

PENNYRAIL

NOVEMBER/DECEMBER 2001

VOLUME 5 NUMBER 11

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS NATIONAL NEWS



Chapter

**THERE WILL BE NO REGULAR
CHAPTER MEETING IN
NOVEMBER**

**THE ANNUAL CLAYTON/WATTS
OPEN HOUSE WILL BE HELD
ON SATURDAY
NOVEMBER 24 AT 7:00 PM**

**THE CHAPTER CHRISTMAS
DINNER WILL BE HELD AT THE
COUNTRY CUPBOARD
ON MONDAY
DECEMBER 3 AT 6:00 PM**

**DETAILS OF BOTH EVENTS ARE IN THE
FOLLOWING PARAGRAPHS**

OCTOBER MEETING

Nineteen people were on hand for the October

(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
Wallace Henderson

“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

BOD Highlights

The NRHS Board of Directors met for their Fall meeting in Chambersburg, PA and hosted by the Cumberland Valley Chapter. Tours to Horseshoe Curve, The Altoona Museum and the East Broad Top RR



kept the Directors busy. On the business side, all incumbent National Officers were re-elected. A 2002 budget was adopted. The budget anticipated a modest deficit but should not put the Society at risk due to additional dues income. The Alco photo issue is still unresolved though there is light at the end of the tunnel. There will be two back-to-back sessions of Rail Camp in 2002. Convention plans for Grand Canyon in 2002 and Baltimore in 2003 are

Chapter News

(Continued from page 1)

(actually held in November) NRHS meeting in Madisonville. Wally Watts provided the program, a Pentrex video covering the rebuilding of Santa Fe steam locomotive number 3751. Jackie McCracken provided the refreshments. The video was great and the popcorn surprise was superb

CSX provided three trains through Madisonville during the meeting. The first train rolled by at 7:15. This was northbound manifest, Q556, a Nashville to Evansville train with a CSX C40-8 and a FURX SD40-2 providing the power. Then at 8:10, northbound manifest train Q588, a daily Nashville to Bensenville, Illinois train passed by the station. Motive power on this train was a CSX B36-7, a CSX C40-8 and one Helm Leasing SD40-2. Then ten minutes after Q588 passed by northbound manifest train Q648 rolled through Madisonville. This daily Nashville to Clearing Yard in Chicago was pulled by one CSX SD40-2 and one FURX Leasing SD40-2. The leased locomotives seen on these trains are part of 221 total leased locomotives pulling CSX trains systemwide as of the first of November.

CHAPTER NOTES

Eddie Pearson, brother of Chapter member Jim Pearson passed away in mid-October due

(Continued on page 3)

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



1st District Congressman, Ed Whitfield, takes a turn with a spike mallet in a ceremony commemorating the completion of the new rail connecting Fort Campbell with the CSX main line south of Hopkinsville. 101st Airborn Commanding General, Maj., Gen. Richard A Cody waits his turn with the hammer. The rail connection was completed on October 19, several weeks ahead of schedule.



Chapter Officers for 2002 were nominated and elected at the October meeting. Left to right; Wally Watts, Sec./Treas.; Ron Stubblefield, Director at Large; Rick Bivins, Vice President; Wallace Henderson, National Director and Bob McCracken, President.
Digital image by Chuck

Chapter News

(Continued from page 2)

to liver failure. Our prayers are with Jim and the Pearson Family during this time.

Chapter member Greg Utley has moved to Clarksville, TN to nearer to his job at Fort Campbell. His new address is:

Greg Utley
1263 F Parkway Plaza
Clarksville TN 37042

Dr. Wesley Ross, NRHS Regional Vice President and a member of our Chapter has been appointed Kentucky State Coordinator for **OPERATION LIFESAVER**.

ELECTIONS

As the Chapter voted to forego the normal November meeting, due to conflict with Clayton's Open House, Thanksgiving and the early Christmas dinner, nominations and elections were held at the October/November meeting. All incumbents, with the exception of Chuck Hinrichs as National Director, were nominated and elected for another term. Wallace Henderson was nominated and elected as National Director. Officers for 2002 are:

Bob McCracken, President
Rick Bivins, Vice President
Wally Watts, Sect./Treas.
Wallace Henderson,
National Director
Ron Stubblefield, Director
at Large

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 CHRISTMAS BANQUET IS SET FOR MONDAY EVENING DECEMBER 3 AT THE COUNTRY CUPBOARD, 581 McCOY AVENUE IN MADISONVILLE. DINNER IS SET FOR 6 PM. THE COUNTRY CUPBOARD HAS NO BAR BUT BROWN BAGGING IS OK.

THE BYRD FAMILY IS HOLDING AN AUCTION OF BILLY BYRD'S RAILRODIANA ON SATURDAY, NOVEMBER 24 AT 10 AM. THE AUCTION WILL BE HELD AT THE BYRD HOME AT



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

DUES NOTICE

WALLY WATTS HAS PREPARED AND MAILED OUT THE DUES NOTICES FOR 2002.

PLEASE PAY YOUR DUES PROMPTLY TO AVOID THE EXPENSE OF FOLLOW-UP MAILINGS.

A REMINDER: FOR 2002 THE 'CHAPTER ONLY' MEMBERSHIPS WILL BE OFFERED ONLY TO THOSE WHO ARE MEMBERS OF THE NRHS THROUGH ANOTHER CHAPTER.

SUBSCRIPTIONS TO "PENNYRAIL" ARE AVAILABLE FOR \$12 ER YEAR. NO MEMBERSHIP

A Weekend At Bennie's

"Hello America, How Are Ya?" Simply put - alive and well - yet never forgetful of those who gave all in the name of freedom, whether military or civilian, on September 11. Those famous words from the Arlow Guthrie song "City of New Orleans", played by a local entertainer could not have sounded better to ears which have been bombarded by the coverage of the events since that time. The weekend of October 27, 2001, certainly was an excellent break as several members and friends of the Western Kentucky Chapter of the N R H S headed to Carbondale, Illinois, for Train Days 2001.

This trip was actually hatched by a newspaper article given to myself and fellow high school pal Chad Cowan on another recent trip to southern Illinois to photograph old IC and GM&O equipment, before the invasion from the great white Canucks from the north (a.k.a. CN). During this trip, we stopped by fellow ATSF railfan Dave Brewer's house in Desoto to drop off some N scale equipment Chad had been auctioning off on Ebay. Dave, knowing I was a mileage collector, pointed out that the morning's paper had an article regarding the upcoming Carbondale Train Days celebration and a planned daylight excursion from Carbondale south to Fulton, KY. Although not rare, it was an opportunity to see this segment of the City of New Orleans route during the day and in beautiful fall colors. Newspaper in hand, the e-mails went out to everyone for this planned event. Several responses came back, and the manifest for the Illinois Central Sesquicentennial Excursion was set: Chris Dees, Don Clayton,

FALL BREAK ON THE AAPRCO SPECIAL

DON CLAYTON

After 7 long weeks of teaching, giving and grading tests, it was time for a short vacation.

What a coincidence!! The AAPRCO convention was winding down in Denver with a rare mileage trip to Chicago via the UP and BNSF.

On Thursday, October 4, I drove to St. Louis for the 4:25 AM departure of train #300, **The State House** for Chicago. Before departure the Business Class attendant was offering juice and/or coffee served at your seat. In a short five hours we reached Chicago's Union Station.

I took a familiar walk down Adams Street to the Bergoff for their Octoberfest Lunch - 3 meats, German potato salad, red cabbage and bread pudding for desert.

I walked back down Adams Street to Union Station to await the departure of train #5, **The California Zephyr** for Denver. We departed on the advertised and had a pleasant ride through Illinois, Iowa, Nebraska and Colorado.

After settling into my bedroom, it was time for dinner in the diner. A delicious rack of lamb was served with a baked potato, salad, vegetables, rolls etc. Apple pie for desert was a fine way to end the meal.

Sleep came easy on the BNSF mainline enroute to Denver.

On Saturday, October 6, we arrived Denver a bit late. The Denver Union Station was bustling with activity!

Passengers for the California Zephyr mingled with the private car owners and their guests.

Soon it was time for lunch. Union Pacific's freight office has been turned into a restaurant. The salmon was delicious.

After lunch it was time for a ride on the **Platte Valley Trolley** - a scenic ride along the Platte River in downtown Denver. Next was Denver's light rail system with a ride from 30th Avenue and Downing to Littleton, CO (Mineral Station).

Guess what's next? Dinner!! I opted for the Wyncoop Brewing Company across the street from Union Station.

After dinner it was time for lounging in the former Louisville & Nashville 5 bedroom Observation Lounge, **Royal Street**. This car was built by Pullman Standard in 1950 for the **Crescent**.

Bedtime found me in the ex-CB&Q 6 bedroom/5 compartment sleeper, **Silver Quail**, built in 1952 for the **California Zephyr**. The car is owned by Mr. and Mrs. Butterworth of Louisiana. Mrs. Butterworth is originally from Greenville, KY - small world!!!

(Continued on page 7)

Bennie's

(Continued from page 4)

Chuck & Shirley Hinrichs, Jim Futrell (Mayfield, KY), Elmer Kellerman Paducah, KY), Chad Cowan, Isabella Cowan (Chad's daughter), and Mr. & Mrs. Thomas Earl Cowan (Chad's mom and dad). Plans for dinner on the Friday night prior to the trip were discussed, and Jim, the connoisseur he is, recommended Bennie's Italian Restaurant in Marion - just south of the CO&E depot on Market Street.

I departed work a little early, and headed over to Illinois on I64 with the sun in my eyes. Oh well, it was a beautiful sunset anyway. Jumping off I64 at Grayville, I headed down toward Harrisburg, following the former Conrail/NS line which is now all but gone. However, there are several bridge abutments left, many with 1906 and 1907 dates chiseled into them. One of the best is a 1906 concrete overpass, similar to those single lane wood ones typical of railroads, just south of Brownsville. Another catch was a landlocked Family Lines covered hopper at Eldorado.

But now it was time for dinner at Bennie's. Chuck & Shirley, Jim, Elmer, Don, and myself settled in for an absolutely wonderful meal of various pastas, cheese and garlic breadsticks, salad, and that absolutely wonderful B e n n i e ' s House Dressing - referred to as "Death By Garlic". The dressing is so secret that it isn't served on the side or even bottled - you want more: they t a k e the entire salad back to the kitchen and put more on. Although not the favorite of the local vampires, I'm sure they would probably choose this

place over a wooden steak (pun intended). Bennie's is a very inexpensive and great place for everything Italian.

The next morning I met Jim and Elmer in the hotel lobby for breakfast, and then we headed to Carbondale to meet up with the rest of the gang. It was a little chilly, but the American Association of Railroaders, were well organized and processed everyone's tickets and seat assignments with great efficiency. NRHS Paducah member Bob Johnston was even along for the ride. Our consist for the excursion was Amtrak's *Illini*, which sits in C a r b o n d a l e virtually all day after arriving the previous night from Chicago. Amtrak Genesis unit #43 headed up 5 coaches and a privately owned ATSF coach. At 8 AM on the dot, train P101 headed southbound through the Shawnee Forest toward Cairo and Fulton.

This part of the CN/IC main is beautiful. Curvy grades assaulting the forested hills of southern Illinois were highlighted by streams and even the occasional deer or other varmints, making us wish the City could travel this during the day as well. The detectors sounded off one after the other - 52MPH, 70MPH, 80MPH, 80MPH. At Wetaug, we met the only northbound of the day - and Homewood's finest allowed us to have a 40MPH rolling meet. At Cairo, we slowed to 10MPH for the MASSIVE Ohio River Bridge. This structure is awesome, and a friendly AAR member allowed us to shoot out of an open door on the rear of the train. We even caught a glimpse of a diamond in Cairo that none of us knew existed - the crossing of the former NYC tracks of Shawnee Terminal and the CN/IC branch down into Cairo.

Throttling back up to 80MPH, it was a quick run to

PENNYRAIL

Fulton and to the south end of the yard to technically travel into Tennessee. A treat for all was being able to back around the wye that joined the former IC route to Birmingham so we could turn the train for the trip back north. A 10 minute break at the Fulton Amshak allowed for some photos and soon we were on our way back north.

At Mounds, we met our first southbound - a manifest with CN power hustling by at 40MPH. We then proceeded north toward Carbondale, waiting for about 10 minutes south of Cobden for another Canuk-led southbound. This stop was religious - the view toward the west was that of the famous Bald Knob cross which can be seen for many miles in southern Illinois. After the meet, it was back to Carbondale to end a lovely ride.

But rather than leave right then, some of us walked down to the restored IC depot and toured the IC GP11 #8701 on display, along with a Centralia built caboose. We also walked over to the convention center to see the N scale modular layout and some beautiful train pictures on display. For Jim, Elmer, Don, and myself, however, the fun still wasn't over. It was agreed to head over to Chuck's Depot & Hobby in Marion to peruse the train merchandise. Walking in, we were greeted not only by Chuck, but by friends from days gone by: Phil Barnett and John Miller from the Paducah Model Railroad Club - i t ' s true, railroaders know how to get together.

Soon it was 4 PM, and Jim's stomach was growling like Stubby's for some food. Although several options were discussed, that famous house dressing with garlic was calling us like those mermaids and sirens from old sailor's tales. Yep, it was back to Bennie's. Another wonderful meal ended a wonderful time of food, fellowship, ferroequinology,

OCTOBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, November 5 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			1647.53
<i>Income</i>			
Dues Chapter	16.00		
Dues National	25.00		
Donations	0.00		
Video	28.00		
Raffle	10.00		
Total	79.00	1726.53	
<i>Expenses</i>			
Dues Paid	17.00		
Postage	37.50		
Print	18.02		
Supplies	2.96		
Misc	0.00		
Total	75.48		
Ending Balance			1651.05

MEMBERSHIP:	Full	4	4
	Chapter Only	31	
	Total	7	5

DIRECTORS REPORT: Chuck reported that all National officers re-elected. One RVP vacancy. Also Photo question still unresolved. Budget for 2002 approved (calling for small deficit.) Host Chapter did great job with tour of East Broad Top, visit to Horseshoe Curve, Altoona Museum and sight of inclined planes.

OLD BUSINESS: Christmas dinner date and location OK'd. Country Cupboard at 6 PM on Monday December 3. Brown bagging OK

NEW BUSINESS: Motion made and passed that we forego a November meeting. With no November meeting it was moved and passed that both nominations for and election of Chapter officers be held at this meeting. All incumbents were nominated for another year. Chuck Hinrichs withdrew his name as candidate for National Director and nominated Wallace Henderson to the post. Nominations were closed and the revised slate was elected by acclamation. Officers are: Bob McCracken, President; Rick Bivins, Vice President; Wally Watts, Sect./Treas; Wallace Henderson, National Director and Ron Stubblefield, Director at Large.

Chuck discussed photo reproduction quality in the PENNYRAIL. A Hopkinsville firm has quoted a price on a direct from computer disk to printer option which bypasses the copy process. Will do a test (lead time did not permit a test for this issue) and evaluate results.

ATTENDANCE: Adam Parks, Rick Bivins, Dennis Camal, David Millen, LeRoy Cobb, Ron Stubblefield, Keith Kittinger, Richard Knapp, Rex Easterly, Rich Hane, Louie Hicks, Bob Moffet, Wally Watts, Greg Utley, Bob McCracken, Wallace Henderson, Chuck Hinrichs and guest Raymond E.

**PENNYRAIL
 TIMETABLE #55
 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

December 3 Country Cupboard - Madisonville KY Chapter Christmas Dinner

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

THE RAILROAD EXPRESS will have an **OPEN HOUSE** on **December 2** from Noon until 4 PM. Jim Bengert 1825 Taylor Ave. Evansville, IN 47714 1-812-479-6569

RAILFAN EVENTS and EXCURSIONS

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

November 24 Madisonville, KY Auction of portions of Billy Byrd's collection of railroadiana. 10 AM Byrd residence 369 South Harrig St.

December 15 Folkston, GA Informal gathering of South-eastern Railfans at the Folkston Funnel. Superb CSX action. Call Chuck Hinrichs (270-886-2849) for more information.

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

REGIONAL RAIL NOTES

STATEMENT BY ASSOCIATION OF AMERICAN RAILROADS IN RESPONSE TO: "INDICATORS OF TERRORISM":

In order to assist in the defense of our homeland, the railroad industry has -- in consultation with the federal government -- stepped up efforts to patrol and secure our properties. While the AAR has not asked its member railroads to "profile" individuals near or around railroad property, railroad fans should be aware that the rail industry -- along with the rest of the nation -- is operating at a heightened state of alert that recognizes the dramatic change Sept. 11 brought to our nation. That includes more scrutiny of activities and people in and around rail yards and tracks. We appreciate and value railfans' interest and support, and sincerely hope railfans understand that everyone is experiencing inconveniences as a result of the war on terrorism. (AAR - posted 10/21)

ACTUAL AMTRAK MECHANICAL DEPARTMENT COMPLAINTS AND RESPONSES.

C: Thin flanges on #3 wheelset - almost needs replacement.

R: *Almost replaced wheelset #3.*

C: Dynamic brakes very rough at any speed.

R: *This locomotive is not equipped with dynamic braking.*

C: Something is loose in the cab.

R: *Something was tightened in the cab.*

C: Evidence of leak in crankcase.

R: *Evidence removed.*

C: Alerter volume is unbelievably loud.

R: *Volume reset to believable level.*

C: Locomotive dances up and down when brakes applied at 89 MPH.

R: *Unable to reproduce problem in engine house.*

C: Dead bugs on windshield.

R: *Live bugs on back-order.*

C: Parking brake causes throttle to stick.

R: *That's what it's there for.*

From Roundhouse Notes Paducah Chapter

The Amtrak Reform Council, the congressionally appointed board overseeing Amtrak's financial progress toward self-sufficiency, declared that Amtrak would not break even by the end of 2002. In accordance with its findings, the council then directed Amtrak to begin preparing a liquidation plan. Industry analysts noted that ARC's findings contrast with proposals currently before the U.S. Congress to dissolve the council and/or disregard its work.

Editors

Internet - Railway Historical

AAPRCO SPECIAL

(Continued from page 4)

Finally on Sunday, October 7, the new miles started rolling! Our 14 car special, including 5 dome cars, headed for Topeka, KS on the UP route of the **City of St Louis/City of Kansas City** and **Portland Rose**. This was over 500 new miles of scenery in the plains of eastern Colorado and western Kansas.

In Topeka we switched to Amtrak's BNSF route to Kansas City. Then, 200 more new miles rolled by in Missouri between Kansas City and West Quincy on CB&Q's route of the **Kansas City Zephyr** and **American Royal Zephyr**. The final 80 new miles was from West Quincy to Burlington, IA on BNSF's (CB&Q) line adjacent to the "Mighty Mississippi." This segment last saw passenger service in 1967 with the joint CB&Q/CRI&P **Zephyr Rocket** between the Twin Cities and St Louis.

In Burlington, we headed east again for a fast 200 mile sprint to Chicago. This is Amtrak's regular route via Galesburg.

We spent the night in the Chicago Coach Yards. The final segment back to St Louis was a 7:05 AM departure on train #303, the **Ann Rutledge**.

I had a safe drive back to Madisonville with a stop in Henderson for some of that cheap (\$1.09) gasoline. All in all a most pleasant break from the rigors of higher education!



SUBSCRIPTION
RATES

PENNYRAIL

11 issues

\$12 PER YEAR

CARDINAL TO

Inaugural run of the Kentucky Cardinal into Louisville Union Station will take place on Tuesday, December 4, 2001 with the morning arrival of the southbound train from Chicago. A ceremony at the station, hosted by Louisville Mayor Dave Armstrong, is scheduled to take place at 10:00 a.m. EST after the train's arrival. At least three private cars are slated to be added to the train's regular consist to accommodate guests and local dignitaries.

The Kentucky-Indiana Rail Advocates are also planning additional activities in conjunction with the inaugural. A luncheon at the Kentucky Railway Museum is planned featuring authentic recreations of Louisville & Nashville Railroad dining car fare such as the famous Gulf Coast Seafood Platter and grilled steaks. A special excursion package is also planned to allow travel on that night's northbound Kentucky Cardinal, leaving from Louisville around 9:00 p.m., to Scottsburg, Indiana with return to Louisville via chartered bus for around \$25 per person.



PHOTO SECTION



OLIPHANT © UNIVERSAL PRESS SYNDICATE. Reprinted with permission. All rights reserved.

This cartoon that appeared in the December issue of TRAINS magazine hits the nail right on the head. While the airlines were struggling with half filled planes and massive delays, Amtrak was running on schedule and with cars filled to capacity, and who got the



As Dennis Carnal noted in his meeting summary, CSX has some 221 locomotives on lease. Here are a pair of CEFX SD40-3s on the point of a southbound CSX freight at Latham siding just north of Hopkinsville on November 6, 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.