

PENNYRAIL

AUGUST 2002

VOLUME 6 NUMBER 8



Chapter

CHAPTER MEETING

MONDAY, AUGUST 19

7:00 PM

Badgett Center
Madisonville, KY
Arch Street at the Railroad

AUGUST PROGRAM

Chuck Hinrichs will present the program for the August Chapter meeting. Chuck served as our National Director for five years and the program will feature video highlights of the various locations and activities connected with the NRHS Board of Director meetings (the videos are of trains not talking heads). Rich Hane will provide the refreshments. **Remember the meeting is one week earlier than normal - AUGUST 19.**

JULY MEETING

Twenty-one people were on hand for the July Chapter meeting in Madisonville. They watched a fascinating program by Chris Dees, with help from Steve Miller from Hopkinsville, on decoding CSX radio information. They have built a display showing train movements along the CSX Henderson Sub between Evansville and Nashville. The display seen on Chris and Steve's computers is nearly the same as the display seen by the CSX dispatcher in Jacksonville.

(Continued on page 2)

The official publication
of the Western Kentucky
Chapter, NRHS.

ADS?

The feasibility and desirability of individual advertising in the *Pennyrail* has surfaced again. Some historical publications (L&NHS's *Dixie Line* for example) allow member advertising.

There is likely a valid case to be made for, or against, advertising in our Chapter publication. As railfans we are all collectors of some sort of railroad memorabilia - books, photographs, paper work, hardware (lanterns, headlights, builders plates and signs) and models of locomotives, cars and structures. We are both buyers and sellers and as such, potential advertisers. As Chapter members we are a specialized target group for rail related advertising.

On the other hand our membership is limited (we send out around 80 copies of each issue of *Pennyrail*). This is not a big audience for an advertiser. In addition, space in our publication is limited and, to date, your editor has been able to fill each issue with timely and historical information and photographs.

(Continued on page 5)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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Vice President
Ricky Bivins

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"PENNYRAIL" is the
official publication of
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Chapter News

(Continued from page 1)

High-tech railfanning for sure! Many thanks to both Chris and Steve. Keith Kittinger provided the snacks for the meeting.

CSX provided three trains through downtown Madisonville during the meeting. Q128, a northbound intermodal, passed at 7:00 pm. It was powered by a pair of CSX SD70MACs and a CSX (ex-Conrail) C40-8W. This train operates daily between Jacksonville and Chicago. The next train was a southbound loaded unit coal train numbered V238. This coal train entered the Earlington Main from Atkinson Yard via the east leg of the wye at Trident, the diamond of the Earlington Main and the Morganfield Branch. This train was pulled by two CSX AC44CWs. Train V238 runs three or four times a week. The trains are loaded at The Webster County Coal Corp. Dotiki Mine, near Clay, on the Morganfield Branch. They are recrewed at the Atkinson Yard in Madisonville, then head south toward Nashville. The coal trains are headed for TVA's Widow Creek Power Plant in northeastern Alabama. Two train sets are used in this movement between mine and power plant. The final train during the meeting was northbound empty unit grain train G174. This 13 car train was returning from Estill Springs, Tennessee to Evansville. Power on this train was two CSX C40-8Ws, one CSX (ex-Conrail) SD50, still in Conrail paint and one CEFX Leasing SD40-2. The

(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



This is the Illinois Central Depot in Hopkinsville, Kentucky. The depot was also used by the Tennessee Central. The station was built in 1892 and torn down in 1942. The photograph - c 1919 - was from the ICC evaluation report of the Illinois Central and was copied from files maintained by the ICHS.

photograph supplied by David Hayes



This is one of three ex IC SW9s owned by Charolais Corporation. 1250 (pictured) and 1249 went through several paint schemes with this being the next to last version. 1246 is still in ICG paint and is used only for parts. All three units are now landlocked at St Charles, KY as P&L has removed the rails from Greenville to Dawson Springs. c1997

photo by Chuck Hinrichs

Chapter News

(Continued from page 2)

reporting letters on the CEFX Leasing locomotive belongs to The CIT Group/Capital Finance, Inc. This grain extra operates on an as-needed basis.

CHAPTER EVENTS

WHOOOPS!! The locomotives identified as Canadian Pacific F units in a July *Pennyrail* photograph were actually a pair of Lackawanna E units. The units were on the rear of the Finger Lakes excursion train. Sorry for the error, *ed*

This issue of the Pennyrail should arrive in time to remind all of you about the Rex and Melanie Easterly BBQ and Ice Cream Social to be held at the Easterly roundhouse on Saturday, August 17. Check the July *Pennyrail* for all details.

Don Clayton and Wally Watts made a fruitless two day trip to Wisconsin for a ride behind the SOO Pacific, 2719. The boys left Madisonville about 10 hours before the trip sponsor called to advise that the trip had been canceled. Tough break guys, You can't win them all.

(Continued on page 4)

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

1225

Up The Old Ann Arbor

The second NRHS convention I attended was the 1991 convention in Huntington, West Virginia. Norfolk Southern's "A" was there and pulled two different trips but the highlight of the convention for me was the side by side photo runs on the former C&O double tracked main to the east featuring Nickel Plate 2-8-4 #765 and Pere Marquette 2-8-4 #1225.1 had not seen the 1225 since then.

The advertised trip with 1225 was north from Owosso, Michigan on June 22nd, up the former Ann Arbor Railroad, now operated by the Tuscola & Saginaw Bay. Owosso is a dozen miles northwest of the famous Durand crossing of the Grand Trunk Western and since I had never been in the area before, I went a day early to visit the depot/museum and railfan the GTW, now CN (the

RAILROAD EMERGENCY

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

dispatchers answer "CN IC"). The depot is huge and a railfan gathering place right at the diamonds. And the old GTW is a rather busy railroad with the line to Detroit swinging oft to the southeast and trains setting out and picking up in the Durand yard. But GTW lines to the north and northwest are now operated by the Central Michigan and the T&SB operates by trackage rights over the CM and GTW as the parallel AA tracks are abandoned. Adding to the action are GTW trains setting out and picking up in the yard which is across the diamonds to the northwest. There are connecting tracks in three quadrants of the crossing and these trains must first pull over one of them onto the Detroit line, then back across the diamonds, reversing the process in leaving the yard.

The T&SB shops are in Owosso and this is where the 1225 is kept. The group that owns her has procured a turntable and plans to build a engine house there to keep her in. The T&SB power is mostly ex-Ann Arbor GP-35s riding on Alco trucks from traded in FAs plus a couple of high nose ex-Southern '35s. Stored at the shops were two baggage cars from the Tennessee Bicentennial train, still painted for it.

Because of a lack of turning facilities, the 1225 had to run tender first on the outbound trip. I rode first class and my car was former Broadway Dinner Train diner "Hummingbird", built for the Santa Fe in 1942, the same year that Lima built the 1225. Our lunch stop was the depot in Mt. Pleasant, which has been expanded into a micro brewery restaurant (hey, my kind of place!), The train continued on another 15 miles to Clare to run the engine around the train but I remained to photograph it coming back.

The day before while railfanning in Durand, I had met a

(Continued on page 4)

1225

(Continued from page 3)

Central Michigan engineer who said he would be one of the engineers on the 1225. We had a double runby on the return and Charlie ran the first one and it was "with gusto" - the best of the two. When I congratulated him on it, he invited me to join the engine crew for some beers and then a pick-up supper at his house. This added a nice finale to my trip.

The 1225 is a handsome locomotive and she performed flawlessly on the special. So the next time you see a trip advertised with her, head for Michigan - its only a nine hour drive.

Wallace Henderson

Chapter News

(Continued from page 3)

NEW MEMBERS

Arrik McGinnis (R)
2919 S Englewood Ave.
Evansville, IN 47714
812-475-1571

Steven Miller (R)
2721 S Virginia St.
Hopkinsville, KY
42240-5716
270-886-7149

Alan Butler (CO)
318 Bishops Forest Drive
Waltham, MA 12452-8809

Mark Quam (CO)
3411 Miller St.
Eau Claire, WI 54701

DEADLINE FOR SUBMISSION OF MATERIAL FOR THE SEPTEMBER ISSUE OF PENNYRAIL IS THURSDAY SEPTEMBER 12, 2002 YOUR HELP IS NEEDED IN KEEPING OUR NEWSLETTER CURRENT AND DIVERSIFIED.

BITS OF HISTORY

SECOND L & N ENGINEER DIES AT THROTTLE

Robert L. Grimes Sr. 53, Evansville, and former Madisonville and Earlington resident and L&N railroad engineer since 1922, died suddenly at 9 PM Thursday while operating an Atkinson Junction switch engine on the railroad's main line between Earlington and Mortons Gap.

At an inquest conducted by Coroner Carl Hoffman in the Reid Funeral Home, Earlington, this morning, a jury held that death resulted from a heart attack while Grimes was at the throttle of a locomotive.

E. A. Fraser (David's father), Earlington, fireman, testified at the inquest that the engine was pulling a string of freight cars from Earlington to Mortons Gap. Nearing the latter point he glanced to the engineer's side of the cab and saw Grimes slumped across his seat. The fireman stopped the locomotive and found Grimes lifeless. Roscoe Parker, brakeman, on the fireman's side of the cab gave similar testimony.

Grimes, who had lived in Evansville since 1935, is the second L&N engineer to die from a heart attack in recent weeks. Engineer Thomas F. Scott, Evansville, was fatally stricken March 23, while operating a locomotive at Atkinson Junction.

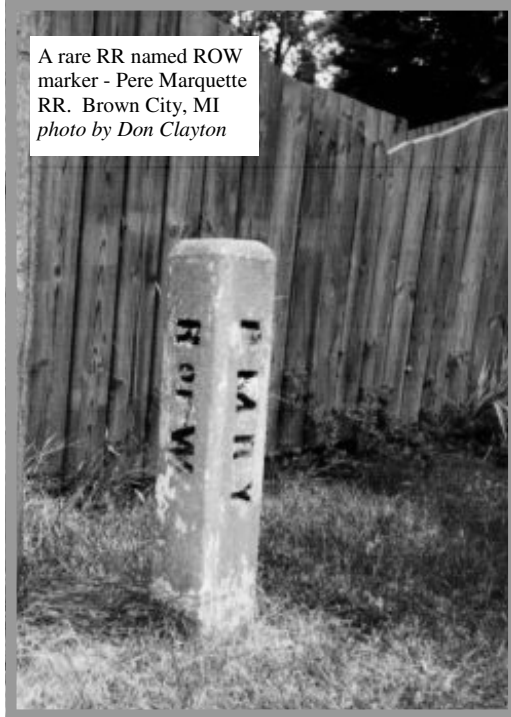
Surviving Grimes are the widow, Mrs. Beulah Driver Grimes, former Madisonville resident; daughter, Mrs. Frances Giles, Evansville; son Private Robert L. Grimes Jr. US Army, Camp Wolters, Texas; three grandchildren; Jay Giles, Larry Giles, and Linda Grimes all of Evansville; parents Mr. and Mrs. Virgil Lee Grimes and brother, Raymond Grimes, all of Jersey City N. J.

*Chapter member, David Fraser, provided this bit of L&N history. The article appeared in a late 1940s edition of the **Madisonville Messenger**. E. A. Fraser, the fireman on Grime's ill fated trip, is David Fraser's father.*

11 DAYS ON THE TRAIN

by don clayton

My trip started by driving to St. Louis and spending the night. Of the three daily Amtrak trains to Chicago, I chose **Texas Eagle** featuring private rooms, dining car and sight seeing lounge. Due to poor time keeping, we left St. Louis late. We lost more time en-route and finally arrived at Chicago at 9:20 PM. A quick cab ride took us to our overnight



A rare RR named ROW marker - Pere Marquette RR. Brown City, MI
photo by Don Clayton

accommodation, the Cass Hotel. It was up early the next morning for a delicious breakfast at the Marquette Inn on Adams Street near Union Station. I left Chicago on Amtrak's **International** headed for Flint, MI. This was a 4 car train headed by one GE locomotive. I met Al Butler from Waltham, MA and Ralph Alvarez from York, PA in Flint. We drove to Frankenmuth, MI for the evening

The next day, it was time for a rare mileage excursion sponsored by the Bluewater Chapter - NRHS. The trip was on Rail America's Huron & Eastern RR. This is ex CSX,

exx C&O, exxx Pere Marquette trackage from Saginaw to Port Huron. Our excursion operated from Gera to Brown City and back.

The next day had me back on Amtrak and VIA Rail for the trip to Toronto. Upon arrival in Toronto, I transferred to VIA's overnight train to Montreal featuring the new "Renaissance" equipment built on European designs. The coach featured two and one

seating and each sleeper contains 10 double bedrooms, each with a private annex. No more sections or roomettes!! The cars rode very smoothly and quietly. Via has 139 of these cars arriving this year. In order to keep my 11 day schedule of train riding, I chose to ride Montreal's

commuter route to Deux Montagnes. This route features new self propelled equipment powered by overhead wiring. Now it was time to check into the Queen Elizabeth Hotel. The American Orient Express has provided a sit-down dinner for us tonight: soup, a salmon appetizer, steak, potatoes, green beans, and carrots followed by a salad, then chocolate ice cream and chocolate cake for desert. A palate cleanser of sorbet was served somewhere between all the courses and multiple pieces of silverware - at least 10! After a wonderful night's sleep it was time to eat again! A Quebec special is baked beans on the

breakfast buffet. A bus tour of Montreal took me to many places I had never seen before. The it was time to board the AOE for a run to Ottawa. Upon arrival we remained stopped at the station.

The next day featured a tour of Ottawa with two very interesting museums: Canadian Museum of Civilization and The National Gallery of Canada. It was then back to the train heading west. During the night an electrical problem developed. The train was terminated in Toronto. The AOE personnel sprang into action and provided a hotel room and three meals at the famous Royal York Hotel.

Due to a delay of more than 24 hours, a decision was made to re-route the train on the regular VIA/CN route rather than the promised rare mileage route via Minnesota. Since the train would not cover the rare mileage, I decided to cut the trip short and head home. I changed my Amtrak reservations and canceled the VIA tickets. I rode the **International** to Chicago. Since the next train to St. Louis wasn't scheduled until the next morning, I found a quicker way to get there. I rode #59 **City of New Orleans** to Carbondale, then Amtrak's Thruway Motor Coach to St. Louis. This way I arrived in St. Louis before train #303 ever left Chicago.

Since my last AOE trip they have added a full length dome from Great Northern's Empire Builder. Also added are two sleeping cars featuring deluxe

ADS?

(Continued from page 1)

As your newsletter editor I want members input and approval before embarking on an advertising program for the Chapter newsletter. I will bring this up for discussion at the

JULY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville KY
 Monday, July 22 7:00 pm

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

TREASURER'S REPORT:

Opening Balance		1628.98	
<i>Income</i>			
Dues Chapter	20.00		
Dues National	0.00		
Donations	5.00		
Video	0.00		
Raffle	12.00		
Total	37.00	1665.98	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	37.00		
Print	33.80		
Supplies	7.36		
Misc	0.00		
Total	78.16		
Ending Balance		1587.82	
MEMBERSHIP:			
Full	4	5	
Chapter Only	19		
Total	6	4	

DIRECTORS REPORT: Wallace reports that National has proposed a by-laws change that will provide for a student membership classification with a \$10 dues figure. Donations to the Heritage and Preservation fund will be tax-deductible. A\$200,000 figure was given as the amount the fund has grown since it's inception, a grant of \$25,000 from the estate of George Weiss.

OLD BUSINESS: The engines at Charolais will stay put, at least for now. The trackage is landlocked. The owner is not now willing to part with any items on the equipment such as bells, lights and plates. The proposed display at the Government Center is dead for the time being. The display case will be offered to the Badgett Center.

NEW BUSINESS: The august meeting will be on the third Monday due to a conflict for the 4th Monday. Rex reminded the membership of the annual "Summer Feed" on August 17. Chuck Hinrichs made a motion that the Chapter purchase a VCR for the Badgett Center. Motion passed with expense not to exceed \$75. Bob McCracken will coordinate with Badgett Center regarding the VCR and the display case.

ATTENDANCE: Richard Knapp, Chris Dees, Steve Gentry, Tim Moore, Jim Pearson, Dennis Carnal, Rex Easterly, David Millen, Tom Wortham, Chuck Hinrichs, Wallace Henderson, Bob Moffet, Louie Hicks, Rich Hane, Rick Bivins, Bob McCracken, Keith Kittinger, Wally Watts and guests Matt Gentry, David Raymond and Steve Miller

REMEMBER

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

TIMETABLE #63

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

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

September 26-29 Kingsport, TN L&NHS Convention Check with Keith Kittinger for details.

August 15-18 Decatur IL ICHS Annual Meeting Holiday Inn Select. Tours of Caterpillar and ADM's Hydroponic Division. Railroadians 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

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

September 21, 2002 Decatur, AL Fall Hootenanny Railfan gathering for a full day of CSX/NS rail action at the depot. Lots of trains and a great chance to meet railfans from several states. See Chuck Hinrichs for more information.

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

The St. Louis Chapter NRHS is planning to run a pair of excursions using the St. Louis Steam Train Association's Frisco 1522 steam locomotive. The trips, set for Saturday and Sunday, September 28 & 29, will be from St. Louis to Newburg, Mo., and return over the Burlington Northern Santa Fe's ex-Frisco line. Final details are being worked out and we should have information on prices, etc., in the next few weeks. Note that these trips are pending Amtrak and railroad approval
Internet

The Crab Orchard & Egyptian Railroad of Marion and Herrin, IL still runs. They run as needed Monday through Friday with some occasional weekend running. They use an EMD SW1200 both at Marion and at Herrin as both towns have enginehouses (All COER motive power is kept indoors due to rash of vandalism in the area a few years ago). Marion also has an out of service SW-1 with a bad traction motor (Former Sahara Coal), which is kept in the old steam locomotive enginehouse with the wooden caboose.
Edward Bridges - internet

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that the Southeast Local Development Corporation (SLDC) and CSX Transportation, Inc. (CSX) have reached an agreement concerning a railroad line that CSX has been seeking to abandon. According to the agreement, SLDC will acquire CSX's 43.47-mile line of railroad between Etowah and Copperhill, in Polk and McMinn Counties, Tennessee, for recreational trail use and "rail banking." Under the "rail-to-trails" process established in Federal law, rail lines approved for abandonment may be converted into trails, subject to possible reactivation for future rail use (rail banking).

In this case, CSX had sought Board permission in 2001 to abandon the line known as the Etowah Old Line Subdivision. At CSX's request, however, the Board held the case in abeyance to give CSX additional time to address environmental issues and to explore the potential for a sale to preserve the line for continued rail service or for use of the right-of-way as a recreational trail. Following the Board's April 24, 2002, grant of authority for CSX to abandon the line, SLDC filed what is known as an "offer of financial assistance" (OFA), under which a private party may seek to purchase, for continued rail service, a line approved for abandonment.

The parties negotiated in good faith, but were unable to finalize an agreement about the terms and conditions for the purchase. To accommodate their efforts to find alternative uses for the line, the Board several times extended the deadline for filing requests to establish terms and conditions. Ultimately, on July 11, 2002, SLDC informed the Board that the parties have reached an agreement for SLDC to acquire the line outside the OFA process and to use it instead as a trail under the rails-to-trails process. Accordingly, the Board allowed SLDC to withdraw its OFA. SLDC stated that the agreement was facilitated by the Board's willingness to extend the deadline to permit the parties' negotiations to continue.
Internet

Motorcars And Other Rail Conveyances.

By:
Rick Bivins

I like trains, trains run on rails so I like any thing that runs on rails. That includes motorcars and their ilk. For many years I watched the ICRR run past my house in Richland KY. This is the JK line of the ICRR's KY Division from Fulton KY to Paducah and on to Louisville KY. There for I have seen a lot of IC and later P&L trains for the past 28 years. This includes motorcars.

I always wanted to ride on of those little putt-putt cars that I so often saw on the line. There was a handcar (motorcar) shed just east of the road crossing behind my house and another one about 3/4 of a mile west of the road. And no, I do not have one stashed away somewhere! Nor do I have a motorcar hid away in my collection. But I know two people that do. Tony Clark has one and Kerry Robertson from Mt Vernon IL has three.

A few months ago, Ron Stubblefield let me borrow a video about handcars and velocipedes. A velocipede is defined as: an early type of bicycle or tricycle. For us railroaders a velocipede is a one-man handcar. The video said most velocipedes were used by lamplighters as they went about servicing the old kerosene lanterns used by the railroads before electric lighting was common. I would really like to have one of these for my own use. But I have run across something that is even more interesting!

My mom has a 35-year-old reproduction of a 1908 Sears Roebuck catalog. In the catalog is an ad for the Harris 20th Century Railroad Attachment. A drawing shows a bicycle sitting on a rail with an extension on the right side complete with a flanged wheel

(Continued on page 8)

Motorcars

(Continued from page 7)

reaching over to the other rail. The ad reads as follows: "This transforms the ordinary bicycle into the most practical and durable device for obtaining high speed on railroad tracks, making a regular railroad velocipede out of an ordinary bicycle. It consists of three braces made of seamless steel tubing, telescoped into each other for convenience in adjusting or carrying. They are attached to a steel wheel with double flanges and rubber covered surface, which makes it absolutely noiseless in operation. It is light strong and simple, and can be attached to or detached from the bicycle in a very few moments. Either a low or high rate of speed can very easily be maintained, and it is impossible to slip, owing to the rubber tires. Our illustration plainly indicates the manner of attaching, and when not needed it can be very easily carried on the handle bars, as it takes but a very small amount of space. The parts are substantially made, and intended to have great durability. Nicely enameled in black. Weight, 4 pounds. This attachment has become very popular with railroad and telegraph employees, both male and female. Price \$5.45. Harris No. 2 Flyer Attachment. Same as above, with extra wheels to be placed in front and behind bicycle. Especially constructed for persons desiring to secure a high rate of speed, as it will hold the curves better, and sustain heavier loads than the no. 1. Weighs 11 pounds. Price \$7.70."

Now where does the line form? I want one of these; fear not I have already made a few drawings and calculations. I have added one to my long list of wants. Also on the list is the classic wooden velocipede as seen in Ron's video.

PHOTO SECTION



Pere Marquette 2-8-4 #1225 smokes it up on a photo runby on an excursion operated by the Tuscola & Saginaw Bay RR. The trip ran from Owasso (the T&SB headquarters) to Clare and return. 1225, a 1942 product of the Lima shops performed flawlessly and is a handsome engine.

Color print by Wallace Henderson



This modern lash-up is a Montreal commuter train. A trip on this electric powered train was a part of Don Clayton's 11 day Canadian rail adventure.

photo 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.