday evening festivities - the reason for the trip. Shirley's uncle and aunt celebrated their 56th anniversary with a nice dinner and dance. They had a big party on their 50th and had so much fun that they have had a party every year since. We have been to three of the celebrations. We spent the Labor Day weekend doing the tourist bit in Savannah and headed home on Tuesday. Didn't see many trains in

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09/01/2001

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traffic!!! And just MILITARY radio traffic on the aircraft channels of the scanner..

I have the TV off. Sensory overload.....Those haunting images burned into my mind over and over. I see the burnt and crushed FDNY and NYPD vehicles around the WTC streets and know there has been a GREAT loss of some outstanding men and women who were the FIRST RESPONDERS. My GOD what a waste, what a senseless waste.

NYC skyline has been forever changed as has our hearts. We will grieve, we will mourn, we will bury the dead, we will rebuild and we will move on. HOPEFULLY as a MUCH stronger nation.

America 09-11-01

JPS

Savannah but did note that an active tourist railroad operated to Tybee Island around the turn of the century. Tybee Island protects the mouth of the Savannah River and has had a light house of some sort since colonial times. There is a fort there near the lighthouse that held several batteries of coast artillery. The fort has been closed since the late 1940s and is now a museum along with the Tybee lighthouse. I made the 178 steps up the Tybee lighthouse in 90 degree weather with only a short breather at each landing. I guess the vigorous exercise program I've followed since my by-pass surgery has me in pretty decent shape.

We made it back home in one

AUGUST MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, August 27 7:00 pm

President McCracken called the meeting to order and the minutes of the July meeting and the treasurers report were set for approval at the September meeting.

TREASURER'S REPORT:

Opening Balance		1846.15	
<i>Income</i>			
Dues Chapter	0.00		
Dues National	0.00		
Donations	0.00		
Video	0.00		
Raffle	0.00		
Total	0.00	1846.15	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	27.20		
Print	18.02		
Supplies	36.38		
Misc	54.00		
Total	135.60		
Ending Balance		1710.55	
MEMBERSHIP:			
Full	4	0	
Chapter Only	31		
Total	7	1	

DIRECTORS REPORT: .None

OLD BUSINESS: Set TCRM October trip to Cookeville for Chapter trip.

NEW BUSINESS: Set dues discussion as agenda item for September meeting

ATTENDANCE: Wally Watts, Rick Bivins, Bob McCracken, Chuck Hinrichs, Louie Hicks Bob Moffet, D A Fraser, Jim Pearson, Ron Stubblefield, Chris Dees, Rich Hane, Rex Easterly, Richard Knapp, Wallace Henderson, LeRoy Cobb, Don Clayton, Keith Kittinger, Dennis Carnal, J D Farris, Tommy Brown, Eddie James, Sandy Byrd, Jackie McCracken and guests Adam Parks, Timothy Corum, Wanda Parks, Jaime Hallum, Sandy Keown, Billy Jean Rayner, Don Rayner, Lee Russel, Patrick Russel, H L Russell, Mike Barton, Shirley Fallin, John Fallin and Harold Bell,

O - O - O

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

**WHEN IN DOUBT
 BUY A VIDEO**

**PENNYRAIL
 TIMETABLE #53**

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

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

October 27 Carbondale, IL Train Day The first Carbondale Train Day will commemorate the opening of the refurbished exIC depot as well as recently donated IC GP11 #8701 and a wide-vision IC caboose,

November 17-18 Lexington, KY Great American Train Show More info. later.

VISIT THE CHAPTER WEB SITE

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

REGIONAL RAIL NOTES

Regarding the story about the Southern Railway wanting to get into Nashville when the Tennessee Central Ry shut down, I would have to say that this is just roundhouse gossip and has little basis in fact. While writing my book on the TC I searched through several different newspapers from various dates and could find NO evidence that the SR ever tried to get into Nashville when the TC shut down.

After the TC filed for bankruptcy, the trustee solicited bids from railroads and others wanting to buy the TC, either the whole thing or parts. Although the L&N and shortline entrepreneur Murray Salzberg made tentative inquiries, no firm offers were received from the SR or any other railroads. IF any offers had been made, then they would had to have been made in writing to both the ICC and the bankruptcy judge, and no such record exists.

Thus, on May 22, 1968, Federal Judge William E. Miller approved abandonment of the TC, effective May 31, 1968. This spurred the L&N, IC, and SR into action, and shortly before the May 31 abandonment date the three railroads made offers to buy parts of the railroad. Because of this, the TC's abandonment was postponed.

SR offered to buy the Harriman, TN-Crossville, TN line for \$340,000, Illinois Central offered \$600,000 for the Hopkinsville, KY-Nashville, TN, line, while the L&N offered \$3.1 million for the line from Harriman west to Ashland City, plus the Hopkinsville-Fort Campbell segment (the Ashland City-Fort Campbell segment would be abandoned). SR and IC wanted to buy just the trackage, while L&N's bid was for all buildings, tool, equipment, etc. The bids from SR and IC represented the salvage value for the track they were seeking, but L&N was offering far below salvage value for the property it wanted.

During a June 17, 1968, court hearing Judge Miller seemed ready to approve the L&N's bid, but the L&N and SR began bickering about rates on interchange traffic and a decision was postponed. However, the judge did allow the L&N to buy ten TC locomotives for \$1.18, which would then be leased back to the TC. This particular transaction may explain those stories about the L&N giving money to TC during the 1960's. However, other than this money, I could find no evidence that the L&N ever gave a penny to the TC during the 1960's so that the TC wouldn't fall in SR hands (I doubt that the ICC and L&N's stockholders would frown upon such payments).

At a August 1, 1968, court hearing, the SR once again offered to buy the Harriman-Crossville line, but expressed no interest in the rest of the TC. The IC and L&N revised their earlier bids and argued mightily that their bid was the best, but all of the bids were rejected by the judge, who was growing very impatient with the delays in carving apart the TC. The judge ordered the TC's trustee and the IC, L&N, and SR to get together, work out a plan to divide the TC, and return on August 13.

During the August 13 hearing, the SR once again offered to buy just the Harriman-Crossville line. Meanwhile, the IC and L&N once again fought over their bids, and each party revised their

bids during the hearing. The TC's trustee eventually took the stand and recommended that the TC be divided three ways. IC would get Hopkinsville-Nashville, L&N would get Nashville-Crossville plus the Old Hickory branch, and SR would get Crossville-Harriman. The judge preferred to sell the TC to a single railroad, but too many legal obstacles remained and so he approved the trustee's recommendation. An abandonment date of August 31, 1968, was set, and on that date the TC stop operating.

So, publicly the SR made no attempt to get into Nashville. If they had made any secret deals to get into Nashville, they would probably would have run afoul of anti-trust laws and risk very hefty fines from the government if caught. Also, for the SR there was little to be gained from go to Nashville. Except for coal received from the SR and Harriman and forwarded to the TVA's Kingston steam plant, there was very little coal traffic left on the TC. Prospects for new industrial customers along the TC were limited, the right of way needed tremendous upgrading, the TC's belt line around Nashville (which did greatly benefit the TC) would soon be lost to a highway project, and at Nashville the SR would be fighting with L&N over interchange rates.

Some folks may disagree with my statements, and if so I invite your comments. While researching my book I talked to several different former TC workers and others who were in Nashville in the 1960's, plus I spent many, many hours pouring over official records from the era. Although I heard many different stories about why the TC failed and certain questionable business practices of TC's ownership, in a few cases the written records did not support those stories, and I had to go with the written record. I heard all sorts of stories, such as the TC office in Nashville had to send \$20,000 each month to the TC's

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SUBSCRIPTION RATES

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REGIONAL RAIL NOTES

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owners in the Northeast regardless of the TC's profit, the TC put a retired steam locomotive in a coal mine near Monterey and planned to eventually return it to service, TC renumbered freight cars so that creditors couldn't find them when they came to repossess them, etc.

I am NOT saying that the folks that I talked to were always wrong (indeed, most stories were easily verified), but sometimes one's recollection of the facts is clouded by emotions, time, etc. It's sort of like a car wreck. If ten people see a car wreck, you'll get ten different accounts of what happened, and usually no single person has all the facts. You have to put together the pieces.

Cliff Downey - Internet



PHOTO SECTION



Taking a page from the railfan facility in Rochelle, IL, the folks in Folkston, GA has constructed a nice train watching shelter adjacent to a busy CSX main line funneling traffic from both Savannah and Waycross to Jacksonville. Digital image taken on August 31, 2001 by Chuck Hinrichs



The exSCL depot in Plains, GA that served as the symbolic campaign headquarters for the Jimmy Carter Presidential effort. The building now serves as a part of the Carter historical exhibits in Plains. Digital image taken on August 31, 2001 by Chuck

"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.