

PENNYRAIL

JULY 2002

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The official publication
of the Western Kentucky
Chapter, NRHS.

KENTUCKY AND AMTRAK



Chapter

CHAPTER MEETING

MONDAY, JULY 22

7:00 PM

Badgett Center
Madisonville, KY
Arch Street at the Railroad

PROGRAM

What does BNSF, British steel, and Turbo C have in common? Well, you'll find out during the first five minutes of the July 2002 program "Railroad Radio, Episode II: Decoding ATCS".

Chris Dees, our resident expert on railroad radio communications, brings us a follow-up presentation to his "Railroad Radio" program from 2000. Episode II begins where Episode I left off, by explaining the ins and outs of decoding the Advanced Train Control System radio signals along CSX's Henderson Subdivision. While still a work-in-process, Chris will explain how this exciting new aspect of communications monitoring, utilizing a modified radio scanner and a laptop computer, will dramatically change the way we railfan the Henderson Sub as we know it.

Gone are the days where the best tools to railfan were the scanner tuned to 160.980 and 161.370, along with a pair of binoculars to gaze down the tracks at the signals. ATCS monitoring allows the railfan to see EXACTLY what the dispatcher in

(Continued on page 2)

Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

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"PENNYRAIL" is the
official publication of
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The *Kentucky Cardinal* (Louisville to Chicago) is on the short end of the stick again. The sleeper was pulled from the *Cardinal* on June 1 and re-assigned to more lucrative routes on the east coast and to cover for equipment lost in the *AutoTrain* incident. A thriving business had been developed by tour operators featuring baseball (Cubs and White Sox) with train travel providing a unique alternate to Chicago hotels. A growing business was also bringing Chicagoans to the bluegrass for rest, recreation and - yes - horse racing. With *Amtrak's* budget woes and lack of funds to repair damaged equipment it is a tough proposition to make any plans depending on *Kentucky Cardinal* sleeping car accommodations.

Congress is pouring money into airline loans and security issues and seems to conveniently neglect the portion of the traveling public who prefer rail travel. Maybe it's time to write your elected

Chapter News

(Continued from page 1)

Jacksonville, Florida sees AS IT HAPPENS - signal aspects, switch positions, and track occupancy.

So come on down to Madisonville on July 22nd for a truly "historical" presentation. To quote the introduction: "Without warning, something's dawning.Listen."

JUNE MEETING

Twenty-two people were on hand for the June NRHS meeting in Madisonville. Bob Moffett provided a video of the old B&O - C&O Railroads in Ohio and Pennsylvania and Chuck Hinrichs' tape depicted Rio Grande's 40s and 50s operations in Western Colorado. Rick Bivins provided the refreshments for the meeting. In spite of some sound problems with the VCR it was an interesting evening.

CSX provided three trains through downtown Madisonville during the meeting. Here is the lineup....

A few minutes before the meeting started, a northbound manifest train, Q556, rolled by the depot. This train operates daily between Nashville and Evansville. Power was a CSX SD40-2, a Helm Leasing B30-7, a FURX Leasing SD40-21 a CSX C40-8W and a CSX M of W GP40. The last three locomotives were dead in tow. Two hours later a southbound manifest train Q645

(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



Ohio Central's immaculate 4-8-4, 6325, smokes it up during a photo run-by on the exPenny tracks and signal bridge near Dennison, Ohio. The locomotive was lettered Grand Trunk for the photographers special. This June 9 spectacular was shot by Wallace Henderson.



This is the IA&T RR Station at Herndon, Kentucky . This was then an L&N line from 1886 to 1933. The combination freight and passenger station was torn down in 1945. A structure at Newstead, KY is still standing and is part of the Country Boy Store properties at the junction of KY 117 and KY 164.

This photo copy is from the William Turner collection.

Chapter News

(Continued from page 2)

rumbled past with CSX C44-9W, Helm C36-7, CSX SD40-2 and CSX C40-8W pulling the long train. This manifest operates daily between Clearing Yard in Chicago and Radnor Yard in Nashville. Close on the heels of Q645 was southbound manifest, Q595, a daily train between Chicago and Birmingham. Power on 595 was a CSX C40-8W and a CSX C44-8W.

CHAPTER EVENTS

Chris Dees has moved to Franklin, KY. His address is:

Chris Dees
1020 Brookhaven Drive Apt 23A
Franklin, KY 42134

Your editor has up-graded his internet service utilizing a cable connection. The upgrade requires a change in e-mail address:

Chuck Hinrichs
chuckrail@charter.net

DEADLINE FOR SUBMISSION OF MATERIAL FOR THE AUGUST ISSUE OF PENNYRAIL IS THURSDAY AUGUST 8, 2002 YOUR HELP IS NEEDED IN

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

6325

The Pan Handle &

For the past couple of years, the Ohio Central has been rebuilding Grand Trunk Western U-3-b 4-8-4 #6325 and last autumn she returned to service on tourist specials. Built by Alco in 1942, she had been donated to Battle Creek, Michigan, at the end of her active service. I had missed her initial trips last autumn due to prior commitments so when I found out about a photographers' special on Sunday, June 9th, I was ready to go. Then I saw that a tourist special would be run on Saturday, both out of Dennison, Ohio, but one going west and the other east on the former Pennsylvania Railroad "Pan Handle" line, once the double track mainline to St. Louis from Pittsburgh, discarded by Conrail and resurrected by the Ohio Central as the Columbus & Ohio River Railroad.

RAILROAD EMERGENCY

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PENNYRAIL

After spending the night with relatives in Louisville, I headed a few miles north to the Southern Indiana Railroad, a switching line for the big Speed cement plant at Sellersburg, where I found one of their Alco 52m switchers at work. Their line south from the plant winds through the town on original Indiana Railroad interurban alignment.

My next stop was the interesting old city of Madison and although the famous incline has long been out of service and is overgrown with brush and trees, you can still see where it went. But they have preserved the unusual Pennsylvania Railroad depot built in 1895 with its octagonal waiting room and it is now a museum. Taking the scenic drive up the north shore of the Ohio River to Aurora and Lawrenceburg (preserved B&O depots), I headed for Dennison.

Dennison was once the site of major Pennsylvania RR steam locomotive servicing facilities, shops and a large roundhouse. They are all gone but the large and attractive depot built in 1873 remains, one end a restaurant and the remainder an interesting rail museum.

Saturday's trip had the Ohio Central's pair of ex-Milwaukee Road F units on the end of the train to pull us backwards up the ex W&LE line to Sugar Creek from Morgan's Run, site of the OC shops. Here we left the Pan Handle but first we had a tour of the shops hosted by a man who introduced himself as a "official of the railroad". (Later that evening back at Dennison, I talked with him and he gave me his business card. He was Mr. Jerry Joe Jacobson, CEO and owner of the Ohio Central System I) In the shops getting a complete rebuild was ex- Canadian National 4-6-0 #1551, the usual power for the Sugar Creek tourist trains. Also, many of the OC's diverse roster of diesels were present.

(Continued on page 4)

6325*(Continued from page 3)*

Sugar Creek is the center of a Amish area and here we had lunch and could visit a large antique auto meet with maybe 200 vehicles. While 1551 is in the shop, the tourist train is being pulled by former Canadian Pacific 4-6-2 #1293, built in 1948 by Montreal. The OC has given her boiler front a USRA look and she is very handsome indeed. Now for our surprise. The 6325 came up from Morgan's Run tender first, the last tourist train of the day was taken out by an RS -3, and we went back to Morgan's Run with the 1293 and 6325 doubleheading. There we had a superb photo run in the late afternoon sun (we had one that morning out of Dennison with 6325).

If you haven't seen the 6325, a pilgrimage is in order. This is one handsome locomotive, she has been beautifully restored, and the Ohio Central folks are justifiably proud of her. Our photographers special headed east on Sunday with ex-Conrail GP-1 0 #7547 leading, there being no way to turn the big 4-8-4 in Dennison. We had a total of 15 photo runs for the day and they only got better and better as the day progressed. The 6325 was even re-lettered Grand Trunk Western for the photographers. 6325 will be running more trips this fall, including another photographers special, so plan to go. She's a beauty you don't want to miss!

Wallace Henderson

Due to a Badgett Center conflict, we will have to move our August meeting one week EARLIER to August 19. The regular meeting dates have been cleared the rest of the calendar year except December. MARK YOUR

A FUN TIME!

YOU'RE INVITED

TO THE ALMOST ANNUAL EASTERLY ICE CREAM SOCIAL & OPEN HOUSE

*To be held: Saturday, August 17, 2002
BBQ LUNCH will be served at noon and ICE
CREAM to be served beginning at 1:00 p.m. Trains
will be running. Fun will be had, rain or shine.*

Directions:

From Madisonville, go south on Pennyryle Parkway to 68-80 at Hopkinsville. Take 68-80 East through Russellville to HWY 100. Take 100 to Square in Franklin and turn left on 31W. Go north on 31W. Approximately one mile past McDonalds, turn left on Patton Road. Then turn right on Widener Circle and we are the third house on the left.

From Owensboro, take the Natcher Parkway, south to 31W in Bowling Green. Take 31W south to Patton Road. (Just past traffic light at 1008) Turn Right on Patton road and turn right on Widener Circle. Again, we are the third house on the left.

Please let us know ASAP if you plan to attend so we will know how much Ice Cream, food, and other munchies to prepare. Please, leave a message at 1-270-586-9974 or e-mail at reasterly@ky1.powerflite.net to confirm. THANKS!

23 Days of Train Riding by Don Clayton

My first day of train riding started in familiar territory - St. Louis to Chicago on Amtrak's "Texas Eagle." Due to flooding the train was running about three hours late. That would still give plenty of time to connect with the "Lake Shore Limited" to Syracuse. We departed from St. at about noon and it was time for lunch in the diner. An extra lean burger topped with bacon and cheese made the miles fly by. Apple pie a-la-mode closed out a great lunch.

As usual, Chicago's Union Station was a mad house with commuter trains coming and going and six departing Amtrak trains heading east and south. The **Lakeshore** left about on time and again I enjoyed a delicious dinner in the diner. A New York strip steak with baked potato and salad was topped with more apple pie a-la-mode. I slept well on the *water level route* to Syracuse. Amtrak scored with another tasty meal with breakfast in the diner. Day two of train riding ended with my arrival in Syracuse. I secured a beautiful Toyota Avalon with sunroof for cruising the Finger Lakes region of central New York state

Train riding day three was new mileage on the New York Susquehanna & Western with a commuter ride from Carousel Center to the University of Syracuse via Armory Square. This train consisted of an RDC car. The motorman was kind enough to provide a cab ride for a part of the trip.

Day four was an excursion on the Finger Lakes Railway.

This is a former NYC line from Syracuse to Rochester. Our trip took us about 50 miles from Solvay (a Syracuse suburb) to Geneva, a picturesque town on Seneca Lake - one of New York's Finger Lakes. A delicious bar-b-que chicken dinner was served during our Geneva layover. All too soon it was time to re-board our train back to Solvay. Several mileage collectors were on today's train.

The fifth day of train riding was another excursion on the Adirondak Scenic Railroad from Utica to Forestport, NY. The trip was about 30 miles each way. This is the former NYC line to Lake Placid.

Day six was old mileage from Syracuse to Toronto. We spent the night at CP's Royal York Hotel across the street from Toronto's Union Station.

We didn't rest on the seventh day but boarded VIA's "Canadian" westbound for Edmonton, Alberta. Three F-40s pulled a consist of 12 sleepers, 3 dome lounges, 2 diners, 3 coaches, 1 baggage/dormitory and a dome observation car. My sleeper was "McKenzie Manor," a 4 roomette, 6 bedroom, 3 section car built by the Budd Company. Day eight found us westbound on the "Canadian" with service stops at Sioux Lookout, Ontario and Winnipeg, Manitoba. The ninth day featured our arrival in Edmonton and a ride on the Red Arrow Motorcoach to Calgary. I met my fellow travelers at the Canadian Pacific Pavilion. We continued the ninth day by starting on our Royal Canadian Pacific rare miles cruise to Winnipeg

Day ten through day thirteen was spent on the Royal Canadian Pacific (more on this in another article) with arrival back in Calgary. Al Butler, retired Conrail engineer, joined me for the motorcoach ride

PENNYRAIL

back to Edmonton. We rode the light rail system and discovered a trolley line but didn't have enough time to ride. Our train travels continued as we boarded the eastbound "Canadian" to Toronto.

Day fourteen was eastbound on the "Canadian" and day fifteen marked our arrival back in Toronto, and transfer to VIA's "Enterprise" to Montreal. The sixteenth day of train travel was the almost 8 hour snooze aboard the "Enterprise" en-route to Montreal. This was a short train: an F40, a coach, a sleeper and a sleeper/dome observation. I had a duplex roomette in the Budd built sleeper "Chateau Dollier." A complimentary continental breakfast was served in the *Bullet Lounge* section of the dome/observation car.

Days seventeen and eighteen were spent riding Montreal's commuter network. I rode to Blainville and back on CP's trackage from Windsor Station and to Deux Montagnes (19 miles one way) on Canadian National rails.

The nineteenth and twentieth days were spent on VIA's train "The Ocean" to Halifax, NS. Since this train was combined with through cars to Gaspe we had another HUGE 22 car train: baggage, 10 sleepers, 6 coaches, 2 dome lounges and a dome observation. Upon arrival in Halifax I stayed at the former CN Hotel Nova Station, built connected to the train station.

The twenty-first day of train travel was new mileage to Sydney, NS on VIA's weekly train "Bras d'Or." The twenty-second day was a return to Halifax on the "Bras d'Or." The consist was: an F-40, baggage car, 3 coaches, a dome lounge and a dome observation car.

To expedite a quick trip home, I flew Air Canada from Halifax to St. Louis. My twenty-third day of train travel was the St. Louis

JUNE MINUTES SUMMARY

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

President McCracken called the meeting to order and the minutes of the May meeting were approved. The current treasurers report was also approved.

TREASURER'S REPORT:

Opening Balance		1760.54	
<i>Income</i>			
Dues Chapter	0.00		
Dues National	0.00		
Donations	1.00		
Video	0.00		
Raffle	0.00		
Total	1.00	1761.54	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	23.80		
Print	25.44		
Supplies	0.00		
Misc	83.32		
Total	132.56		1628.98
Ending Balance			1628.98
MEMBERSHIP:			
Full	4	3	
Chapter Only	17		
Total	6	0	

DIRECTORS REPORT: Convention slots still available. There will be a website with all convention happenings. Wallace will attend convention - needs new car for the trip!! Ha! Ha!

OLD BUSINESS: Chuck reports that a plaque is in place on the display cabinet we donated to the Hopkinsville L&N depot indicating that the chapter made the donation.

NEW BUSINESS: Discussion concerning possible chapter trip to Corman dinner train - no action. Orphaned switchers at Charolais Coal possible Chapter project. Rick Bivins will contact Don Bowles.

ANNOUNCEMENTS: Frisco 1522 will make last trip this fall before being stuffed and mounted. Easterly's open house set for August 17. Summerail is set for August 10 at CUT. G scale exhibit at 100 Oaks Mall, Nashville.

ATTENDANCE: Rick Bivins, Wallace Henderson, Tom Steiner, Dennis Carnal, Rex Easterly, Ron Stubblefield, Louie Hicks, Bob Moffet, Harold Bell, D A Fraser, LeRoy Cobb, Tom Wortham, Jim Pearson, David Millen, Keith Kittinger, Bob McCracken, Chuck Hinrichs, Rich Hane, Wally Watts, Don Clayton and guests Sandy Byrd and Mark Crummins (from Canada.)

REMEMBER

THE CHAPTER STILL HAS VIDEOS OF CSX'S HENDERSON SUB, THE CADIZ RR AND THE PADUCAH & LOUISVILLE'S FIRST YEARS OPERATION FOR SALE.

CONTACT DENNIS CARNAL TO PLACE

TIMETABLE #62

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

August 18-26 2002 William's AZ NRHS Convention

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

September 26-29 Kingsport, TN L&NHS Convention Details in the August PENNYRAIL

August 15-18 Decatur IL ICHS Annual Meeting Holiday Inn Select. Tours of Caterpillar and ADM's Hydroponic Division. Railroadiana Show, Banquet and slide and video shows. Check with Chuck Hinrichs for details.

MODEL RAIL EVENTS

Every Thursday Evening Clayton/Watts RR Whistles, smoke, great trains and fellowship. 750 Wilson Dr Madisonville

RAILFAN EVENTS and EXCURSIONS

August 10 Cincinnati OH SUMMERAIL at CUT A full day and evening of spectacular railroad photography plus a railroadiana show and an opportunity to visit the Terminal building and Tower A Admission \$15

September 21-22 Monticello IL Monticello Railroad Museum's Railroad Days. Passenger and freight trains and motor car rides. 217/762-9011 for added information.

October 5-6 Sugar Creek, OH Ohio Central RR Fall Photo Festival GTW 4-8-4 #6325 and CP 4-6-2 #1293 will be in operation. Freight and passenger consists and double heading - night photo session. Tickets and info. 1-800-482-1522

August 31-September 2, September 7-8 Nashville, TN A Day Out With THOMAS THE TANK Tennessee Central Ry Museum This will sell out quickly. For info call 1-615-244-9001

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

The L & N Depot at Dahlgren, Illinois has been restored by a local group. This depot is located on the CSX branch between Evansville and Belleville, about twenty miles southeast of Mt. Vernon. This line was the former Louisville & Nashville St. Louis Sub mainline between Evansville and St. Louis. The depot is not being used at this time.

The former Missouri Pacific depot in Mt. Vernon, Illinois was torn down a few weeks ago. The Union Pacific Railroad tried to find a group to takeover the building, but no one wanted it.

Thanks to Kerry Robertson for this information.

Ward Kimball passed away on July 8 in Arcadia, California. He was 88. Ward was one of the original Disney animators, whom Walt affectionately called his "nine old men". He was also a collector of toy trains and railroadians, and had a full-size operating steam railroad in his back yard. Several years ago he donated a significant amount of historic railroad equipment to Orange Empire Railway Museum. Kimball was also narrator on several Public TV railroad programs.
internet

National Railway Equipment Co. June 19 announced it recently acquired the assets of locomotive remanufacturer VMV Enterprises Inc., which in April ceased production because the company had been losing business for several years.

National Railway Equipment plans to operate VMV as a stand-alone company under its umbrella and hire a number of workers to reopen VMV's Paducah, Ky., plant.

VMV will help bolster National Railway Equipment's presence as a worldwide supplier of remanufactured locomotives and after-market locomotive parts, said President Jim Fisk in a prepared statement.

Illinois Central Railroad in 1927 established the VMV plant, which has direct access to Paducah and Louisville Railway Inc., and connections to Burlington Northern Santa Fe, Canadian National Railway Co., CSX Transportation, Norfolk Southern Railway and Union Pacific Railroad.
internet

The shops were back open on July 1, 2002. NRE hopes to have employment back over 200 by year end. Wages and benefits are a bit lower.
Roundhouse notes

The Army Corps of Engineers is proposing to move the P&L crossing of the Tennessee River from the dam itself to a new bridge. If it happens, shots of trains crossing the dam will be h i s t o r i c s o m e d a y .
internet

For the second time in the past month or so, CSX has sent a Case Tractor unit train south on the Henderson Sub. The train,

PENNYRAIL

KENTUCKY COAL FACTS by Rick Bivins

The average cost of electricity in KY for 2001 was 4.1 cents per kilowatt-hour. This rate is the lowest in the US.

In 2000, KY produced 131.8 million tons of coal; this is down from the all time high of 179.4 tons in 1990.

The KY coal industry directly employed 14,812 persons in 2000 paying over 678 million dollars in wages. The average wage in 2000 was 880 dollars per week. It is estimated that for every coal miner employed in KY there are 3 non-miner jobs held in the support industries in KY.

The KY coal industry brought in over 2.5 billion dollars in fiscal year 2000-2001 in coal sales to 27 other states and 11 other countries.

KY paid over 141 million dollars in coal taxes in fiscal year 2001

79% of KY coal goes to power generating plants in 27 states other than KY in 2000

80% of KY coal is sold out of state each year.

22 coal fired generating plants in the state generate 97% of KY's electricity.

KY has two mining regions, western and eastern. These two fields represent 88.5 billion tons of coal still remaining and is 84% of KY's original source. Only 16% of KY's coal resource have been mined.

KY coal is shipped via rail, barge, truck and conveyor belt.

KY has over 2650 miles of rail line in use shipping over 94.6 million tons of coal in 2000. This

(Continued on page 8)

COAL FACTS

(Continued from page 7)

accounts for import and export of coal. There are over 50,000 hopper cars in use to transport coal in KY. 90% of KY's coal shipments by rail moved in unit coal trains with dedicated equipment.

KY has over 1000 miles of navigable rivers over which 24 million tons of coal was shipped from or to one of 48 coal river terminals on the Ohio River and tributaries of which 34 are in the state of KY. 19 of these terminals have rail access.

In 2000 KY had 2971 coal trucks registered to operate over KY's 3400 miles of state maintained highways. This accounts for 1.94 billion ton-miles of coal transportation in the state.

KY's first commercial mine was known as the "McLean drift bank" near the Green River and Paradise in Muhlenberg County in 1820.

KY reached its first One Million tons of production per year in 1879.

Hopkins County was leading coal producer in the state from 1872 to 1890. (18 years)

KY exceeded 100 million tons of production per year in 1963.

Wyoming displaces KY as leading producer of coal in 1988.

KY has never been lower than Number 3 in coal production and is currently number 2 after Wyoming. There are 22 coal-producing states in the US.

These items are gleaned from the Kentucky Coal Council and the Kentucky Coal Association 2001-2002 publication, Kentucky Coal Facts

PHOTO SECTION



Don Clayton's summer travels took him to up-state New York and the fabled Finger Lakes region. One of the excursions was on the Finger Lakes Railway running 50 miles from Solvay (Syracuse) to Geneva. The GP9 is painted in a New York Central scheme and is appropriate as the tracks are ex NYC.

Color print by Don



Canadian Pacific F units are on the head end of the CP excursion special the **Royal Canadian Pacific**. Don Clayton joined an international group of rare mileage collectors for a circle trip through Alberta and Manitoba provinces. The trip originated in Calgary and ran to Winnipeg and back to Calgary.

Color print by Don Clayton

"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. Your material will receive the best of care while being readied for publication. Your help is appreciated.