

PENNYRAIL

January 2007

VOLUME 11 NUMBER 1



Chapter Chatter

**JANUARY MEETING
MONDAY, JANUARY 22
7:00 PM**

**The Center (old L&N Depot) Arch
St at the Railroad
Madisonville, KY**

PROGRAM

January's program will be presented by our president, Rich Hane. He will show a DVD put out by Herron Rail Video on the many years of rail photography by Dr. Howard Blackburn of Indianapolis. It is called "Reflections of American Railroading" and covers steam, diesel, and traction from the 1930's to the 1950's. Dr. Blackburn is quite famous in the annals of rail photography. Some of you may remember the time that he spent with us in the mid 1990's when he was working in Marion, Ky.

Bring something for Show and Tell and maybe even an item for the raffle. Please encourage one another to attend our monthly meetings, every "squealing flange" counts!

November Meeting

Eighteen members gathered at *The Center* for the November 27, Chapter meeting. It was rumored that CSX's business train would be passing through Madisonville

(Continued on page 2)

TODAY'S FACTS
ARE
TOMORROW'S
HISTORY

EDITOR'S ASH PIT *Nervous Beginnings*

By Bill Thomas

The November *Pennyrail* was graced by Chuck Hinrichs' farewell address as publisher of this periodical. My thanks go to Chuck for setting the standard in editorial practice.

As Chuck stated, the heart of any work as this is its contributors. I have asked our president, Rich Hane to prepare a monthly article with "big picture" organizational news and information. I am encouraging our other officers to make regular appearances when space permits. Please feel free to send me your ideas by email to the address to the left, or by USPS.

My editorial experience has been limited to smaller church newsletter publications, so please be patient with me as we enter a new chapter in the *Pennyrail's* history. My goal is to maintain the level of professionalism and literary quality so aptly executed by my

(Continued on page 3)

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Rich Hane

Vice President
Rick Bivins

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

Director
Tim Moore

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

Editor
Bill Thomas

1025 Lakewood Drive
Madisonville, KY 42431
(270) 825-462 3 Home
(270) 339-9482 Cell
e-mail:
bill@fbcmadisonville.com

November Meeting Continued

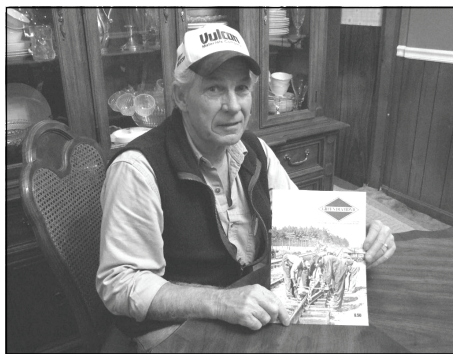
(Continued from page 1)

the next day on a stock holders special. During the meeting we naturally made our way to the platform as a north-bound train approached only to be surprised by the before-mentioned business train. What a treat! Bill Thomas presented a last-minute media program of photographs taken in the late 60's from several different locations including Chicago, Denver, Lexington, Kentucky, and central Kentucky. Jack Gordon of Hopkinsville, Kentucky, is credited with all the shots.

CHAPTER NEWS

Bill Grady and **Louie Hicks** are still in need of your prayers. Although I have not received a recent report on or from Bill Grady, I was told Louie is about the same.

Ricky Bivins's Grandmother passed away Wednesday, January 10. Please express your condolences to Ricky next time you see him.



Chapter member Tom Woodward displays the latest edition of *The Green Diamond*, the Illinois Central Historical Society's periodical, in which he and Chuck Hinrichs had photographs featured. The article was composed by Lt. Colonel Patrick McDurmon, who is currently serving our country over-

From the President

By Rich Hane

Well, this is the first issue of the Pennyrail for 2007 and the first issue put together by our new Editor, Bill Thomas. Bill has graciously agreed to take on this task and I hope that his vast computer knowledge will help him. Incidentally, if you, the Chapter members will help by writing articles and funneling any news or useful railroad related information, photos, or anecdotes to him, you will be helping to make Bill's job easier. It is difficult to gather enough material to fill each issue of this great publication along with putting it all together and publishing it. So, do your part and spend a little time whenever you can to send some material to Bill. He will appreciate it and we will all enjoy it.

Along this same line, please take a moment whenever you can, to thank Chuck Hinrichs for his long service in publishing the Pennyrail. He was always punctual and responsible and put in a great effort to make this publication so wonderful. The quality of it improved over the years as technology advanced. The improvement to the photos was striking. Chuck, thanks a million for your work and efforts, we all appreciate it.

In January, I will be presenting a slightly different program. I will show a DVD put out by Herron Rail Video on the many years of rail photography by Dr. Howard Blackburn of Indianapolis. It is called "Reflections of American Railroad-ing" and covers steam, diesel, and traction from the 1930's to the 1950's. Dr. Blackburn is quite famous in the annals of rail photography. Some of you may remember the time that he spent with us in the mid 1990's when he was working in Marion, Ky. We had some great discussions with him and he enjoyed seeing Don's, Wally's, Ron's, and my model trains. Ron did a good job of running some of Dr. Blackburn's 16mm movies in front of our group of railfans. Dr. Blackburn passed away in September at the age of 87 and he will be greatly missed by all of us. Please come and enjoy the fun at The Center and see the work of a man who witnessed a huge amount of railroad history.

seas. Lt. McDurmon's article highlights the Paducah and Illinois Railroad. Unfortunately, neither photographer was credited with their work which will be corrected in the next issue. Tommy resides in Marion, Kentucky, Chuck Hinrichs in Hopkinsville.

2007 Officers

The Current group of Chapter Officers were elected for another term at the November Chapter meeting. **President, Rich Hane** (see article page 2).

Vice President, Ricky Bivins (serving his first term) "As your Vice-President, I will stand in for President Rich should he be absent, I will conduct the meeting as timely and informatively as possible. As your appointed activities director I will try a few new ideas. Our best member turnout for any of our events has always been for some un-planned event such as the weather delayed picnic at Crofton and the L&N RR anniversary meeting a few years ago. Perhaps less planning is in order and 'just do it' is the thought to follow.

If I were to express thoughts to the membership they would be: '...more involvement in the chapter, and to speak up, be heard and give the officers ideas to make the chapter grow and become even more enjoyable'. I feel our program agenda for the meeting could improve, we need more membership involvement here for sure."

Secretary/Treasurer, Wally Watts (serving over 10 terms)

National Director, Wallace Henderson (Serving his 6th term). "I have been the Chapter's National Director since Chuck Hinrichs gave up the position about six years ago. In this job I basically serve as a liaison between the chapter and National. I have enjoyed the position and the new friends I have made through it. And while attending all of the meetings (I have only missed one - on Long Island several years ago) can sometimes be costly as to distance involved, I like to drive and I try to incorporate as much railfanning as possible into the trips."

Director at Large, Tim Moore (Serving his first term)



The 2007 Chapter Officers. Left to right, Rich Hane, Tim Moore, Wallace Henderson, Wally Watts, and Ricky Bivins.

**SEND YOUR
ARTICLES AND
PHOTOS TO:
BILL THOMAS
bill@fbcmadisonville.com**

A reminder -
PENNYRAIL has a Buy,
Sell, Swap column for
Chapter member use.

Trip Begins Cont.

(Continued from page 1)

predecessor.

I hope to occasionally include a focus article which will feature a chapter member. This will help us all become more informed about the variety of backgrounds from which we come.

Sometime back, I wrote an article describing my roots of railroad interest which included the family members who influenced my love for trains and encouraged the hobby throughout my childhood and early adult years. I want to hear from you about your similar experiences so get the typewriters, computers, and creative juices going.

So here we go with the January issue of the Pennyrail. If you run across typographical or grammatical errors, please politely point them out to me and I will do my best to improve with the next issue.

Thanks to Rich Hane, Wallace Henderson, Chuck Hinrichs, Wally Watts, and others who have delivered their material to me in a very timely manner. Keep up the good work guys!

-Bill Thomas, Editor

Stay Tuned!

CSX Radio Changes Former Conrail Routes

Effective by 30-Nov-2006, CSX will be making some dispatcher radio changes on former Conrail lines. As soon as the changes are complete the dispatchers on the former Conrail lines will no longer monitor the road channel; trains will be required to change to the dispatcher channel and call up the DS, as is the procedure on the pre-merger CSX lines. This should eliminate quite a bit of congestion on the road channels.

IE Dispatcher (Toledo Branch, Scottslawn, and Mt. Victory Subdivisions) Road - AAR 50 160.860 MHz, Dispatcher - AAR 33 160.605

IF Dispatcher (Greenwich and Columbus Line Subdivisions) Road - AAR 50 160.860 MHz, Dispatcher - AAR 25 160.485 MHz

IB Dispatcher (St. Louis Line, Crawfordsville Branch and Danville Secondary Subdivisions) Road - AAR 17 160.365 MHz, Dispatcher - AAR 64 161.070 MHz

IC Dispatcher (Indianapolis Terminal, Frankfort, Louisville Secondary and Shelbyville Subdivisions) Road - AAR 46 160.800 MHz, Dispatcher—AAR 30 160.560 MHz

ID Dispatcher (Indianapolis Line Subdivision) Road - AAR 46 160.800 MHz, Dispatcher - AAR 38 160.680 MHz

IG Dispatcher (Cleveland Terminal) Road/Dispatcher - AAR 59 160.995 MHz

IH Dispatcher (Erie West Subdivision) Road/Dispatcher - AAR 50 160.860 MHz

-Submitted by Chris Dees

PHOTO SECTION



Left:

On November 28, 2006, a CSX Directors Special Passenger Train approaches the South end of the newly extended siding at Trenton, Ky. The officials were looking over the improvements that have been done along the Henderson Subdivision. (Photos and caption by Jim Pearson)



Florida East Coast SD70M-2s 100-103 (in blue and yellow) made an appearance at Atkinson Yard, Madisonville, KY, in early January on their way from Paducah's National Railway Equipment (former VMV) shop, where they were given their bold decor. They are FEC's first brand-new units since nos. 432-434 of 1986, were delivered as EMD's last GP-40-2s built. (Photo by Jim Pearson)

-Partial information from *RailFan Magazine*, February 2007.

PHOTO SECTION

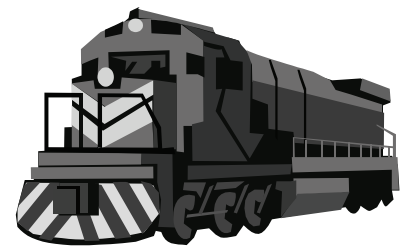
Southbound CSX coal train V249 derailed just south of Crofton, KY, December 27, 2006. RJ Corman handled the clean up. Preliminary observations point to a faulty bearing which overheated, dropped, then caught a switch throwing 15-19 cars and loads to the ground. No injuries were reported.



Photo by Jim Pearson

“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 appreciated.

Bill Thomas, editor



Ron Stubblefield's Shay pulls a sting of logs up the 1.8% grade over Fern Creek.



Tony Clark's scratch-built drovers caboose.

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Several Chapter members enjoyed a cool night out on the Hook Line & Singer Railway, Bill Thomas's backyard G-gauge garden pike in Madisonville. Guests are always welcome and I (Bill, your editor) am always glad to have visitors. Ron Stubblefield took all the photos. Sure looks like a hobo camp.

**For more railroad photographs check out the Photo Gallery on the Chapter's web site
<http://www.westkentuckynrhs.org>**

NOVEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS

The Center, Madisonville, KY
Monday, November 27 7:00 pm

President Hane called the meeting to order and the minutes of the October meeting were approved. The current treasurer's report was also approved.

TREASURER'S REPORT:

Beginning Balance		\$1,896.76
Income		
Nat. Dues	\$0.00	
Ch. Dues	\$26.00	
Donations	\$0.00	
Raffle	\$0.00	
Video	\$5.00	
Other	\$0.00	
TOTAL	\$26.00	
Adjusted Balance		\$1,972.76
Expenses		
Nat. Dues	\$0.00	
Postage	\$39.00	
Printing	\$52.95	
Video	\$0.00	
Supplies	\$0.00	
Other	\$0.00	
TOTAL	\$91.95	
Ending Balance		\$1,830.81

MEMBERSHIP:	Full	59
	Chapter Only	21
	Total	80

DIRECTORS REPORT: Wallace Henderson's full report can be read in the column to the right.

OLD BUSINESS: All nominated officers in the October meeting were elected by acclamation. Discussion followed concerning liability insurance for the chapter estimated at 200-300 dollars per year. President Hane will be involved in further discussions with The Center leadership and will report any progress as soon as possible.

NEW BUSINESS: Jim Finley reported that KRM will host its annual Christmas Train and that 152 will be in operation next season along with the possibility of the Alco switcher.

ACTIVITIES: Loco run at St. Charles in early December.

ANNOUNCEMENTS: NA.

ATTENDANCE: 18 members were in attendance.

REMEMBER

STOP - LOOK - LIVE !!!



**From Our NRHS Director
Wallace Henderson**

The fall meeting of the NRHS Board of Directors was held in Huntsville, Alabama, on the weekend of November 10, 11, 12, 2006. I represented the chapter at this meeting, driving down on the 9th, a beautiful sunny day. Huntsville is not far south of the Tennessee state line and just east of I-65 on a interstate connector. However, Decatur is just to the west of I-65 and, it being early in the afternoon, I went there first. Decatur is where Norfolk Southern crosses the Tennessee River on a former Southern Railway bridge, which CSX also uses via trackage rights. (former L&N main line to Birmingham.)

At Decatur, the beautiful old joint station still stands, unfortunately unused. This is an excellent rail fanning spot where the two railroads diverge and the location of the rail fan "Hootenannys" held twice a year.

Soon a southbound CSX Q-575 came by, led by UP AC4400CW # 6321, a former SP locomotive still with SP paint and lettering but "patch renumbered". Then I moved up to a overlook of the big bridge and saw a couple of CSX northbounds crossing the river.

Moving on to Huntsville, I took advantage of the clear weather to visit the Huntsville Depot, a three story building built in 1860 by the Memphis & Charleston RR. and operated by the city as a railroad museum.

It is a fine historic building and the surrounding grounds include a newly built six stall roundhouse with a turntable and railroad equipment including a 4-4-0 (of unknown origin) and a 0-4-0 from Sharon Steel which has been dressed up rather nicely, plus a NC&St.L outside framed wooden boxcar and several cabooses. Later, on Saturday, we would, as a group, be given a tour of this station.

Friday's activities consisted of an all-day visit to the space museum and correlated facilities in which I had little interest so I drove east to Stevenson, Alabama, where NS (ex-Southern, ex-Memphis & Charleston) joins CSX (ex-NC&St.L) to cross the Tennessee River at Bridgeport and then Raccoon Mountain to Chattanooga. Stevenson also has a historic depot, built in 1872, which served both railroads, one on each side, just before their junction. Here I spent the day and saw seven CSX freights plus three NS, one of which was a eastbound BNSF coal train led by a pair of new GE ES44AC "environmental" units with a third as DPU on the rear. As a Santa Fe fan, that made my day! Also, a westbound NS freight was led by a rare and soon to be retired (I have read) GE C39-8 built in 1985. Back in Huntsville that night, our Regional VP, Wes Ross, and wife Shirley and I had a excellent dinner in a small Greek restaurant on the main square.

Saturday morning dawned cold with the previous day's overcast more intense and a bone-chilling north wind. Our first stop of the day was the huge International Intermodal Center with their pair of rare diesels: RS-1 #107 built by Alco in 1951 for AEC's Savannah River Plant and a SW900m built by EMD in 1957 for the Lehigh Valley. From here we moved on to the M&C's Huntsville Depot as previously mentioned. We toured all three floors and saw on the walls of a upper floor, the handwriting of Civil War soldiers hospitalized there. While there, both a loaded

NRHS Director's Report Cont.

eastbound and empty westbound BNSF coal train passed on NS, the eastbound led by another new ES44AC.

Then we visited the host North Alabama Chapter's museum at Chase, a few miles out of Huntsville. The little depot there, built in 1937, served both the Southern and the NC&St.L branch line and is claimed to have been the smallest "union" station in the country. They have quite a collection of equipment here including several diesels and a number of passenger cars. Most notable is a 300 HP box cab diesel built by Alco and GE in 1926. After a delicious bar-b-que lunch, hurriedly eaten in a outdoor picnic shelter in the cold wind, we were treated to a train ride over the chapter's six miles of NC&St.L track. Power was a Alco S2 switcher built in 1949 for the Erie Railroad and painted in NC&St.L colors. This concluded the day's activities and we returned to our Marriott Hotel for the usual late afternoon pre-Board Meeting followed by a fine banquet dinner.

Sunday morning's board meeting saw the re-election of all national officers and adoption of the budget for 2007 among other things.

Returning home that afternoon, I detoured into the little town of Lynnville, Tennessee, to see their small rail museum. This consists of a reconstructed depot on a section of the now abandoned old L&N mainline via Columbia and features a Baldwin 1927 2-6-2, ex-Republic Steel #294, the last steam locomotive to operate commercially in the Birmingham area (probably as a 0-6-0).

-Wallace Henderson

REGIONAL RAIL NOTES

Ohio Central purchases Nickel Plate Berkshire 763 from Virginia museum—January 4, 2007— Jerry Joe Jacobson (left) shakes hands with Bev Fitzpatrick in front of Jacobson's new purchase. (John B. Corns) COSHOCTON, Ohio - Ohio Central Railroad System announced Thursday it has purchased Nickel Plate Road 2-8-4 Berkshire-type No. 763 from the Virginia Museum of Transportation in Roanoke. To symbolize the agreement, Ohio Central CEO Jerry Joe Jacobson stood in front of the 1944 Lima product with museum Executive Director Bev Fitzpatrick following a meeting where Ohio Central agreed to purchase the locomotive.

Several options were discussed for the swapping of steam locomotives to bring the big "Berk" back home to the Buckeye State, where it ran in fast freight service until Nickel Plate dieselized in 1958, but both organizations were in agreement that a straight cash sale would be better suited for all concerned. Details of the sale were not announced. When NKP dieselized its road power in 1958, the 763 was stored in the yard at Bellevue, Ohio, for future donation to that town. However, after the 1964 merger of NKP into Norfolk & Western, N&W took the locomotive to its headquarters city of Roanoke, where 763 has been displayed until now. Ohio Central has nine other steam locomotives, three of which are operational, and will bring 763 to its Morgan Run Shop this

Regional Notes Cont.

spring. Barring unforeseen mechanical hurdles, OC shop forces will rebuild the 763 for service. - John B. Corns (Submitted by Phil Randall, Nortonville, KY)

Big South Fork to Expand Train Rides

Plans are in place for the rehabilitation of approximately one mile of the K&T main line that follows the South Fork of the Cumberland River. An additional point of interest is being prepared by the Big South Fork Scenic Railway and the National Park Service. Visit the Big South Fork Scenic Railway website at www.bsfsry.com.

Miniature of 1940s Evansville

Railroad work keeps Ryan Scott busy both on the job and off. Aside from his work at Indiana Southern Railroad's Petersburg shops, 37-year-old Ryan Scott spends many hours keeping a model railroad built around a miniature version of Evansville in top running order.

The 8 1/2-by-33-foot miniature railway at the Evansville Museum Transportation Center is based on the city as it was in 1948. The display, which was part of a \$1.4 million museum expansion program completed in 1999, includes custom-built models of seven buildings, from the still-standing Old Courthouse and McCurdy buildings to the long-gone Holy Trinity Catholic Church.

A model of the former Evansville train station is also part of the scaled rendering of the city, which is circled by three trains. "The tools that I use to work get a little heavier than what I use here," Scott said, joking about the contrast between his full-size job and his work in railroad miniatures.

(Continued on page 8)

BUY - SELL - SWAP

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@bellsouth.net

Sell or Swap **Extra 2200 South** (issues 15 through 124). The definitive source of locomotive information. Make an offer or would trade for an IC, or GM&O lantern.

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e-mail chuckrail@bellsouth.net

Sell or Swap **The Shortline** an authoritative source of information on shortline railroads. These issues are from the Glen McDonald era and are much better than the more recent issues. Would trade for an IC or GM&O lantern or make an offer.

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Sell or Swap **HO Illinois Central Locomotives**. Proto 2000 SW7 and GP7. Units have been assembled but have never been run. \$50 ea. or swap for Illinois Central or GM&O lantern.

Chuck Hinrichs 270-886-2849
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Regional Notes Cont.

The layout was built inside a 1920s Louisville & Nashville lounge car. Because of space limitations, the model could not follow the exact structure locations, street layouts and rail routes of nearly 60 years ago.

But care has been taken to equip the miniature with late-steam and early diesel locomotives that operated in Evansville just after World War II.

Those carry the markings of the railroads that operated at the time: the L&N, the Southern, the Chicago & Eastern Illinois and the New York Central. Freight cars are carefully geared to the era being represented - not to mention the commodities Evansville required and produced.

-Associated Press

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

January 27-28 - Great Train Expo, Kentucky International Convention Center, Louisville. <http://gte.ciadv.com/news.html>

February 17, 10am-4pm - Bowling Green sHOW Club Train Show, Sloan Convention Center, 1021 Wilkinson Trace, Bowling Green, KY. \$5 adults, under 12 free.

August 21- 25, 2007 The National Railway Historical Society Convention. Chattanooga, TN For up-to-date convention information and program details check the Chattanooga 2007 web site: <http://www.chattraills.com>

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

PENNYRAIL

% Bill Thomas, Editor
1025 Lakewood Drive
Madisonville, KY 42431