

PENNYRAIL

OCTOBER 2001

VOLUME 5 NUMBER 10

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS NATIONAL NEWS



Chapter

OCTOBER MEETING

*Meeting postponed until Monday
November 4 at the Badgett Center*

**MADISONVILLE, KENTUCKY
Monday, October 22 7:00 PM
Badgett Center
(Old L&N Depot)**

Arch Street and the railroad in downtown Madisonville

PROGRAM

Wally Watts will present the October program.
*(The October meeting has been postponed until
Monday November 4 due to conflicting usage of
the Badgett Center.)* The presentation is a video
depicting the restoration and return to service of

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
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“PENNYRAIL” is the
official publication of
the Western Kentucky
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NRHS BULLETIN NEWS

As reported earlier,
Frank Tatnall is
stepping down as
Bulletin Editor.
President Malloy has
appointed Henry M.
(Hank) Morris as
Bulletin Editor and Jeff
Smith as Production



Editor. Hank has over
20 years of editorial
experience with *Control
Engineering* magazine.
He lives in Chicago and
is a lifelong railfan.
Jeff will work on the
business side dealing
with budgets, logistics
and production related
issues. Frank Tatnall
will remain as an active
staff member.

Thanks to Frank for
13 years of quality
publications and best
wishes to Hank and
Jeff in keeping the
Bulletin informative
and timely.

Chapter News

(Continued from page 1)

Santa Fe 3751. This should be a real treat for the steam fans in the group. Refreshments will be provided. Come and bring a guest!

AUGUST MEETING

Twenty members were on hand for the meeting. Rick Bivins put on a very good program for the members. Rick's program was a nice slide show on restoration projects and potential projects, plus many items that Rick has collected over the years. The items on display ranged from railroad lanterns to a restored two-wheel freight hand-cart that was used at Madisonville's L&N Railroad Passenger Station. Nice job Rick on the hand-cart and the program. Jackie McCracken provided the refreshments for the meeting. Both Rex and Ron left the meeting with big smiles. Ron set the cake eating record for the night with three pieces of cake on his plate at once. The rest of the members enjoyed the cake too or at least what was left of it after Rex and Ron got done. Now we know how young lions feel after watching the older lions eat their food and being stuck with the leftovers

CSX provided three trains through downtown Madisonville during the meeting. The first passed at 8:00 PM, it was northbound manifest train Q596. This train operates from Nashville

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MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$28.00 per year.
Family membership	\$31.00 per year.

MORE PHOTOS



Baldwin 1920 vintage 2-8-0 #40 (on lease from Georgetown Loop Railroad and originally from International Railways of Central America) is heading an excursion special at Fraser, British Columbia. Photograph taken on September 15, 2001 by Wallace Henderson.



On the White Pass & Yukon - a meet between a tourist train and the excursion special. Power is a pair of Alco/GE "shovel nose" diesels. The train is returning to Skagway and was photographed at Glacier on September 17, 2001. Photograph by Wallace Henderson.

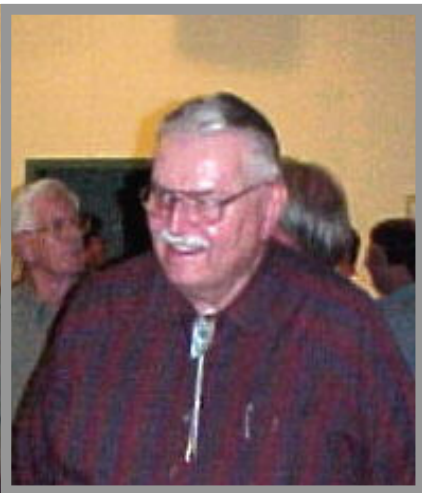
Chapter News

(Continued from page 2)

to Chicago. The power lashup was one BNSF SD40-2 and one Burlington Northern SD40-2. The next train passed at 8:30 PM and was northbound manifest train, Q-592. This train operates between Waycross, Georgia and Chicago. Power on this train was one CSX "Tote Boat" B36-7 and one CSX C40-8. The last train through Madisonville during the meeting was at 9:00 PM. This was another northbound manifest train Q648. This train runs between Nashville and Chicago. The locomotive lashup was two CSX C40-8s.

NEW MEMBER

The chapter would like to welcome our newest member. He is David L. Millen of



Evansville. David is an old friend of Billy Byrd. David was born in Earlington, but his family moved to Evansville while David was very young.

David Millen

David's Dad worked for over 51 years for the L&N Railroad. He started working at the L&N Howell Shops in Evansville at the age of seventeen. David's

Dad worked with Billy Byrd for years. Welcome David to the Western Kentucky Chapter NRHS. By the way, David is a member of the L&N Historical Society. David's address and phone number is as follows:

David Millen
6117 Kratzville Road
Evansville, IN 47719

Phone 812-491-3382

CHAPTER NOTES

Chapter participation in the 2001 L&N Historical Society convention in Nashville was slim with only Keith Kittinger and Bill Grady attending. From notes on the internet it was a very good event and accolades were given to Keith and to Steve Johnson for jobs well done.

Bob Moffett and Louie Hicks now live just one house apart and both are into G scale railroading with outdoor tracks under construction. The neighborhood is quite concerned - you know what happens to property values in

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proximity to a railroad! Seriously guys we can't wait to see trains running.

Wally Watts advises that the TCRM trip to Cookeville in October is all sold out. Some of the members are going on the Carbondale Railroad Day trip from Carbondale to Fulton, KY and return on October 27. There is limited seating on this train so check with Chris Dees for details or Call the Carbondale Visitors Bureau for last minute information (800-526-1500). As of October 11 there were seats available for the train.

ELECTIONS

Nominations for Chapter officers will be held at the October meeting (and possibly elections will also be held at the postponed meeting, depending on what the membership chooses to do about a November/December meeting.)

Officers to be nominated and elected are: President, Vice President, Secretary, Treasurer, National Director and, should one person fill both the secretary and treasurer position, a Director-at-large.

COMING CHAPTER EVENTS

THE ANNUAL CLAYTON/WATTS OPEN HOUSE IS SCHEDULED FOR SATURDAY, NOVEMBER 24 AT 7 PM AT THE CLAYTON RESIDENCE AT 750 WILSON DRIVE IN MADISONVILLE.

THE CHAPTER

NORTH TO ALASKA

By
Wallace Henderson

As a child looking through the "Official Guide," I was always intrigued by the listing, complete with map, of the White Pass & Yukon Railroad, 3 foot gauge. When Trains Unlimited Tours began running trips to the WP&Y I was always going somewhere else. Finally, this year was the year to go, so I recruited my friend Dale Roberts to go with me.

Our TUT trip was combined with a Pacific Rail Association trip on the British Columbia RR from North Vancouver to as far north as you can go by rail, then a charter bus up the Alaska Highway to the White Pass. The railroad (WP&Y) begins in the Alaska panhandle port of Skagway and follows the legendary Klondike Trail into Canada. Once it went all the way to Whitehorse in the Yukon, but the track on the north end has been out of service since 1982 when the last customer, a mine, ceased operations. Today the WP&Y hauls cruise passengers over the top of the pass and back to Skagway and this has been an ever increasing business.

On Friday September 7th, I drove to Dale's house in O'Fallon,

MYSTERY MEMBER

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

The Dixon Journal

These two items are from an historical abstract of Webster County newspapers. The material was supplied by A C Stanley

TRAINMEN HURT IN REAR-END COLLISION

Hopkinsville, Ky., Nov. 4. (1916)- Four trainmen were injured in a rear-end collision of south-bound freight trains late last night on the L. & N. railroad, near Kelly Station. The victims are: Conductor E. W. Renfroe, of Earlington, and Flagman Marion Ashby, of Madisonville, on one train and Engineer P. W. Tuck, and Fireman J. L. Franklin, of Nashville, on the other. Renfroe and Ashby were hurled from the cupola of their caboose into a horse car and had a narrow escape from being trampled to death by frightened horses. Tuck and Franklin jumped and were injured.

PROVIDENCE ACCIDENT

**CAUSES DEATH OF TWO AND ONE INJURED ---
AUTOMOBILE DEMOLISHED BY TRAIN-WOMAN HURT.
HEADED FOR FAIR GROUNDS OF PROVIDENCE ARE
VICTIMS OF AWFUL FATE.**

Providence, Ky., Aug. 5th (1913). - Roland Jenkins, **age 40, of** Coiltown, was instantly killed, Arden Parish, age 20, of Providence, was injured so severely that he died a few hours later, and Mrs. Kenneth Sigler, age 25, was slightly injured when Jenkins' automobile was struck by a Louisville & Nashville passenger train near the fair grounds at noon today.

Jenkins carried passengers to and from the fair grounds. His only passenger on the fatal trip were Mrs. Sigler and Arden Parish. When the Automobile was nearing the L. & N. track which is within a few hundred feet of the fair grounds pedestrians who saw the approaching train, shouted to the driver to stop his car. Jenkins either failed to hear shouts of warning or thought he could drive the car past the track before the train reached the spot.

The engine struck the car in the center snapping it in two as if it were a sting of thread. Jenkins and Parish were hurled a distance of one hundred feet head foremost and both sustained fractured skulls besides other injuries.

Jenkins was instantly killed. Parish was unconscious when horrified witnesses reach his side. He was taken to his home and expired at 2:30 o'clock without regaining consciousness, Mrs. Sigler, who was seated on the back seat alone, had a miraculous escape. She was thrown together with a part of the top of the auto onto the rods of a show car. Cuts on her arms and ankles and a few bruised places were all she received. The car was torn to splinters. There was not a spoke in a wheel. It had been bought only thirty days before. It is said that a show car standing on the switch obscured the driver's view of the approaching train. The tragic accident *was* witnessed by a score or more of people Jenkins was a prominent grocery and liveryman at Coiltown, was married and had several children. Young Parish was the son of J. D. Parish, a well known miller, and a promising young man,

ALASKA

(Continued from page 4)

Illinois, so we could fly to the West Coast together. The new light rail extension station being only a couple of miles away, we left my car there and rode the first train of the day across St. Louis to Lambert Field for an 8 AM departure non-stop to Seattle. Arriving about 11 AM we quickly rented a car and headed south for an afternoon on the Mt. Rainier Scenic RR out of Elbe, Washington. The weather was fine and the compact 2-8-2T performed admirably on a very scenic journey.

The next morning we rode Amtrak's Talgo up Vancouver, BC with breakfast on the train as we sped alongside Puget Sound. I consider the Talgos to be Amtrak's finest equipment. Our motel was in North Vancouver, from which the BCR departs, so we took the ferry across the bay and spent the afternoon exploring the gaslight district of Vancouver and watching the steam powered clock mark the hour. We were up early the next morning - as we were every morning on the trip - for the 7:45 AM departure of the British Columbia Railroad's "Caribou Dayliner" to which our charter Budd RDC was coupled. The train is made up of all RDC cars, which are now living on borrowed time and this day - Monday - only went as far as Lillooet. (Twice a week it goes all the way to Prince George.) The BCR is one of the most scenic railroads in North America and this was my fourth trip over it as far as Prince George.

That first evening we overnighted in Williams Lake and awoke the next morning to the changed world of the World Trade Center disaster.

This second day we

continued north to Prince George, where we visited the Forestry and Railway Museum, s interesting collection of rail equipment. The following morning found us en route to overnight at Fort St. John. Each day we had meets with freight trains loaded with lumber from the regions principal industry, all headed south. Fort St. John is a busy junction point on the BCR and here we found one of only two remaining Alco C420s on the BCR. (BCR's RS18s switch the yards but all have been rebuilt with Caterpillar engines.)

As you go farther and farther north, the country becomes more remote and less populated and there is a definite feeling of loneliness. Continuing north on the fourth day we had to contest our track warrant with a large bull moose going in the same direction and obviously preferring the center of the track for his stroll. But he didn't have a track warrant so he had to get off and let us pass! This fourth and last night was at Fort Nelson, the end of the BCR.

Then we began our day and a half journey up the Alaska Highway by charter bus and a beautiful scenic trip it was. The highway is in excellent condition (once it was all gravel) and we saw stone sheep, bison moose and caribou who come to lick the winter salt off the asphalt. Our overnight was at Watson Lake, BC, home of the famous "signpost forest" with city signs from all over the world.

The next afternoon we met our White Pass steam special with BLH 2-8-0 #40 (built in 1920), originally from Guatemala (International Railway of Central America), now owned by and leased from the Georgetown Loop Railroad in Colorado. With the White Pass's own 1947 Baldwin 2-8-2 #73 in the shop for heavy

PENNYRAIL

repairs, #40 would be the only steam locomotive available (we received a rebate because of this), but they do have exotic diesels! The oldest are seven "shovel nose cowl body Alco/GE units built between 1954 and 1966. Next are three Alco/Montreal DL535Es in a chopped nose road switcher design built in 1971. Then there is one bombardier built wide nose road switcher built in 1982 and similar to standard gauge units built for CN.

The White Pass is a spectacular mountain railroad on the Alaska side as it follows a mountain valley, climbing the sides of the mountains, at time clinging to very narrow ledges. Once topping the pass and entering Canada, the land begins to level out and the line runs along side of several large lakes. However, due to the rain and fog and clouds we had each day we rarely saw the tops of any mountains.

The second day we rode a special pulled by the Bombardier unit and one of the DL535s while the 2-8-0 followed with a 5 car freight and the ex Sumpter Valley caboose. Later the diesels were swapped out with a pair of the shovel noses from the regular tourist train. We spent the day doing photo runs with both trains, which was the purpose of the trip in the first place. The third day our special was pulled by #40 and we again spent the day doing photo runs, this time going all the way to Lake Bennett, the end of "in-service" track.

The next morning we stopped at a highway overlook to photograph the tourist train climbing the pass, as our charter bus took us to Whitehorse, Yukon, for a flight back to Vancouver.

Dale and I rode an Amtrak Thruway bus back to Seattle and a ride on the "Spirit of Washington" dinner train with a couple of railfans we had met at

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SEPTEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, September 24 7:00 pm

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

TREASURER'S REPORT:

Opening Balance		1710.55	
<i>Income</i>			
Dues Chapter	0.00		
Dues National	50.00		
Donations	0.00		
Video	0.00		
Raffle	0.00		
Total	0.00	1760.55	
<i>Expenses</i>			
Dues Paid	34.00		
Postage	27.20		
Print	18.02		
Supplies	0.00		
Misc	33.80		
Total	113.02		
Ending Balance		1647.53	
MEMBERSHIP:			
Full	4	3	
Chapter Only	31		
Total	7	4	

DIRECTORS REPORT: Chuck reminded all about the BOD meeting in Chambersburg, PA - October 19-21. There is a new NRHS Bulletin Editor, Henry Morris of Chicago. There are still some delays in getting out the bulletins.

OLD BUSINESS: Chapter trip on TCRM to Cookeville was discussed. No private car is available and the regular cars are filling fast. Wally will check and let interested parties know current status.

NEW BUSINESS: Chuck reports that National dues will increase by \$3 in 2002 and asked if Chapter dues should also be raised. Consensus was that our financial picture is OK and no dues increase is needed for now.
 Christmas banquet was discussed. Wally will check on Country Cupboard and Ponderosa and reserve an early December date if either place has a dining room available. Don and Wally's Open House is set for November 24.

ATTENDANCE: Adam Parks, Wally Watts, Rick Bivins, Chris Dees, Greg Utley, Richard Knapp, Terry Bunner, Chuck Hinrichs, D A Fraser, LeRoy Cobb, Harold Bell, Dennis Carnal, Ron Stubblefield, Rex Easterly, Keith Kittinger, Louie Hicks, Rich Hane, Don Clayton and quest (new member) David Millen

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

**WHEN IN DOUBT
 BUY A VIDEO**

**PENNYRAIL
 TIMETABLE #54
 FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

August 18-26 2002 Williams AZ NRHS Convention

April 12-14 2002 Harrisburg PA NRHS Board of Directors

November 1-3 2002 Mt Pleasant IA NRHS Board of Directors

November 24 Madisonville KY Clayton-Watts Open House

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

November 3 Nashville, TN Cumberland Division SER NMRA
 TC Railroad Museum 9 am to 4 pm. Adm \$4

RAILFAN EVENTS and EXCURSIONS

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 equipment including GP11 #8701 and a wide-vision IC caboose. There will also be an excursion from Carbondale to Fulton, KY and return (Amtrak equipment) leaving at 8 AM and returning at 2 PM. Fare \$98 (Chris Dees or Chuck Hinrichs for details).

November 17-18 Lexington, KY Great American Train Show
 Lexington Center. 11 am to 5 pm. Adm \$6

November 24-25 Collinsville, IL Great American Train Show
 Gateway Center 11 am to 5 pm. Adm \$6

VISIT THE CHAPTER WEB SITE

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

REGIONAL RAIL NOTES

Late breaking news! Wallace Henderson reports today (10/15) that he met and talked with an armed security guard at the south end of the CN/IC Metropolis Bridge. There are guards at both ends of both the Metropolis and the Cairo bridges.

* * * * *

Tennessee transportation officials, attracted by federal dollars, are studying the viability of high-speed rail service between Nashville and Louisville with hopes of joining a proposed nationwide rail network. Congress is discussing putting \$50 billion into the program, and Tennessee officials want to be ready if it is approved. The study will become the priority in a proposed statewide passenger rail network, said Ben Smith, director of the Tennessee Department of Transportation's public transit and rail division.

There are 11 corridors proposed in the nation, including a Chicago-to-Louisville spoke, which would extend to Nashville. High-speed trains would travel at least 90 mph, Smith said. "We're saying in this corridor we want to really look at high speed potentials," Smith said. "We've got to pass a pretty good test and jump over a good hurdle to convince them that we can engineer for these kind of speeds. We also need to convince the CSX railroads that we can be in their right-of-way."

The focus on high-speed rail comes at the urging of U.S. Rep. Bob Clement, who said it's important that Tennessee try to join the Chicago corridor. Clement said high-speed trains are being discussed more in Washington since the Sept. 11 terrorist hijackings rocked the airline industry. Clement has been pushing to return passenger rail service to Nashville for years and said he's hopeful that some sort of Amtrak service can be restored, possibly next year. The only passenger service in the state is a Memphis to New Orleans line.

A study released in August showed that linking the state's major cities by rail could cost more than \$1 billion. The spine would be a Memphis-Knoxville route. "We've had to sort of kick our process into high gear. We don't want to lose available funds," Smith said. *From the internet*

There was an article in this mornings Chattanooga paper (timesfreepress.com). Headline: "CSX asks for \$2.5 million for rails through the Hiwassee River Gorge". "Our net liquidation values from the land appraisals put the price at \$2.5 million" said CSX's Tennessee spokesman. CSX also indicated that they would not allow excursion trains to board in Etowah. CSX is honoring a commitment to delay the abandonment process for six months to see if funding is available. This runs out in April. McMinn and Polk counties have applied for \$1.6 million in funding, with the usual .4 million matching requirement they would still be .5 million short. The last paragraph reads:" Local government officials say they have two parties interested in buying the rail line, but given the price and the lack of an answer on the grant money, neither are likely to agree to the sale now"

From the internet

Fort Campbell Rail rerouting to avoid congestion and lengthy transfer time from FCR to CSX could not have come at a more inappropriate time, considering the events of September 11.

The rerouting construction involved the use of both a bridge and ties and rails from the old alignment to equip the new alignment paralleling the US 68 by pass on Hopkinsville's south side. With the bridge removed as well as much of the rail there was - and is - no rail connection between the Fort and any CSX connection. With the 101st Air Mobile one of the nation's first line military outfits and one likely to see early deployment the rail connection becomes an item of great concern. The Defense department authorized some \$250,000.00 in additional funding to expedite completion of the new alignment.

CSX has completed the basic work on the wye connecting the Henderson Sub mainline to the new FCR alignment north of Casky siding south of Hopkinsville and ballast trains have used the wye and some of the new track alignment to deliver ballast material to the rail construction site. CSX has installed a new signal at close proximity to the new wye as well as an antenna pole and control building. The wye signals will be dispatcher controlled. There will be a siding on the FCR alignment just west of the wye and extending nearly to the bridges over US41A (Ft Campbell Blvd.) The FCR siding will be lighted for security reasons and for 24 hour use. Light poles are in place (they look like traction catenary poles) but the lights have not been installed.

Weather permitting the work should be complete well in advance of the earlier December completion target date.

CSX is also doing signal work on both ends of Casky siding and

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ALASKA

(Continued from page 5)

the St. Louis NRHS convention plus Chapter member Reid Adams who now lives in Seattle. Our diner was a former Milwaukee full length dome car and naturally we rode in the dome. The meal was excellent and the whole evening was a lot of fun. The "Spirit of Washington" is one of the best dinner trains running anywhere.

After a smooth and uneventful flight back to St. Louis, we spent the night at Dale's, then drove to Fox Lake, Illinois for an "encore" trip behind SOO Line Mikado #1003. On the way we stopped at the small, but interesting, rail museum at Mendota. Our 1003 special ran over the Wisconsin & Southern through Janesville to Milton, Wisconsin. This is former Milwaukee track and, except for two cars, our 13 car train was all Milwaukee maroon and orange - a pretty sight. We enjoyed riding in the ex Milwaukee parlor/skytop lounge "Cedar Rapids", bringing up the rear. We returned to O'Fallon that night and the next day, Monday, September 24th, I was back home.

And so ended a very memorable and fun filled trip in many, many ways.

Wallace will have photo

PHOTO SECTION



This colorful SD40-2 (light green and white with gold stripe) is a LLPX lease unit painted for LUSCAR. LUSCAR is Canada's largest coal mining entity supplying metallurgical and power plant coal for both domestic and export use. The locomotive (fresh from VMV) was spotted at P&L's Paducah Yard on September 27, 2001. Digital image by Chuck



Another colorful LLPX lease unit painted in yellow and black for the St Lawrence & Atlantic RR. This GP 40 will serve as a replacement for the SL&A's aging Alcos. The SL&A runs from northern New England into eastern Canada. Fresh from VMV the unit was sighted at P&L's Paducah Yard on September 27, 2001. Digital image 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.