

# PENNYRAIL

June 2007

VOLUME 11 NUMBER 6



## Chapter Chatter

**Next Meeting**  
**Monday, June 25**  
**7:00 pm**

**The Center (former L&N depot)**  
**Arch Street and Earlington Main**  
**Madisonville, 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!

This Monday, Tim Moore will present the DVD video *Combat Strategies*, about military railroads and their role in combat history.

### Up-coming Program Presenters

**June 2007** - Tim Moore,  
Refreshments by Keith Kittinger

**July 2007** - TBA,  
Refreshments by Rick Bivins

**August 2007** - Chuck Hinrichs,  
Refreshments by Steve Miller

**September 2007** - Bill Thomas,  
Refreshments by Jim and Thomas Bryan

**See the May Meeting minutes  
summary on page 6.**

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  
the Western Kentucky  
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### Editor's Ash Pit *A Big Question!*

No one can argue the fact that the internet has had a profound impact on our society. Like other forms of technological developments it has its pros and cons. One of the pros is the cost savings which can be realized by delivery of documents such as The Pennyrail via electronic means (email). Yes, you could receive this publication as an attachment to an email message. It could be easily converted to a pdf (Adobe Acrobat) file, then sent directly to you where it is opened on your computer screen. If you desired a hard copy, you can easily print it there on your personal printer. One great advantage is the ability to send it out in full, living color! Most computers come equipped with Adobe Acrobat Reader as a majority of software companies use it in their software bundles for viewing on-line documentation. Rarely anymore is a thick manual provided with software packages, all the instructions are viewed on the computer. If not it's free for downloading. What do you think? Send me your comments, bill@fbcmadisonville.com. Some of you may receive a test copy this month.

-Bill Thomas, ed.

## Chicago Revisited

By Rick Bivins

I have made at least six trips to Chicago by train, twice by air and several by car/truck. I have scores of memories of each trip; here is a compilation of just a few.

The first time I traveled to Chicago was June of 1978, via a Boeing 727 from Louisville KY. I was 15 years old and was one of five chosen from 144 students who audition for a slot with the Kentucky Youth Chorus, OK stop yer snikker'n, I CAN SING. From Chicago we flew to Amsterdam on a KLM DC-8, for nine hours. Not much to see over the Atlantic, I did however see an oil rig, a few ships and a school of whales, yes whales from 35,000 feet. At least that is what the captain said they were.

My second trip to Chicago by air was in 1999 as co-pilot with Moore Flying Service, flying a Cessna 310R. We flew a husband and wife to Chicago to tend to the sudden death of their daughter while attending collage. It was a somber trip to say the

*(Continued on page 3)*



**RAILPASS.COM**

--(Marketwire - June 18, 2007) - Railpass.com today announced that it is selling a North American Rail Pass for travelers planning extended trips throughout the United States and Canada this summer. The North American Rail Pass provides 30 consecutive days of rail travel on any Amtrak (US) or VIA Rail (Canada) train or route.

"The cost of gas, including its very serious environmental impact, is spi-

*(Continued on page 3)*

## From the President

By Rich Hane

On Saturday, May 26, 2007 my wife Karen and I went to the Kentucky Railway Museum to celebrate the first public run of steam engine #152 since it's extensive rebuilding. It has been quite some time since it was in operation so it was a real thrill to see this wonderful Alco Pacific 4-6-2 in operation again. The Rodgers Locomotive Works product of 1905 ran and looked great and smoothly pulled the three coach train through the beautiful springtime scenery of Kentucky. The weather cooperated and the event was well attended. It was rather nice getting to ride for free, too, since we are Museum members. On the advice of Bill Thomas and Don Clayton, we ate dinner at the Whistle Stop in Glendale and I savored the "Monon burger" the rest of the evening. Try to make a trip to our great train museum sometime this season if you can; you will be well rewarded.

I hope to see a good turnout at the meeting on Monday and I'm sure we will enjoy the program by Tim Moore.

(go to the photo section to see Rich's photos, ed.)



Chapter President Rich Hane poses with Ky Railway Museum's Pacific 152, as she begins a new year of service following some major work.



## Chicago Revisited Continued

PENNYRAIL

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BILL THOMAS**

**bill@fbcmadisonville.com**

least. We departed around 10:00 PM and Norvell Moore wanted me to go so as to "watch for the lights". When we entered the flight pattern for Midway Airport I soon saw what he meant. Once we were at pattern altitude that vast sea of lights just blended into one MASS of lights. We turned right downwind for the north/south runway and leveled the wings; at that point the airport was gone. I knew where we were but I could not see the runway or the whole airport for that matter. Norvell ask me if "I had it" meaning could I see the runway. I was so absorbed with trying to find it that he had to ask me twice. Just as I said "NO", air traffic control (ATC) asks if we had the runway in sight. Norvell said "...negative Midway". Then all at once there it was, plain as day. ATC waited a few seconds for what they knew was coming. Norvell called up "Midway, November 3687 Golf we have the runway in sight". ATC KNEW we would "lose" the runway

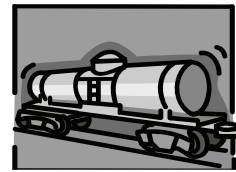
Don Clayton, Wally Watts and I made I think two trips to Chicago by train from Carbondale Illinois. Our objective was to ride commuter trains. And we did. Wally and I made at least three more trips, one by way of St Louis for a round robin type of trip. On one of those trips Wally and I were on the pedestrian ramp to/from the trains of the "North Western Station" that would be the Chicago & North Western Railroad. As we walked up the ramp I could hear a commuter train backing into the station but could not yet see the trains. The ramp made a 90 degree turn to our left at the top of the slope. The train stopped, the ringing bell silenced and it was quiet, too quiet it seemed. Then I realized what was about to happen. Wally was walking briskly up the ramp when I somewhat coaxed him to the side. We were going up the exit ramp. Then it happened. This mass of people from that train literally flooded around the turn, down the ramp and out. A whole train load of people exited in just a few seconds. They were not running but "walking very fast". In that mass of humanity I saw the neatest thing. Not one of those people was looking where they were going. Magazines, news papers and watches had their attention. They all moved as one, one mass with one goal, get to the office. I wish I could remember what Wally said after that because it was one of his funny/caustic statements. I just stood there, staring at the now empty ramp. If we had not moved to the side.....

Riding commuter trains in Chicago is a blast. Cheap and fun times for sure. At the time of our visits Wally and I had ridden every route from downtown except the Orland Park line which was only inbound in the morning and outbound in the afternoon. Many routes have now been extended and new ones added so if we ever go back we can start over. On one trip I made alone, I picked a train and rode out bound. It was to be the last trip of the day so I decided to stop short of the end of the line so as to catch a return train sooner and make my train at Chicago Union Station. I waited on the platform for a return train for quite a while. Just as I was getting a little apprehensive here came a return train. I boarded and realized it was the same train I rode out. I could have stayed aboard for the whole trip. Case in point, study the timetable and learn.

Now what would a trip anywhere be with out food? With Don and Wally

*(Continued on page 5)*

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



As rail fans don't forget to help

out and watch passing trains for problems. You will find RR emergency numbers on page 4.

### Rail Pass Continued

railing out of control. As we approach the summer travel season, we are asking our fellow travelers to consider whether travel throughout the States and Canada might be less expensive and more convenient by train," said Mike Fuller, president and co-founder of Wandrian, the developer of Railpass.com. "The North American Rail Pass is a little-known option for easier travel throughout the U.S. and Canada."



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## Photo Section



Two Red Geeps of Wisconsin Southern trail mother and slug CSX units on a south-bound ballast train near Hopkinsville. Photo by Chuck Hinrichs



The Fredonia Valley Railway (Princeton to Fredonia, KY) gets some new ties as the line is upgraded in April 2007. Photos by Bill Thomas (film/scan)



## Links of Interest

### Railway Preservation News

[www.rypn.org/](http://www.rypn.org/)

### Kentucky Railway Museum

[www.kyrail.org/](http://www.kyrail.org/)

### Indiana Railway Museum and French Lick Scenic Railway

[www.indianarailwaymuseum.org/](http://www.indianarailwaymuseum.org/)

### Indiana Transportation Museum

[www.itm.org/](http://www.itm.org/)

### Illinois Railway Museum

[www.irm.org/](http://www.irm.org/)

### Tennessee Central

### Railway Museum

[www.tcry.org/](http://www.tcry.org/)

**“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*

## SUBSCRIPTION RATES

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NS	800-453-2530
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## Chicago Continued

in tow food is always a factor. We dined at The Burgough down on Adams Street, what a place German food and white chocolate moose with real raspberry sauce.....all in casual dress. Somewhere on the Loop area of downtown Chicago is/or there was a Rock Island heavy weight passenger car attached to a building and served as a dinning room, neat. A lot of good places to eat but one was tops. Union Station Restaurant just across from its namesake train station. The food was good, the place was a little shabby but had an old funk too it. And at the time the waitress was a trip, she was in her forty's maybe even fifty-ish, bleach blond hair and a mini-mini skirt. She was not that pretty but she had legs...all the way down. But all that aside, she was a trip to watch. She never wrote anything down; she would take orders and not write it down. I saw her take six orders from three tables one time and not write anything down, oh, and she never got it wrong either. The Restaurant has been razed and is a parking garage now.

We have visited the Museum of Science and Industry where I saw NYC&HR locomotive No.999, a huge Santa Fe steam locomotive and the German sub U505. Never enough time for museums though, we did see a few but it always seemed we were riding trains. One high light was a ride on the Chicago, South Shore & South Bend, which for some of the trip is beside the old New York Central. I have walked on the platforms where "The Century" stopped. There is always so much to see on or off the trains of Chicago. We did go to the top of the Sears Tower, to Dearborn Station or where it was and down in the basement of the Illinois Central Randolph Street Station, only once though, scary place. Only time I was ever concerned about safety was there. On two of my trips alone I stayed two nights in Union Station. I slept on one of the benches with my bag as a pillow. Every two hours a Union Station Police

## PHOTO SECTION



Chuck Hinrichs caught the two US Army Geeps from Ft. Campbell just south of Hopkinsville.



The Ringling Brothers Barnum and Bailey Circus Train made a run down the Henderson Sub last month. Photo by Chuck Hinrichs, in Hopkinsville.

Officer would thump me on the shoe and ask to see my ticket. As long as I had a valid ticket in hand I could stay. I found a locker room in the basement and acted like I owned the place, took a shower each night and went on my way. I am sure this would not be the case now with ever greater security. But it was fun then. Any more memories would make this story too long, if not so already. I am thankful for those trips with friends which reminds me just about 45 miles North West of Chicago is a place called..... Rick.

**May 2007 Minutes Summary**

**Western Kentucky Chapter, NRHS**

Christian County Historical Society, Hopkinsville, KY  
Monday, May 21, 2007, 7:00 pm

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

**TREASURER'S REPORT:**

Beginning Balance	\$2,478.29
Income	
Nat. Dues	\$00.00
Ch. Dues	\$00.00
Donations	\$00.00
Raffle	\$7.00
Video	\$0.00
Other	\$0.00
TOTAL	\$7.00
Adjusted Balance	\$2,485.29
Expenses	
Nat. Dues	\$0.00
Postage	\$41.00
Printing	\$115.76
Video	\$0.00
Supplies	\$0.00
Other	\$60.00 (website fee)
TOTAL	\$216.76
Ending Balance	\$2,268.53

<b>MEMBERSHIP:</b>	<b>Full</b>	<b>56</b>
	<b>Chapter Only</b>	<b>19</b>
	<b>Total</b>	<b>75</b>

**DIRECTORS REPORT:** Wallace gave a brief report of the upcoming activities at the August Convention, including some excursions. Most details are in the newsletter from NRHS, and his earlier reports. He and the officers present agreed to forego any debates and discussion on the upcoming major changes in dues increase from National and the complex reporting of records, etc., until the June meeting, due to the sparse attendance in Hopkinsville. The treasurer did mention the National dues increase of \$11 will now bring our total dues to \$46 annually.

**OLD BUSINESS:** None

**NEW BUSINESS:** Jim Finley reported engine 152 will be running on the Memorial Day weekend, and this fall. It is hoped the chapter could get the "Kentucky" private car this fall for a trip. This will be discussed at later meetings. There is a caoose museum at Guthrie, which is not open full time, but the mayor there can open it at any time. John McGee reported on the French Lick Hotel in French Lick, IN is due to open within the week.

No other business was brought before the chapter, and we adjourned for refreshments by the Hopkinsville hosts, and a very interesting program by Wallace Henderson on dining car china, with several examples displayed.

**ACTIVITIES:** No Report

**ANNOUNCEMENTS:** None

**ATTENDANCE:** 13: Wally Watts, Rich Hane, Tom Steiner, Steve Miller, John McGee, Jim Finley, Wallace Henderson, William Turner, Greg Utley, Bob Moffet, Charles Jackson. Guests, Joe Woosley, Chris Gilkey.

**Mothers Day Madhouse!**

By Chuck Hinrichs

Shirley and I chose Amtrak as the travel option to Colorado for my 50th graduation reunion at the Colorado School of Mines. The trip to Denver was perfect. The City of New Orleans was early arriving in Carbondale and departure was right on time. Arrival in Chicago was ahead of schedule and our westbound departure on the California Zephyr was right on the advertised. Our arrival in Denver was at least 10 minutes early. The week's reunion activities were perfect as was the weather. Our good fortune was, however, about to change.

The rental car office closed at 5 pm on Saturday and we arrived at Denver's Union Station about two hours before our scheduled departure on the eastbound Zephyr. As we checked our baggage the attendant advised us that the Zephyr was running late. At the ticket counter we found out just how late – 6 to 7 hours, with an estimated arrival in Denver at 2 am. Amtrak did provide us with a meal voucher and we enjoyed a delightful dinner at Dixons, just a couple of blocks from the depot. We toured the 15th St mall and the free mall bus service but by 9 pm we had no other option but to return to the depot. Six hours of gin rummy on rock hard depot benches left us both in considerable discomfort. The train finally arrived a bit after 3 am and we were in bed before the train left the station. Not the most auspicious start for Mothers Day, 2007.

Breakfast in the diner was tasty and as we headed back to our room it seemed that our journey was now just late but uneventful. As we settled in our bedroom there was an announcement that all passengers should get their belongings together and be prepared to detrain in Omaha. We were to be bussed to Ottumwa, Iowa as BNSF had a line-blocking derailment near Creston. The busses were waiting for us in Omaha but there was mass confusion trying to locate checked baggage and make sure it was on the same bus that we were on. The four and one half hour trip to Ottumwa was a nightmare of screaming kids and no water or other liquids to slake our thirst.

The train from Chicago was supposed to be in Ottumwa but there was no sign of a train and no one seemed to have any reliable information. The Ottumwa station was open but the dozen or so seats couldn't accommodate the 150 or more disgruntled passengers. One local said that there were a couple of restaurants within walking distance (the few snacks available in the depot were snapped up immediately.) Shirley got us a sub which we washed down with bottled water while sitting on the depot lawn.

*(Continued on page 7)*

**Material Needed and Deadline for July**

Please remember that the contents of this publication is dependant upon your input as chapter members. Article of interest, opinions, and photographs are needed each month. If you con contribute, please do so. Next month's deadline for publication will be Tuesday, July 10. I hope to have the July issue to you at least one week prior to the monthly meeting.

Gratefully, Bill Thomas, editor



## REGIONAL RAIL NOTES

Various Contributors

PENNYRAIL

### Mothers Day Continued

From WTHI News...

The public gets a look at plans for a new railroad spur in southern Indiana. Duke Energy doesn't see a wheat field in the future outside of Edwardsport, Indiana. It sees a \$2-billion coal gasification power plant. To build the plant and keep it supplied with coal, the company plans to build an eight mile rail spur from Sandborn in northern Knox County to the proposed power plant site. This would be an extension of the Beehunter - Sandborn branch of the Indiana Southern Railroad and would also funnel coal trains off the nearby Indiana Railroad.

A first meeting with land owners along the route produced a few surprises for the company. "We learned more about how the White River floods at different stages," said Roger Tomes with Duke Energy, "how quickly it rises, how quickly it recedes, and all of that information is very valuable for us, and we will take it into consideration for our plans."

-submitted by Chris Dees

DEFIANCE, Ohio - A gunshot fired at a CSX Transportation Corp. train near here yesterday (June 5) afternoon struck the locomotive's windshield, causing no injury but prompting the railroad to halt trains in the area for half an hour, authorities told the Toledo Blade.

Gary Sease, a CSX spokesman, said a bullet struck the windshield of an eastbound train near the Harris Road crossing in Richland Township at about 2:19 p.m.

Mr. Sease said he did not know the extent of damage to the locomotive except to say that the train did not need to stop because of it.

The Defiance County Sheriff's department said CSX railroad police were handling the case, but reported that a stopped train blocked the Ottawa Avenue crossing in Defiance while the area east of the city was checked for signs of the shooter.

(This item appeared June 6, 2007, in the Toledo Blade.)

After speaking with two local railroad employees, one with CSX, the other with Evansville & Western, it seems there is some truth to the rumor of CSX's plans for a new yard facility in southwestern Indiana.

-Bill Thomas, editor

The relief train arrived a bit after 6 pm and we waited while the westbound passengers detrained and headed for the busses. Amtrak announced that there were no sleepers on the relief train and that all the sleeper passengers would be loaded into the rear coach. With all the baggage stuffed in every nook and cranny it was a tight fit. Our thirst was quenched with a half pint bottle of "screw cap" champagne, yuk! It was well after 8 pm when we finally left Ottumwa. The sleeper passengers were then herded into the diner where we treated to either a hamburger or a chicken sandwich (Amtrak hadn't provided any food since breakfast) and a cold drink. Back in the coach we played more gin rummy and grabbed a few fitful naps before a nearly 3 am arrival in Chicago. Amtrak quickly booked us out on the next morning's Saluki with a 9:15 am departure for Carbondale (no sleeper accommodations but we did get business class seating) and booked us into the Sheraton for a few hours of sleep and a most welcome shower. The Saluki was about 30 minutes late into Carbondale and after a quick dinner in Marion, IL we were



Railroad Development Corporation has found its first third party buyer for the Chinese QJ 2-10-2s that it has been marketing since mid-2006. R. J. Corman Railroad has signed a purchase agreement for a QJ to be overhauled in the next several months at the Jinzhou 701 workshop, under subcontract to RDC by Multipower International. Arrival in the USA is expected late summer. The ultimate destination is R. J. Corman's Kentucky operation, where it will be used for special events. R. J. Corman commented, "As an industry we are working on ways to increase our visibility, and steam locomotives are one of railroading's friendliest images. We expect that the QJ will not only make a lot more people aware of the R. J. Corman Railroads, but of the industry that we are a part of".

Details are still being worked out, but the locomotive can be assumed to include a significant amount of red in its paint scheme.

RDC Chairman Henry Posner III commented, "This sale helps to confirm the underlying logic behind introducing the QJ to the US market: namely, that Chinese steam locomotives can be overhauled to FRA standards and delivered to the USA for a fraction of the cost of overhauling a locomotive in this country, and can be supported with spare parts. This is also helpful to the cause of rail preservation, as it allows a third QJ to be saved. Our next objective is to find homes for the other 2 QJs stored at the 701 Factory." RDC consultant Dennis Daugherty will supervise the overhaul, just as he did for the first 2 QJs which are currently stored and available for charter work.

PENNYRAIL

## BUY - SELL - SWAP

**For Sale** *L&N* and *Family Lines* employee magazines, \$2 each plus postage. Call or send for list.

Dennis Carnal  
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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  
e-mail [chuckrail@bellsouth.net](mailto:chuckrail@bellsouth.net)

### St. Peter on the Main Line!

...and when he reached the Pearly Gates of Heaven he was greeted by Saint Peter whom addressed him and said "Welcome child, as I pier into the Book of Life I see you have sinned...but God has pre-paired a place for you as you have proven you're self and Lamb of God. But first (still peering into the Book of Life) God has instructed me to grant you the chance to ask a question....Saint Peter looked a little puzzled, as if he was not sure of God's intent. With that our subject said "May I go back for five minutes....please?" Saint Peter went right to work, forgetting his act of questioning God and said "Ah my child, you wish to re-assure the children, to comfort them before you leave..." Saint Peter mused as he awaited a response. "Uh...no" he said. Undaunted, Saint Peter replied "But you wish to inform the wife that all is well and give her comfort in this time of loss". "Well, uh no, not that either" he said. Saint Peter realizing God is at work here. He could not find an answer in the Book of Life or a reason for this child of God needing to go back to earth for "just five minutes". So with that Saint Peter somewhat frustrated said..."why then". He looked at Saint Peter and stated "I left the Hudson out on the main line"! Saint Peter looked once more in the Book of Life, lifted his head, with a tear in his eye and replied" OK, and I get to join you". - Rick Bivins

**VISIT THE CHAPTER WEB SITE: <http://www.westkentuckynrhs.org>**

## PENNYRAIL

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

# TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

**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.chattrails.com>

**Rare Mileage Train Excursion.** Sunday September 23, 2007, 8am to 12 noon. From historic Lebanon, Ohio, Broadway Street PRR station. Sponsored by Cincinnati Chapter, National Railroad Historical Society.

**L&N Historical Society Convention** - October 4, 5, and 6, 2007, Bowling Green, KY.