

PENNYRAIL

SEPTEMBER 2002

VOLUME 6 NUMBER 9

The official publication
of the Western Kentucky
Chapter, NRHS.

**NRHS
NATIONAL**

PUBLICATIONS

As you are painfully aware, the NRHS's Bulletin delivery is way behind schedule. There has been another change in editorial responsibility with newly appointed Editor Hank Morris stepping down for health reasons and Production Editor Jeff Smith stepping in as



Chapter

CHAPTER MEETING

MONDAY, SEPTEMBER 23

7:00 PM

**Badgett Center
Madisonville, KY
Arch Street at the Railroad**

SEPTEMBER PROGRAM

Wallace Henderson will give us a complete run-down on the 2002 NRHS Convention and his trip to and from the Grand Canyon. Wallace may also have a visual surprise for the membership. Chris Dees will provide the refreshments. Let's kick off the fall season with record attendance. It should be a great evening. Bring a friend!!!

AUGUST MEETING

Twenty-one people were on hand for the August Chapter meeting. After overcoming a few problems with the video equipment, Chuck Hinrichs provided the program for the meeting - a video (sans sound) of Chuck's travels as our National Director. Rich Hane provided the refreshments for the program.

CSX provided only one train during meeting time. It was northbound manifest, Q592, which operates from Waycross, Georgia to Chicago. Motive power was all CSX ; a CW44AC, a C40-8W and a C44-9W.

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Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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Vice President
Ricky Bivins

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Wally Watts

National Director
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"PENNYRAIL" is the
official publication of
the Western Kentucky
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Editor. 2002 Bulletin #1 arrived this past week. That leaves just 4 months to get the remaining five issues in the hands of the membership. It seems unlikely that any more than three or four Bulletins will be published this year. Perhaps it's time to bite the bullet and cancel two or three issues and start 2003 with a fresh slate.

The canceled issues will provide a windfall increase to the budget and likely push back

Chapter News

CHAPTER EVENTS

The Easterly's (Rex and Melanie) nearly annual Barbecue and Ice Cream Social was another gastronomic and railroading success. Rex's layout is better each time we visit and the trains were running, to everyone's delight. The food was superb and the ice cream out of this world. Many thanks to the Easterly's for a super Saturday.

About a dozen Chapter members, wives and guests were in Madisonville on Wednesday, September 4th for the first public showing of Bob McCracken's new garden railroad. The well designed and engineered outdoor layout features two laps of continuous running along with sidings and spurs. In addition to Bob's U25B and steam switcher, Louie Hicks' ACL "F" unit, and Stubby's Shay, Trolley, speeder and Pacific with NYC cars graced the rails. Jackie provided an excellent lunch for the railroaders and photographers. A good time was had by all. Bob has done a great job with the railroad. Thanks for the chance to see it in operation.

Your editor packed up the wife daughter and grandson for a trip to Nashville and a ride behind **THOMAS THE TANK** at the TC Rail Museum. TCRM volunteers

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MEMBERSHIP

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

MORE PHOTOS



September 4, 2002 saw the inaugural public run on Bob McCracken's beautiful "G" scale garden railway. Several Chapter members were on hand to see the action and participate in a delightful lunch. In addition to Bob's equipment guest equipment from Stubby and Louie Hicks was also run.

Digital photo by chuck



The caboose where Billy Byrd spent so many happy hours is being loaded for a trip across town to its new home at the Blue Goose Bed and Breakfast on Main Street in downtown Madisonville. While Billy might balk at the proposed new color (light blue) he would be pleased to know the caboose has a new home and will be well cared for..

Photo by Jim

Chapter News

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had everything well in hand and the large crowds (the trips were sold out for all five days) and everything went very smoothly. The actual trip was short (25 minutes) but the TCRM equipment was in top shape and THOMAS (with a big assist from a TCRM "E" unit) moved the eight cars with no difficulty. By luck of the draw we had 4 of the only 20 dome seats on the train. The THOMAS clothing and toys were pricey as was some of the eats, (\$4 for a snow cone is a bit much) but the quality was good.

I estimate that some 16,000 people rode the train during the two weekends and probably half of that number were children ten and under. That's a lot of kids exposed to the wonderful world of railroading. Maybe THOMAS will provide some of the next generation's railfans, lets hope so. From another viewpoint TCRM likely grossed somewhere around \$500,000 for the 5 days. Some of this will surely flow down to the Museum's historical and restoration programs. Thanks THOMAS!

Summerail was another pictorial extravaganza. Chapter members, Jim Pearson, Bill Grady and Chuck

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SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

THE GRAND CANYON CONVENTION

by

The 2002 NRHS convention was hosted by the Grand Canyon Chapter in conjunction with the Grand Canyon Railroad at Williams, Arizona. Williams is the junction where the former Santa Fe branch to the canyon leaves the main line. The convention hotel was the GCRR's Fray Marcos Hotel. In my opinion, this was one of the best conventions yet, especially if you are a Santa Fe fan.

In driving out, I first overnighted in Joplin, Missouri, and located the abandoned Art Deco shell of the former Union Station, which once hosted trains of the KCS, Santa Fe, MKT, and M&A. Even in neglect, an impressive building. Next stop was the fine Union Station building in Tulsa (now a office building) which once served the Santa Fe, Frisco, and MKT.

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A hundred mile detour to the west from Tulsa brought me to Enid, the home of the Railroad Museum of Oklahoma. There resides Frisco Mountain type #1519 along with several cabooses. The museum is housed in the large former Santa Fe freight station which exhibits an extensive collection of railroad memorabilia, including a huge collection of dining car china. Then it was south to El Reno to a museum housed in the former Rock Island passenger depot. While not strictly a railroad museum, they do have a nice collection of memorabilia.

After visiting the large former Santa Fe passenger station in Amarillo, with Santa Fe's first 2-10-4 #5000 sitting outside, I took US 60 across New Mexico to parallel the Santa Fe mainline. The trains were running with many sighted during the whole trip.

I arrived in Williams in early afternoon and soon found that the inbound special was running about a hour late, which enabled the Grand Canyon RR to spot Mikado #4960 at the underpass under the relocated Santa Fe main north of town for a over and under with the special, led by Santa Fe Northern #3751, as it arrived. This was the first convention where the inbound and outbound specials were actually a part of the convention. They were operated as Amtrak trains and had a pair of Genesis units behind the 3751.

The first convention trip was on Wednesday, with a bus ride down to the Verde Canyon Railroad tourist train through a beautiful red rock canyon on a former Santa Fe branch line. This train is now pulled by a couple of F units with Eagles painted on their flanks. That night was the night photo session with three steam locomotives, an A-B-B-A lashup of Alco design FPA4s, and the

(Continued on page 5)

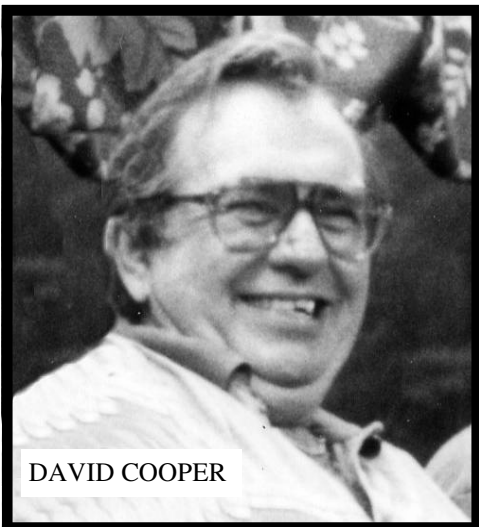
Chapter News

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Hinrichs were in attendance at both the Friday night and Saturday events. There was not a weak program during the whole weekend. Jim and Chuck got in some railfanning both coming and going. Highlight was CSX street running in LaGrange on the Short Line.

MEMORIAL

Charter member and former Chapter National Director, David Cooper passed away on Saturday September 1 following a long battle with cancer. David was also a member of the Nashville Chapter and was a frequent traveling companion of Don Clayton and Wally Watts.



DAVID COOPER

Photo by Ron Stubblefield

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

A BIT OF RECENT HISTORY

Caboose getting new home, name and color by Garth Gamblin, Staff Writer

Billy Byrd's gray caboose was moved to its new home Wednesday and will soon have a new name. The Blue Goose Caboose.

Its new home is the side yard of Sally Taylor Buie and her husband, Dan's, Blue Goose Bed and Breakfast on South Main Street. "I wanted it the first time it came up for sale after Billy's death," Sally said. "I stopped bidding on it when I understood I would have a time limit to move. I didn't know if we could meet a timetable."

Byrd, who had rather sit in his caboose and talk trains and steam engines than to eat ice cream and apple pie, died July 29, 2001.

"I am not a train fan," Sally said. "But I have always loved cabooses and I have always wanted one. This one means more since it was Billy Byrd's caboose. He was the 'king of steam.' The caboose is not only a part of our local history. It's part of our national history. Charles Kuralt interviewed Billy in the caboose." Kuralt was a reporter for CBS News, who gained fame with his "On The Road" features, including one about Byrd.

"I like trains," Dan said. "But it's model trains that I like. I collect them."

When the caboose came up for sale again, Sally and Dan didn't waste any time buying it. Getting it moved has been almost as slow as getting the Blue Goose Bed and Breakfast opened for business. They bought the house 3 1/2 years-ago and have been working on it ever since.

"We hope to have some rooms available this year," Sally said. "We are going after the business people who are in town for a few days."

Over Dan's objection, Sally named the house Blue Goose. "It's like a blue goose," Sally said. "It's big and blue, sits alone and does nothing. Dan has come around to liking it."

Before Sally and Dan could even think about moving the caboose, they had to prepare a place for it. Since their property is not exactly the flatlands, they had to build a level place, cover it with gravel, lay ties, spike the tracks on the ties and hire someone with equipment to haul the caboose to the Blue Goose location. "We talked to several hauling companies," Dan said. "Some of them wouldn't even quote us a price." Smith Excavating Co. agreed to move the caboose.

The ground work was completed last Wednesday and the

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Caboose

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caboose was scheduled for moving last Thursday, but the company's crane broke, delaying the move. The Buies hope to incorporate the caboose into their business as well as having the satisfaction of owning a caboose.

"Eventually we would like to have a small antique shop in it," Sally said. "That's down the line. When we get it set up, we intend to invite schools to bring classes to tour it. There are a lot of children who have never seen a caboose."

Byrd, a retired railroad engineer would like that. There was nothing he loved better than giving young people a taste of old-time railroad life he was a part of for so many years.

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Editors note: If , as rumored, the caboose gets a

PROSPERITY SPECIAL

by Chuck Hinrichs

There was a note on the internet a couple of weeks back describing a sighting of a solid train of empty RAILBOX box cars - some 100 cars. Another post described a past sighting of a solid train of empty CSX waffle side box cars. These sightings got me thinking about unique unit trains that I have spotted over the years.

There was a train of new Cargill grain hoppers spotted north-bound through

Hopkinsville several years ago; an L&N funeral train (geeps and switchers) headed north for the scrappers in the late 80s; another L&N funeral train (mostly Alco road switchers) seen just south of Chicago in the early 80s and a solid consist of new DOD vehicle flats at North Drive in Hopkinsville for delivery to Fort Campbell in the early 90s.

In the recesses of my aging gray matter I recalled a story of a transcontinental movement of steam locomotives some time following World War I. I little digging in my library turned up a January 1947 issue of "Railroad Magazine" and a story about the **PROSPERITY SPECIAL**.

As the story was told, Sam Vauclain, President of Baldwin Locomotive Works, was looking out of his office window on a lot full of completed but undelivered steam locomotive. The time was 1922 and the nation was in the throws of a post war recession, Southern Pacific had ordered 50 2-10-2 freight engines but with business in the dumps SP had no immediate use for the new locomotives. In a moment of inspiration, Vauclain asked an assistant "How many of these engines could be assembled in a train and deadheaded to the west coast?" It turned out that about twenty engines was all that the railroads were willing to handle. Baldwin made arrangements with SP and set in motion a well publicized cross-country movement that was given the name of "THE PROSPERITY SPECIAL."

The trip from Eddystone to Los Angeles was handled by the Pennsy to St. Louis and the Cotton Belt and the SP on to Los Angeles. Well publicized stops were made along the way. The train left on May 26 and arrived in LA on June 30. Frequent stops were made to let the public see the train and it's symbol of returning

CONVENTION

(Continued from page 3)

Genesis units.

Thursday was a trip up to the canyon for the sunset pulled by Grand Canyon's A-B-B-A set of Alco (Montreal) FPA4s. After a delicious dinner in the El Tovar Hotel at the canyon rim, and the sunset, we unfortunately demolished a cow on the return trip.

Friday was, as usual, left for seminars and the convention meetings. However, I had been invited to ride a photographers' special to the canyon with 3751 pulling six of the GCRR's heavyweight coaches. The number of photographers was limited to 35 and it was a hefty fee to participate, but it was the only chance to photograph 3751 without diesels and with a solid consist of the same cars. We departed Williams at 4 AM, returning at 8:30 PM after a couple of night shots. Every effort was made to keep this special a secret as we did not want free loaders taking advantage of our special train. Yes, it was a long day but worth every penny of it plus getting up that early in the morning. If any of you are interested in seeing it on tape, Good heart Productions will soon have a video available.

Saturday's trip was the 3751 pulling her inbound special to the canyon for the day, with the Genesis units coupled to the rear. Mikado 4960 followed us to the canyon and 2-8-0 #18, along with the Alco diesels arrived on the regular train. The railroad then arranged a three locomotive side by side there in front of the old Santa Fe depot. On the return, the 4960 ran ahead of us for the first photo run, then coupled onto 3751 for a doubleheader. At one siding, the regular train ran around us, then when we got to milepost 3 for the final photos, 2-

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JULY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville KY
 Monday, August 19 7:00 pm

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

TREASURER'S REPORT:

Opening Balance			1587.82
<i>Income</i>			
Dues Chapter	40.00		
Dues National	18.00		
Donations	5.00		
Misc. (Ross)	150.00		
Raffle	13.00		
Total	221.00	1808.82	
<i>Expenses</i>			
Dues Paid	40.00		
Postage	29.60		
Print	69.84		
Supplies	0.00		
Misc	22.50		
Total	159.94		
Ending Balance			1648.82
MEMBERSHIP:			
Full	4	5	
Chapter Only	19		
Total	6	4	

DIRECTORS REPORT: None

OLD BUSINESS: Discussion about re-imbursing Badgett center for their recent VCR purchase. Action approved but will be delayed as new VCR was not working for the program. No action yet on display cabinet for Badgett Center.

NEW BUSINESS: Member ads in the newsletter was discussed and generally approved. The editor will try ads on a trial basis. The Clayton open house is set for November 23. L&N Historical Convention is set for Kingsport, TN the weekend of September 25-28. Thomas the Tank will be in Nashville over Labor Day weekend and September 7-8 at TCRM.

ATTENDANCE: Ron Stubblefield, Tim Griffey, D A Fraser, Bob McCracken, Dennis Carnal, Rex Easterly, Richard Knapp, Rich Hane, Don Clayton, Chris Dees, Tom Steiner, Chuck Hinrichs, Steve Miller, Greg Utley, Rick Bivins, Bob Moffet, Louie Hicks, J D Farris, David Millen, Wally Watts and Keith Kittinger. There were no guests.

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 YOUR ORDER - 270-825-0693

CHUCK HINRICHS HAS A FEW PACKAGES OF THE CROFTON DEPOT NOTE CARDS STILL ON HAND. PRICE \$2 PER PACKAGE. 270-886-2849

TIMETABLE #64

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.

November 23 Annual Clayton Open House Fun, food and fellowship plus a basement full of "O" gauge sound and smoke under the experienced hand of Wally Watts. 750 Wilson Dr. Madisonville 7 pm til ???

October 11-13 Chapter Trip To Rochelle, Illinois. Jim Pearson is putting together this event to one of the country's premier railfan locations. Heavy UP and BNSF action at the crossing of two transcontinental main lines. Details will be discussed at the September Chapter meeting. Mark your calendar. .

MODEL RAIL EVENTS

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

RAILFAN EVENTS and EXCURSIONS

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

October 21-29 Private Car excursion Chicago-San Antonio-New Orleans-Chicago. \$1945.00 per person for Chicago boarding. Details at Powhatan Rail Service 248-435-2858

November 9 Salute to Veterans Excursion Train Nashville-Watertown-Nashville. \$29-56 TCRM web <http://tdry.org> phone 615-244-9001.

October 19 and 26 Cookeville Fall Foliage Excursion Nashville-Cookeville-Nashville. \$48-100 TCRM web <http://tdry.org> phone 615-244-9001.

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

As many of you probably know the Paducah & Louisville RR (ex-IC Kentucky Division) runs on top of Kentucky Dam, which is about 20 miles east of Paducah. Formerly IC had its own bridge across the Tennessee River, about a quarter mile downstream from the dam, but moved to the dam when it was completed in 1945 (As a side note, the highway across the dam was not added until 1947. Many folks think it was built when the dam was built, but not so). Over the past decade TVA and the Corps of Engineers has been working on plans to enlarge the lock at KY Dam, but to do this the highway and railroad tracks have to be routed off the dam and onto new bridges built about 200 yards downstream from the dam.

Actual construction work on these two new bridges began earlier this year and a lot has been accomplished. Several large cranes are in place and assembling the piers for the bridges. Also, a new right of way has been graded for both the railroad and highway. The new railroad ROW begins where the railroad tracks cross over KY 282 and cuts through what used to be a parking lot/boat ramp. It appears to closely follow the old grade. In fact, while constructing a pier for the new railroad bridge, crews ran across remnants of one of the old railroad piers.

It will probably take 2 more years to finish the new bridges, and then the track and highway across the dam will be removed and work can begin on building a newer, larger lock.

Internet from Cliff Downey

New Passenger Rail Car Promises Cost-Effective Transit

Colorado Railcar Manufacturing, LLC announced last week that it is now producing a passenger rail car that includes a diesel engine and operates on existing freight train tracks. Called a DMU (diesel multiple unit) in railroad parlance, the new vehicle opens opportunities to create cost-effective rail commuter systems using existing rail lines. Because the unit is self-propelled, it offers low-traffic rail lines the possibility of running only one passenger car, but it can also tow multiple cars. Colorado Railcar says the new rail car is the first and only DMU that meets all federal requirements and is the first such vehicle sold in 40 years.

A single self-propelled rail car will seat 92 passengers and cost an estimated \$2.9 million. See the Colorado Railcar Web site at: <http://www.coloradorailcar.com/newdmu/brochures.html>

Transit authorities are already getting the word: a recent report from the Regional Transit Commission of Southern Nevada concluded that light rail service using DMUs on one of the transit routes would be require much lower capital investments than a bus rapid transit system that had been proposed.

Internet from Lee Yoder

Jim Pearson and Chuck Hinrichs are working on a railfan photo location project. Sites, including directions and site photos will eventually be included in the Chapter web site. Details will be discussed at the September Chapter meeting.

CONVENTION

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8-0 #18 came back and coupled on for a tripleheader as the sun set.

On Sunday morning, the special departed back to L.A. But this time, the route was down the "Peavine" towards Phoenix to a junction with the Arizona & California (ex-Santa Fe) which we traversed northwestwardly to a connection with the mainline at Cadiz in the middle of the Mojave Desert. We overnighted at Parker on the Colorado River, but a few miles out, we had a double photo run in the desert in 110 degree heat!

Monday, as we headed to Las Angeles, there were no stops except at Barstow, where we went into the station and visited the railroad museum in the former Fred Harvey hotel while the engine took on water (from a antique pumper no less). The 3751 made a spirited run into L.A. in the darkness, arriving at Union Station only a half hour late. She put on a flawless performance. She was Santa Fe's first 4-8-4, built by Baldwin in 1927.

The next evening, I returned to Williams overnight on the Southwest Chief, arriving at 5 AM. Then it was a short drive east to Winslow to overnight in the restored Fred Harvey hotel "La Posada" and to Holbrook and Snowflake to check out the Apache Railroad's Alcos. Disappointedly, they were not running that day but I was able to photograph five units sitting outside the shops.

Staying at La Posada is a wonderful experience; a throwback in time to the more unhurried days of the '30s and '40s. And right out the front door is the east end of the Winslow yard with trains constantly coming and going. The intriguing

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CONVENTION

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design of this hotel, gourmet food, plus mainline action - what more could anyone want?

Returning, I followed the old Santa Fe passenger mainline through Albuquerque and over Raton Pass. There are still quite a few semaphore signals ("blades") left on this route and I was even lucky enough to get a train splitting a pair descending Glorieta Pass north of Santa Fe. (I checked out the Santa Fe Southern there but did not have time to ride.) But all the blades that were there seven years ago are now gone between Trinidad and La Junta.

So it was a great trip - one of the very best. Next will be

BUY - SELL - SWAP

Wanted Railroadiana...L&N, IC, Santa Fe, etc. Lanterns, switch lamps, signs, etc. No china or model trains. Send list of items your selling to: Dennis J. Carnal, P. O. Box 212, Earlington, KY 42410-0212. Telephone number; 270-825-0693. After 7:00 pm please.

For Sale Numerous railroadiana items. Call Don Clayton at 821-0731 or inquire in person during the Thursday night sessions at my house.

Wanted IC lantern, any style but must have id on both lantern and globe. Chuck Hinrichs 270-886-2849 chuckrail@charter.net

Wanted Photograph of the IC depot in Central City. Will buy or borrow to scan. Tom Wortham 270-821-7874 tworthma@madisonville.com

BUY-SELL-SWAP is a new service of your Chapter newsletter "PENNYRAIL" and is for the the non-commercial use of chapter members. Please submit your ads by e-mail or letter (typewritten, please) by the normal newsletter deadline

PHOTO SECTION



#3751 and #4960 runby on 8/24/02

Santa Fe 4-8-4 #3751 and GCR 2-8-2 #4960 are double headed at the point of NRHS Convention Special on the ex ATSF line to the Grand Canyon on August 24, 2002.

Photo by David Hayes



Stars of the 2003 NRHS Convention were steam engines. Here the three engines lined up at the Grand Canyon Station on August 24. From left, #3751, #4960 and #18.

Photo by David Hayes

"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.