

PENNYRAIL

NOVEMBER 2005

VOLUME 9 NUMBER 11



Chapter News

CHAPTER MEETING

MONDAY, NOVEMBER 28

7:00 PM

The Center (L&N depot)

Arch St at the Railroad

Madisonville, KY

PROGRAM

Rick Bivins will present one of his famous (or infamous) 'shake the box' slide shows featuring vintage diesels and maybe even some steam. Refreshments will be provided by **Donny and Betty Knight**. Be sure to bring an item for 'Show and Tell' and maybe an item for the raffle. CSX has promised a few trains so it should be an action filled evening. Come and bring a friend or maybe a member who hasn't been to a meeting in awhile.

OCTOBER MEETING

Twenty members and one quest were on hand for the October Chapter meeting. A short business session featuring nominations for Chapter offices was followed by a sumptuous feed provided by **Dave Millen** with a little help from **Thomas Bryan**. CSX provided only a single train during the meeting. **Tim Moore** provided the program - a video depicting rail operations at the Kennedy Space Center at Cape

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TODAY'S FACTS ARE

OFFICER

A fine list of candidates has been nominated for Chapter office for the year 2006. **Rich Hane** is our Presidential nominee and has experience as Vice President. **Rick Bivins** is our Vice President nominee and Rick has a varied background of Chapter service. **Wally Watts** is our candidate for Secretary/Treasurer, a post he has help for many years. **Wallace Henderson** is standing for a third term as our National Director and **Tim Moore**, our Chapter Historian is a Director at Large nominee.

The story of the 2005 elections is, however, not the candidates but the one who is not running for re-election. After some research, including an inquiry to the NRHS office, it can be confirmed that our outgoing President, **Bob McCracken**, has served the Chapter in the top office since 1988. That is eighteen years of service to our Chapter and a period of time that covers Chapter activities since only a few years since the Chapter's formation.

From all of us, Bob, our heartfelt thanks for eighteen years of unselfish service to the NRHS and to the Western Kentucky Chapter.

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Rich Hane

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

Director
Ron Stubblefield

"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

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Chapter News

(Continued from page 1)
Canaveral, Florida.

CHAPTER NEWS

Some 50 railfans and friends gathered at the Clayton Roundhouse for the annual Holiday Open House. As usual, **Don Clayton** presided over a delicious variety of eats and drinks while **Wally Watts** kept the visitors entertained with lots of "O" gauge action in the basement. There were guests from as far away as Minnesota, Indiana and Eastern Kentucky as well as a good contingent from Owensboro. A great time was had by all.

The Western Kentucky Chapter was well represented at the November 12 meeting of the Owensboro Chapter. **Don Clayton** and **Wally Watts** were in attendance and **Chuck and Shirley Hinrichs** were also on hand and, in fact, Chuck presented the program - a digital show of Summerail programs.

Wallace Henderson, our National Director, took a two week driving trip to the NRHS Board of Directors meeting in San Jose, California. Wallace followed the Santa Fe (now BNSF) both coming and going and he hit the California hot spots - Cajon and Tehachapi. There should be some great stories as well as stunning photos to savor in the coming months.

Bob Moffet did a little driving and then some AMTRAKing in a quick swing to Kansas and then to Las Vegas. Bob reports a modest negative cash flow in Vegas but a plus in the train travel account.

The Hopkinsville model railroad group now has a permanent home at the old Thomas Industry complex. The Bowling Green group's modular layout is set up in Hopkinsville. Chapter members **Louie Hicks** and **Bob Moffet** are

The Canadian

by
Bob McCracken

Our Princess Cruise ended at Vancouver, a beautiful place at which to end one journey and start another. At the advice of several people we spent a day to see the city, and it was worth it. I am not a big city guy, but Vancouver was one of the most beautiful cities I have seen. It is one of the most livable cities in Canada, as the ocean currents keep the winters very well moderated. The average temperature in the winter is 50 F, a far cry from the rest of the country. It is also a residential city, with many people living in high rise condominiums and apartments right down town. Unlike many cities where the streets become deserted and dangerous after dark, Vancouver hustles and bustles most of the night. All-in-all, we were most impressed.

The second day we were due to depart on VIA's "Canadian", train 2 as it was known on the CN mainline, to our destination of Toronto, with a departure time of 5:30 PM. Since we were not familiar with the location of the station or the boarding procedures we opted to leave early for the station. It turned out to be only about 5 or 10 minutes by taxi from the Four Seasons, so we were there before 2:30 PM. VIA uses the old Pacific Central Terminal where it has some car shops and other facilities. It ties into the CN system about one mile from the terminal. The building has been maintained in excellent condition. It serves the local light rail system as well as Amtrak, so it is a busy place, a nice sight in these days of empty train stations.

We had to wait in a line for our boarding passes even at that early hour. That line was shorter than the next line which was to check the baggage we didn't need to access on the train as well as the bags to be delivered to our bedroom. When we had finished these tasks it was probably about 3:30, with several hours to wait. I looked around the terminal interior for a while, photographed the exterior, but could not get good access to the track areas. We then noticed some people were entering an area called the "Silver and Blue Lounge", which did not look to be nearly as hectic as the main waiting room. I inquired to find out what was needed to go in that area, only to find out our tickets were "Silver and Blue" and that's where we belonged. Silver and Blue class refers to the first class passengers in the last 5 or 6 cars with bedrooms, roomettes, or open section sleepers. When we entered the lounge we found it empty, but a small sign directed us to the platform along the back of the station. It was filled with small round tables, chairs, refreshments, and even an entertainer to help us wait for the train to board.

The train was backed into the terminal on 2 tracks, since it was 23 cars long. They had made the split between the "Comfort Class" (read coach), and the Silver and Blue (first class). They boarded us last, about 5:15. Just before we boarded, however, I noticed several car men with a ladder making their way to one of the dome cars, not a good sign. We found our way to car 22, bedroom D, where our necessary luggage was waiting for us. I went right to the observation car to get a dome seat for our departure from the Vancouver area. The observation car was a combination rear observation, dome observation, lounge, and bedroom car. When I got to the dome the car men were working on the dome car on the adjacent track to ours, replacing one of the glass panes. As it turned out, it took them until 6:15 to finish. Oh

(Continued on page 3)

CANADIAN

(Continued from page 2)

well, we could make up an hour easily, right? Finally the front section moved forward and I could see it as it backed up and coupled on to our section. And then we sat some more. There was a brake problem my guess a hose, which took another hour to fix. Oh well, the car was comfortable, and we had 3 days to make up the time. Ha!

As we eased out of the terminal twilight had arrived. We moved through a yard used for interchange (I'm not sure who with) and moved to the CN trackage where we stopped once more. The junction was at the entrance to the CN yards, and a long freight was blocking the tracks. We sat for another 30 minutes waiting for the switch to clear. Finally we were on our way. Now we were not just sitting there in total boredom. The car attendant had come to our dome chairs with glasses of Champaign and hors d'oeuvres, compliments of VIA. This nice touch was repeated at every major stop.

Soon we were called to dinner. The service and food on VIA was as good as on the cruise ship. The first night I had a filet while Jackie had mushroom raviolis, all washed down with a nice red wine. I won't bore you with all of the menus, but we had at least 3 choices for a main entry at all of the meals, and the service was excellent. The white table cloths and the fresh flowers brought back memories of mainline passenger service many decades ago.

VIA has rescheduled its east

bound "Canadian" so the Rockies are crossed during daylight hours. Unfortunately, this results in another major landmark, Frazier Canyon, being crossed at night. This is also true for the west bound Canadian. The only way to see Frazier Canyon from the Canadian is if it is running very late. While we could not see the canyon, the moon was totally cloud-covered, we could feel the turns and hear the flanges squeal on the very tight turns. It felt like we were back on the White Pass and Yukon. I spent most of the night lying in the top bunk (chivalry is not dead) and listening to my scanner and the flange talk.

The next morning I was in the dome car early, and found we had entered the foot hills to the Rockies. The scenery was wonderful and just got more spectacular as the day wore on. A little after noon we arrived at Jasper, Alberta, a resort town in the Rockies. We got off to stretch our legs and discovered it was a balmy 50 F. It was the only chance I had to see the motive power. I walked the considerable distance (23 80 foot cars worth) to inspect and photograph the locomotives. Three GPA-30c units were on the head end. Once underway we had the obligatory

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Champaign and hors d'oeuvres and then entered the Canadian Rockies in earnest. The scenery was spectacular and the weather was perfect for viewing. What amazed me most was the abrupt way in which the mountains ended on the east side. There were no foot hills, but the terrain went directly to plains.

The Canadian was the longest train I had ever traveled on and it was the longest train trip I had ever made (2700 miles more or less). Yet, it was like being on a small local in many ways. When someone near the front of the train saw a bear and her cubs at trackside the train slowed down to a crawl so everyone could see the sight. It slowed at other times for scenic areas. A number of times it stopped in the middle of nowhere to let passengers off or pick up some one. I was trying to make a phone call to confirm our hotel reservation in Toronto and my cell phone was cutting in and out. The car attendant handed me his personal cell phone so I could complete the call. Overall, it was one of the best experiences on our vacation.

The good news is, we made up the time we lost departing Vancouver. The bad news is, we lost it all again plus a little more sitting in sidings waiting for CN freights. Freight is still king on the CN, and even though VIA pays a

A CHRISTMAS CAROL "KENTUCKY STYLE"

December 9, 2005
7:00 PM
Adults \$47
Children \$25

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PHOTO SECTION

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During a stop in Jasper, Alberta, a resort town in the Canadian Rockies, I shot the locomotive consist of VIA's *Canadian*. Three GPA-30c units were on the head end of the 23 car train. This great train was our home for the better part of three delightful and scenic days. *digital image by Bob*



VIA uses the old Pacific Central Terminal in Vancouver, BC. The building has been maintained in excellent condition. It serves the local light rail system as well as Amtrak, so it is a busy place, a nice sight in these days of empty train

“PENNYRAIL” is your publication. If you have photographs or other material of current or 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

PHOTO SECTION



A Union Pacific SD70 leads a southbound CSX unit grain train at the Cavanaugh Lane overpass just north of Kelly siding at about MP 249 on the Henderson Sub. This is a great location to catch southbounders in the afternoon and particularly with fall colors. October 26, 2005 *digital image*



Another bit of local railroad history bites the dust. Beldon Station, an unmanned and open-sided facility was located on L&N's Memphis line about 4 miles west of Guthrie. The structure was standing, but in poor shape, in May of 2003 and as of October 2005 it had collapsed. Efforts to contact Montgomery County historians about preservation were fruitless. *digital images*

For more railroad photographs check out the Photo Gallery

PENNYRAIL

LUNCH with SANTA

Saturday
December 3, 10, 17
11:00 AM 2:00 PM
Adults \$20
Children (2-12) \$14

EVENING with SANTA

December 3, 10, 16
6:00 PM
Adults \$17
Children (2-12) \$12

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BUY - SELL - SWAP

Wanted: issues 1-8 of Locomotive and Railway Preservation magazine. Contact Phil Randall at 270-676-8703. or parroc@madisonville.com

For Sale: Numerous pieces of misc. model railroad equipment, accessories, parts, tools, Large Scale, O, S, Sn3, OO, HO, TT scales. Contact Phil Randall at 270-676-8703 or parroc@madisonville.com

Wanted Junk or scrap HO locomotives or locomotive shells, GP7s, GP9s and GP18s. I'm building a series of Paducah Geeps - GP8s and GP10s.
Eric Travis 270-821-0865
e-mail eltravis@spis.net

For Sale *L&N* and *Family Lines* employee magazines, \$2 each plus postage. Call or send for list.
Dennis Carnal
704 Choctaw Drive Madisonville, KY 42431 270-825-0693

Sell or Swap 63 issues of *DIESEL ERA* (1994 to 2003), a very well edited and illustrated locomotive magazine. The multiple views and varying paint schemes of locomotives can be most helpful to modelers. \$1 an issue or \$50 for the lot.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@charter.net

OCTOBER MINUTES SUMMARY

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

President McCracken called the meeting to order and the minutes of the September meeting as reported in **PENNYRAIL** were approved. The current treasurers report was also approved..

TREASURER'S REPORT:

October 24, 2005

Beginning Balance \$1,936.74
 Income

- Nat. Dues \$0.00
- Chap. Dues \$0.00
- Donations \$0.00
- REA \$0.00
- Raffle \$0.00
- Video \$0.00
- Other \$0.00
- TOTAL \$0.00**

Adjusted Balance \$1,936.74

Expenses

- Nat. Dues \$0.00
- Postage \$29.60
- Printing \$52.95
- Video \$0.00
- Supplies \$0.00
- REA \$0.00
- Other \$0.00
- TOTAL \$82.55**

Ending Balance \$1,854.19

MEMBERSHIP:	Full	5	9
	Chapter Only	2	0
	Total	7	9

DIRECTORS REPORT: No report

OLD BUSINESS: The Country Club is out as a Christmas Party option. Wally will check out Ponderosa and Tuckers. President McCracken said that he would try to schedule a Center ramp work session for sometime in November.

NEW BUSINESS: Nominations were held for Chapter officers for 2006. President McCracken said that he would not stand for re-election. Nominees are:

- President Rich Hane
- Vice President Rick Bivins
- Sect./Treas. Wally Watts
- National Director Wallace Henderson
- Director at Large Tim Moore

Additional nominations may be made prior to elections at the November meeting.

ANNOUNCEMENTS: Rick Bivins will attempt to have a locomotive operating session at St Charles on November 26. Contact Rick for time and details.

ATTENDANCE: 20 Members and 1 guest

REMEMBER

RAILROAD PROPERTY IS PRIVATE PROPERTY. Take your pictures and watch your trains but don't trespass!

The New Guy's Perspective

By Bill Thomas, WKNRHS member since November, 2003

Even though it has been two and one half years since Angela and I moved our family here from Hodgenville, Kentucky, I still feel like one of the new kids on the block. I still look forward to our monthly formal and weekly informal meetings at which I usually get the opportunity to meet a new face and begin a new friendship.

Following a recent rail-fanning trip with Dennis Carnal and my six-year-old son Liam, I was inspired to take a few moments and express to the society membership my appreciation for your acceptance of me and my shadow, Liam.

Let me share with you some historical perspective on my love of trains. I was born to a poor family in a small log cabin.... just kidding. Chattanooga, Tennessee is my native city, which as you know captured its railroad flavor from a rich civil war experience. Not too long after my birth in April of 1963, that state went into a legal war with its neighbor, Georgia, over our beloved W&A General. After the decline of the silk hosiery industry in which my father was employed, our family moved to the victorious side of the state line. We settled in Ellijay, situated in the north Georgia Smoky Mountains foothills near dad's Cherry Log farm home. And guess what? It lie directly on L&N's (formerly the Knoxville and Atlanta's narrow gauge) Hook and Eye line, downgraded to branch status since about 1906 when the L&N built the more straight and level valley route from Cartersville GA, to Etowah, TN.

Not only did this move place me on a picturesque, jointed-rail, shallow ballast, F unit laden branch line, it put me just 22 miles from Chatsworth, GA, on the above-mentioned "new line" to Etowah, and then just a little farther on to L&N's Atlanta to Chattanooga line in Dalton, GA, which provided a crossing point with the Southern to boot!

Now throw in one or two weeks at my grandparents' home in Red Bank (suburb of Chattanooga on the north side of the Tennessee River) during the summers and incidental trips there throughout the year, and you have the makings of a young train buff. My grandfather, Papaw, surely influenced me greatly with his own love of the iron horse and fond memories of watching Southern Railway double head steam up the hill at Soddy-Daisy, TN, south of his birthplace of Dayton, on US Route 27. I was later granted other stories of Papaw dragging his family (Mamaw, my mother and two siblings) out for a Sunday drive only to wind up at Soddy with the whole gang just to see a display of steel-on-steel beating gravity to death.

My precious time at Mamaw and Papaw's Red Bank craftsman's home was spent learning how to mow a lawn in straight lines, trimming hedges with Papaw, lying in the carport porch swing, climbing the elm tree in the front yard, and waiting anxiously for that Southern switcher's chime air horn to rise up the valley on its branch line from near the Chickamauga Dam to the Signal Mountain Cement plant. This line housed its own black, aluminum striped, gold trimmed switchers in a red engine barn just off of I-

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VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

PENNYRAIL

Perspective

Haley Tower 11/12/2005. CSX cooperated and sent a fair number of trains through on both lines.

Gem of the day was a northbound Indiana Southern (yes, Indiana Southern) coal train to Cinergy/PSI Hawthorne Power Plant on the north side of Terre Haute. This train originates on ISRR, swings onto the CPRS at Beehunter, and travels CPRS to Terre Haute. This will be an interesting operation with the takeover of CPRS Latta Sub by INRD.

Motive Power:

TPW/Rail America GP 40-2W

ISRR GP40/Slug/GP40

TPW/Rail America GP 40-2W

Consist:

Approximately 60 Yankeetown Dock hoppers. They're still rolling!!!
Chris Dees internet

Canadian Pacific Railway announced today (11/8/2005) it has executed an agreement to sell its 92.3-mile track from Fayette, which is near Terre Haute, to Bedford, Ind., to Indiana Rail Road Co.

The sale of the Latta Subdivision is expected to close in the first half of 2006, pending approval of the U.S. Surface Transportation Board. The sale includes trackage rights over CSX from Chicago to Terre Haute and from Bedford to Louisville, Ky. Terms were not disclosed, but the sale will generate a modest gain for CPR and is part of the company's continuing efforts to streamline operations and drive efficiency.

Indiana Rail Road is an Indianapolis-based regional freight carrier operating a 155-mile railroad between Indianapolis and Newton, Ill., over former Illinois Central track. In 1985, their last full year of operation, the Illinois Central moved about 12,000 carloads. Since the acquisition, INRD has grown the business to more than 105,000 annual carloads. In the past 10 years, INRD has invested more than \$50 million in upgrading track, bridges and its locomotive fleet.

INRD connects with all major Class I rail carriers in its territory: CSX Transportation, Canadian National, CPR and Norfolk Southern. INRD also connects with Indiana Southern Railroad, Central Railroad Co. of Indiana and Louisville & Indiana Railroad Co. With the sale, INRD will acquire a connection with Paducah & Louisville Railway Inc.

Chris Dees internet

The future of CSX's heavy railcar repair facility in Raceland, Ky. and its 200 employees became uncertain Thursday after employees learned the company will consider, among other alternatives, a sale of the facility.

CSX told employees Thursday morning the company may sell the facility to a company who will maintain the heavy car repair operation, said Kim Skorniak, CSX spokeswoman. Skorniak said a sale of the repair shop to another company is only one of multiple outcomes. Skorniak wouldn't discuss what other options CSX will consider for the plant.

The heavy railcar repair facility builds and performs general maintenance on railcars. The heavy railcar repair market has declined for CSX, Skorniak said. "That is the way the market is going for us," Skorniak said. "There is a trend toward railcar privatization. More companies buy their own cars and do their own maintenance. We are doing better utilization of our cars."

(Continued from page 6)

124, north of the river. I was occasionally treated to a road switcher or "Geep" on special occasions. I only wish I'd taken more pictures. The line served not only the "Big John" covered hopper-rich cement facility, but various other industries along the north side of the Tennessee. According to Papaw, the route had originally been an inter-urban traction line with overhead power. All of this combined with the stories from my Papaw about his train-hopping days as a young man between Dayton and Soddy, his grandfather's days as an Engineer, and all the sights and smells of rail equipment at hand, made for great dreams conjured up in a young boy's mind.

Well, I guess that's why I like trains. Needless to say, when I graduated from high school in 1981, all I wanted to do was work for the railroad. The Bible says something about it being easier for a camel to go through the eye of a needle than to get a job with any railroad in 1981. In the midst of crew reductions, retirement buy-outs, and a dismal looking Chattanooga DeButts Yard, I did all I could to get my foot in the door. My older sister was a receptionist for a medical doctor in Chattanooga who performed Southern's physicals. He got me an application, physical, and interview. I still had no luck. My hopes were dashed and so I turned to what God had been trying to slap me with all along, music.

So, here I am, Minister of Music at First Baptist Church, Madisonville. I have a great life! A beautiful wife, two children with another on the way, a wonderful home, super neighbors, and some of the best "train buddies" I could ever hope for. Plus, about 30-40 trains a day on CSX's Henderson Sub! Thanks to all of you who have made my moving to Madisonville and the Pennyrile region a blessing. Not only has my church

**ALL
ABOARD
WITH
SANTA**

**Saturday
December 3, 10, 17
11:00 AM 2:00 PM
Sunday
December 4, 11, 18
2:00 PM**

**Adults \$16
Children (2-12) \$11**

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TIMETABLE #97

FOR THE GOVERNMENT OF RAILFANS ONLY

November 26-27 Collinsville, IL Great American Train Show
Gateway Center 11am to 5 pm \$7 kids under 12 free

November 28 Madisonville, KY The Center
Chapter meeting 7 PM Rick Bivins, Program
Donny and Betty Knight, Refreshments

December 3, 4 Evansville, IN Jim Bengert Open House. 1 pm
to 4 pm 1825 Taylor Ave.

December 12 Madisonville, KY Tuckers Cafe
Chapter Christmas Party. Happy Hour 6 pm
Dinner 7 pm.

April 21-23, 2006 Indianapolis, IN NRHS Spring Board of
Directors meeting details later

July 17-23, 2006 New Philadelphia, OH NRHS National
Convention. details later

November 10-12, 2006 Huntsville, IN NRHS Fall Board of
Directors meeting. details later

PENNYRAIL

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Hopkinsville, KY 42240-1244