

PENNYRAIL

APRIL 2002

VOLUME 6 NUMBER 4

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS NATIONAL NEWS



Chapter

CHAPTER MEETING

MONDAY, APRIL 22

7:00 PM

BADGETT CENTER

Arch Street at the Railroad
Madisonville, KY

PROGRAM

Railfanning in our 50th State

Chapter member David Hayes will present the April program. David describes the program - "A life long goal was achieved in October when I visited Hawaii, to finally visit all 50 states. Each of the major islands at one time had railroads, most were connected to agriculture (primarily sugar cane), most were narrow gauge. The only standard gauge line was located on the big island of Hawaii. Today there is a preservation move on the island of Oahu and a tourist line on the island of Maui."

David is editor of the Breckinridge Co. Herald-News, is a retired teacher who grew up along the IC's Kentucky Division at Leitchfield. A life member of the IC and GM&O RR Historical Societies and a member of the L&N RR Historical Society. Hayes has worked on the Corydon Scenic (a.k.a. L.NA&C RR).

Tom Steiner and Jim Pearson will provide the refreshments. This should be a very interesting program. Come and bring a guest.

(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
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Send news notes,
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to:

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
270-886-2849

e-mail
chuckrail@apex.net

Getting to the Grand Canyon

Inbound and
Outbound Train to the
Grand Canyon
Convention, August
18 - 25.
Includes the Southwest
Chief to Raton, NM, the
Cumbres and Toltec,
the Durango and
Silverton, Select hotels,



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14, 15, 16, 17,
all charter
motorcoaches, and
some meals. Limited
first-class sleeping cars
available at extra cost
from Chicago to Raton.

When you arrive in
Williams, AZ you will
be given a ticket for
your return, August 26
for those attending the
convention, but it's a
great trip even if you
don't stay for the
convention.

Prices begin at
\$1,000. Check with
Wallace for details.

Chapter News

(Continued from page 1)

MARCH MEETING

Twenty members and three guests were on hand at the Badgett Center for the March meeting. Ricky Bivins conducted a brisk business meeting and the crew made a large dent in the superb refreshments provided by LeRoy and Crystal Cobb. The raffle netted \$10.

Cliff Downey presented a slide program depicting steam and early diesel action in, and around, Paducah, Kentucky. It was nice to see spanking clean orange and white diesels - a real rarity after a bit of service on the mainline, or working the coal fields.

CSX provided two trains during the meeting, giving the faithful a chance to stretch their legs and grab a bit of evening air. Q556 was by at about 7 with a pair of CSX C40-8ws and Q592 was by at 8:15 with a CSX CW44AC and a C40-8.

After the meeting there was no rush for the door and most of the members hung around chatting before heading for home. All-in-all a most enjoyable evening. Thanks to Cliff Downey and LeRoy and Crystal Cobb.

CHAPTER EVENTS

(Continued on page 3)

MEMBERSHIP

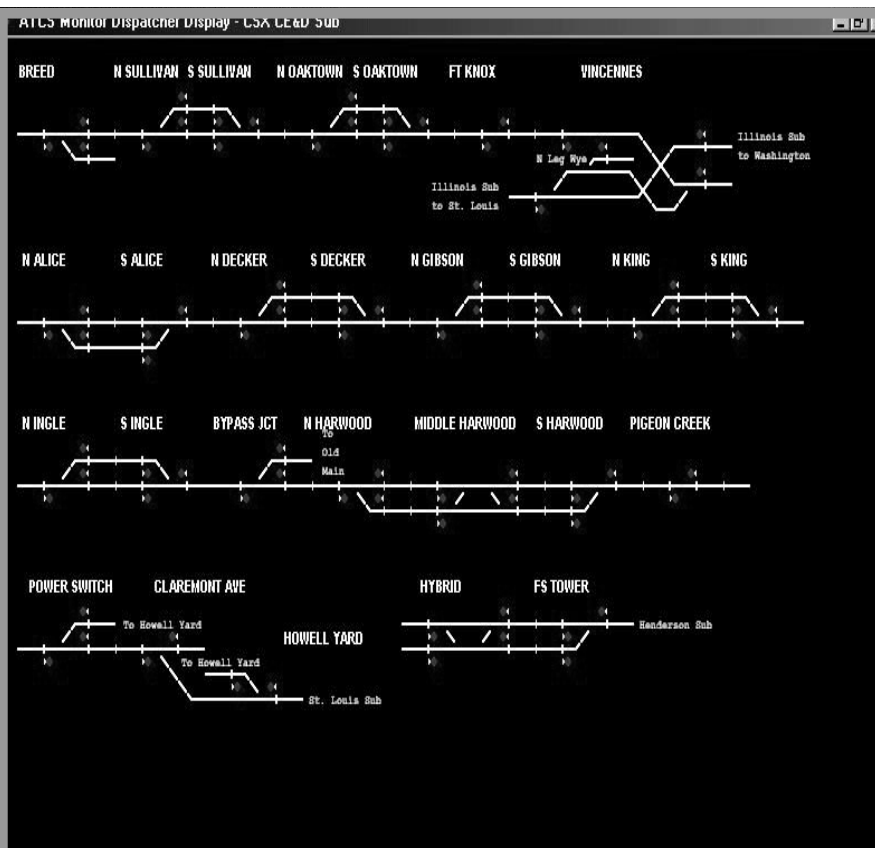
National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$28.00 per year.
Family membership	\$31.00 per year.

MORE PHOTOS



Passing through Madisonville on April 4, 2002 was this interesting lash-up. The lead unit is a CSX (ex Conrail) SD40-2, The white unit is an Alstom rebuilt SD40-2 on long term lease to CSX by CEFX. The remaining units are CEFX GE CW44ACs being returned to CEFX (a leasing company) following a short term lease to CSX.

Photo by Jim Pearson



This is a diagram of the CSX's CE&D Sub north of Evansville and running to Sullivan, Indiana. This is the type of display that might be soon available to railfans with the advent of new radio scanner and portable computer technology. Chris Dees is monitoring these emerging developments and his up-date is in this issue of PENNYRAIL starting on page 3. Technology like this will put railfanning at a new, and higher plateau. It might be a bit pricey at the outset but what a way to track trains.

Chris Dees

Chapter News

(Continued from page 2)

The buds are on the trees and the longer days have prompted some of the membership to get out for a little railfanning or train travel. Wallace Henderson spent a busy 10 days touring the fast vanishing steam railroads of Cuba. We should have a full report in the next **PENNYRAIL** of possibly the May program.

And speaking off the May Chapter meeting it will be, as is becoming a tradition, an evening at the L&N Depot in Hopkinsville. **Mark your calendar as the meeting will be on the 3rd Monday, May 20.**

Bob Moffet and Rich Hane are back from Amtrak trips to Reno and Phoenix. We hope to have reports of their adventures in an up-coming **PENNYRAIL**.

Chris Dees and Don Clayton are spending the weekend prior to the April Meeting on a High Iron trip from Chicago and over the Indian Railroad and down the old Monon to Louisville and then on the P&L to Paducah and then back to Chicago. The boys are only going for the rare mileage and will pick up the train at Effingham and will drop off at P&L's West Yard in Madisonville. How's that for doorstep service.

Tom Wortham is busy documenting some of his father's activities as an IC conductor in, and around, Central City.

Your Editor visited the Paducah Chapter's Museum open house. If you haven't been by the museum lately drop in for a visit - lots of new stuff and a much better display. The Paducah boys and girls have done a very nice

RAILROAD RADIO by chris dees

Major advances in the Railroad Radio Department!!!!

Remember a year-and-a-half ago my presentation regarding railroad radio? The final portion of the program described a software package called "ATCS Monitor" that allowed you to monitor the ATCS signals and come up with a diagram just like the dispatchers. Well, a yahoo.group discussion list is alive and well on the Internet and you'll never guess what lines are already loaded and ready to go - that's right the CE&D North of Evansville!!! And the guy that did this portion of the line is ready to come south across the river and go through Madisonville!!!

In addition, Uniden is scheduled to release it's much anticipated APCO-25 digital

RAILROAD EMERGENCY

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scanner later this summer (perhaps at the annual Dayton Amateur Radio Convention in May). This will keep the future of railroad scanning alive as the AAR has already signed up to the APCO-25 Common Air Interface standard for future communications. APCO-25 digital radios are currently being utilized by KSP.

I'm diligently working on this project to make it a reality by June 2002, if not sooner. It'll take some time, so if you see a white S10 with Indiana plates "KD4YGG" along the HD, never mind the antennas, laptop PC, and scanners - hopefully I'll be able to tell you where the trains are. If all goes well, we may have a "Railroad Radio Part II" program in the coming months including a live demonstration of the CSX through Madisonville!!! Stay tuned!!!

ATCS Monitoring - Part 2 April 6th looked like a great day for heading down to Henderson for some railfanning on the Henderson Sub. My main interest was finding and watching trains, but the scanner used for this day's railfanning was not tuned to 161.370 Mhz or 160.980 Mhz. Today's frequencies of choice were 896.9375 Mhz and 935.9375 Mhz, the ones used by CSX to replace its codelines with an RF system known as Automatic Train Control System, or ATCS. And rather than the trusty Canon EOS Rebel with Kodachrome, this day's operations would be recorded in digital format - using my laptop and the computer software program ATCS Monitor. You might recall the brief overview I gave during my Railroad Radio Program back in 2000. So does this program work? In one word - YES!!!!

I was able to see the control points change indication, with signal aspects, switch positions, and occupancy detection. While some of these control point addresses may not be correct, I

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MARCH MINUTES SUMMARY

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

Vice President Bivins called the meeting to order and the minutes of the February meeting were approved. The Treasurer's Report was approved as corrected.

TREASURER'S REPORT:

Opening Balance		2220.57	
<i>Income</i>			
Dues Chapter	8.00		
Dues National	20.00		
Donations	8.00		
Video	0.00		
Raffle	10.00		
Total	46.00		
		2266.57	
<i>Expenses</i>			
Dues Paid	20.00		
Postage	23.80		
Print	75.84		
Supplies	0.00		
Misc	244.59		
Total	364.23		
Ending Balance		1902.34	
MEMBERSHIP:			
Full	4	3	
Chapter Only	17		
Total	6	0	

DIRECTORS REPORT: Wallace reported that National is soliciting funds for Railcamp scholarships. Regional VP Ross is working on a regional scholarship fund. Wallace moved that we donate \$150 to a regional Railcamp scholarship fund. Motion passed. Chuck has sent the 2001 activity report to National.

OLD BUSINESS: Bivin reports that it will be OK to have a Chapter display at the Government Center. Jim Pearson has the new web site up and running and at a cost of \$25 rather than \$125 as earlier reported.

NEW BUSINESS: Cliff Downey announce that the first of three books he has in the works has been published. Dennis has the new CSX tapes. **Chuck Hinrichs presented Wally Watts with his 25 year NRHS service pin and letter of congratulations.**

ATTENDANCE: Greg Utley, Harold Bell, LeRoy Cobb, Ricky Bivins, Jim Pearson, Steve Gentry, Al Fraser, Dennis Carnal, Spencer Brewer, David Millen, J D Farris, Tom Wortham, Don Clayton, Wally Watts, Donny Knight, Ton Steiner, Cliff Downey, Chuck Hinrichs, Keith Kittinger, Wallace Henderson and



PENNYRAIL
TIMETABLE #59
FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

August 18-26 2002 Williams AZ NRHS Convention

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

September 26-29 Kingsport, TN L&NHS Convention

MODEL RAIL EVENTS

April 27,28 Great American Train Show Nashville, TN
Municipal Auditorium 11 am to 5 pm

RAILFAN EVENTS and EXCURSIONS

June 22 1225 Steam Excursion Lake Central Rail Tours will operate the excursion from Owosso to Mt. Pleasant, MI, with a side trip to Clare. over the rails of the Tuscola & Saginaw Bay Railway. Tickets are available from Lake Central Rail Tours. For more information, call us at (810) 638-7248, or visit us on the web at: <http://www.lakecentralrailtours.com/>

Please don't forget "**Bowling Green Railfest**" on Friday, Saturday & Sunday, **May 10, 11 & 12**. Tell anyone who wants a ticket for the special private luncheon on the diner that they had better get it quick. There are only 48 seats for each sitting and there will only be two sittings. Tickets are \$50 each and are available at the Depot Library while they last. People can contact me after 4/10 with any specific questions. **Rex Easterly**

The **Ohio Central** has just announced a photo special with 4-8-4 #6325 on **June 9th**. Trip information will not be disclosed to anyone without a ticket, Check with Wallace Henderson for details (270-885-6305) or wroadrunner@apex.net

VISIT THE CHAPTER WEB SITE
AT IT'S NEW ADDRESS
<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

I came across a review of a new audio CD being offered by the Fort Wayne Chapter of NRHS that I believe some of our members would be interested in. It is a 76 minute CD of Nickel Plate Berkshire #765 done on extremely high quality stereo digital equipment. There are 14 audio tracks of all sorts of running. There are 2 short Lo-fi clips on their website, The cost is only \$15.95 plus \$4.00 S/H and the profits go to restoring #765. 1-800-779-0443, or Fort Wayne Railroad Historical Society, P.O. Box 11017, Ft Wayne, IN 46855-1017, or on website. *Rich Hane*

Tonight's (April 2, 2002) WPSD news had a report that VMV has shut down. All employees were called to a 3 pm and at that time they were told that the company would be shutting down IMMEDIATELY. The news had some video of a locksmith changing locks at the headquarters building. Employees went home at the end of 1st shift on Tuesday, and after that ALL operations were s t o p p e d .

According to VMV's Bob Pederson, the company did less than \$50 million in business last year, compared to \$90 million the year before. Pederson said he is in the process of making a Chapter 11 bankruptcy filing and will work to sell the shops to a new owner. *Cliff Downey*

NS #376 arrived in Cincinnati at 1305 (4/12/2002) with a trio of Paducah & Louisville ex-ICG Paducah rebuild geeps in tow. Does anyone know where they are going? The first two are in gray and the trailing unit is in the original green and black paint.

Internet

"Livestock in the early day were a constant source of trouble between the railroads and the farmers. Stock would be killed and it was, of course, always the fault of the railroads. In one case a farmer had a hog killed by a train and since he believed himself to have some ability as a poet, wrote the railroad claim agent as follows:

My razorback strolled down your track,
A week ago today.
Your #29 came down the line,
And snuffed his life away.
You can't blame me; the hog you see,
Slipped through a cattle gate;
So kindly pen a check for ten,
The debt to liquidate.

He was surprised a few days later to receive the following:

Old #29 came down the line,
And killed your hog, we know;
But razorbacks on railroad tracks,
Quite often meet with woe.
Therefore, my friend, we cannot send,
The check for which you pine,
Just plant the dead; place o'er his head;

RAILROAD RADIO

(Continued from page 3)

really learned a lot that first day of using this truly amazing software package. If all goes well, I should be ready to share my findings at a NRHS program by end of the year. As soon as I get the Control Point addresses figured out and confirmed, I'll start on the Track Builder diagram of the HD. Once the diagram is constructed with the correct control points, the ultimate goal will be achieved. And hopefully, during the NRHS program/presentation, we will have a fully functional real time dispatch display for the HD!!!

The following ATCS Control Points were discovered:

5125012175 S Nortonville
5125012176 N Nortonville
5125012177 Mortons Gap
5125012180 S Earlington
5125012181 Trident
5125012182 East Diamond
5125012183 S Atkinson
5125012184 Atkinson Power Siding
5125012185 Arklow
5125012186 S Hanson
5125012187 N Hanson
5125012188 S Sebree
5125012189 N Sebree
5125012190 S Robards
5125012191 N Robards
5125012192 S Henderson
5125012193 LH&StL Jct
5125012194 N Henderson
5125012195 MP315

Editors note. We all look forward to Chris's reports on the ATCS system and the next generation of railroad (and railfan) radio scanning. The picture at the bottom of page 2 depicts the screen that we may be able to access with the new scanning and



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THE EARLINGTON BEE

THE O&N WRECK

A colored excursion train of three coaches and a baggage car collided with the regular passenger train in a curve and in a deep cut, near South Carrolton with serious results. Hugh Barcly, fireman on the excursion train, and Henry Estly (col.) porter were killed; Pat Fahey, engineer - leg broken; Jerome Helm (col.) - both feet cut off; Woodward Griffin - right leg fractured; J. Wood (col.) leg broken; Will Scott - injured internally. Anna Webster, Eva Martin, and Will Clark were slightly injured. The accident is due, it is said, to Engineer Fahey misunderstanding orders. Both engines were completely demolished. The injured were taken to Russellville and were cared for until they could be taken to their homes.
June 9, 1892

WHISTLE POSTS

Foreman of Bridges and Buildings Saeger, and crew, are building some new trestle work between Kelleys and Hopkinsville. Mr. Saeger is one of the oldest employees on the Henderson division and a good man for the position he holds.

Fifteen new monster freight engines, capable of hauling 24 cars from Earlington south, will

PHOTO SECTION



L&N F7A 853 and an unidentified B unit works the IC interchange at Nortonville, KY on May 5th, 1973. This tired old warrior will be off the roster in another 24 months after 24



A Mystery! It's October 22, 1978 and a set of ICG units including three Paducah Geeps is southbound with a piggy back train on the L&N at Guthrie, Kentucky. Was this an ICG train detouring on the Henderson Sub or and L&N train with ICG run-through power or an ICG power pay-back to L&N? In any case one wonders where the train originated and it's route and destination.
Photo by Jerry

"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.