

PENNYRAIL

October 2007

VOLUME 11 NUMBER 10



Chapter Chatter

Next Meeting

**Monday,
October 22
7:00 pm**

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

**The October Meeting Program will be
Bob McCracken presenting his 32-
year project of building a Live-Steam
Pensy K-4 and Tender**
(see more details on side bar)



October Meeting

This month's meeting on Monday, October 22, 7 pm, will be a celebration of sorts as West Kentucky Chapter member Bob McCracken presents our program. Bob has put the finishing touches on his Pennsylvania Railroad live-steam K4 Pacific and tender. The 1/12th scale (1" = 1') model weighs in at nearly 250 pounds with the tender adding an additional 75. It stretches nearly six (6) feet coupler to coupler, 15 inches from rail to stack rim, and ten (10) inches across the ties. Those of us who were fortunate to see it over the last few years in various states of assembly, are excited to see it come to this stage, as is Bob. Creation of the 100 PSI monster began in 1975 and migrated across three (3) states to rest now in its engine house on Country Club Lane in Madisonville, Kentucky.

I hope you will make a special effort to be here October 22, 7 pm, as Bob shares his 32-year journey through the metallurgical genesis which has produced this fine model. He will need some help getting the machine into the depot around 4:30 pm, on the 22nd, so if you can help, please contact Bob at trains1@newwavecomm.net. "Let there be steam", and we all said, "It is good." - ed.

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
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"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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Crofton Picnic A Hit!

A warm and sunny September afternoon greeted some 30 Chapter members and over a dozen guests at the Veterans Park in Crofton, Kentucky for the West Kentucky Chapter Picnic. (photos below) The Hopkinsville crew provided soft drinks and CSX cooperated as two southbound and five or six northbound trains gave both the photographers and the train watchers some interesting action.

Wally Watts had several of his live steam engines on display and operating and, as always, the engines were a hit with the younger generation. Chuck Hinrichs cleaned out his closet and had several railroad jackets, sweat shirts and polo shirts there for the taking. (all but two items found new homes).

Most of the attendees found their way to the Mennonite's Country Cupboard for great sandwiches and snacks..

Based on the excellent attendance I would not be surprised to see the Picnic become an annual Fall event.

-story and photos by Chuck Hinrichs



From Our President Rich Hane

Last month Bill Thomas provided an excellent program and Jim and Thomas Bryan brought an excellent fish fry held on the station platform. It was wonderful.

The October meeting promises to be a real treat so let's see your smiling faces. During the brief business portion we will be accepting nominations for all of the traditional offices for the election to be held in November. Anyone can be nominated for one of the offices and I encourage as many people as possible to step forward and help in the running of the chapter. No one's feelings will be hurt if there is more than one nomination for an office, we are all friends and it would be healthy to have new people with new ideas and energy to help guide our Chapter. All the offices are open so feel free to come forward and put your name in the hat.

Along a different line, the changes that have been implemented by the National NRHS office are coming along nicely. Billing for the dues will be sent to the individuals home address instead of having Wally have to hand them out. Wally will still be the recipient of the dues when we pay and he in turn will send the total to National. There will be an increase in the dues this year. It has been many years since the last increase and the National has had to improve their operations since it became impossible for an organization of 20,000 individuals to have only one paid employee and many unpaid volunteers to run the many activities of the Society. They do an excellent job in promoting and preserving the history of railroading through a very professional Bulletin, having youth railcamps, monetary help for historical rail activities, fostering chapter rail activities, the preservation of printed materials, photos, and films, and bringing together like minded individuals to promote the preservation of rail history. These are similar activities as are promoted by similar organizations. We all derive satisfaction from donations to organizations such as the Red Cross, the United Way, Friends of the Library, the American Cancer Society, our Churches, Big Brothers & Big Sisters, and many others. We may not receive an individual tangible benefit to ourselves, but these various causes receive much needed help to carry out their goals. I hope that each of you can see the big picture.

We will be having some great items for the raffle this month including a Jim Pearson photo, magazines, and a short line railroad hat. See you there.

Christian County Derailment

By Chuck Hinrichs

The city of Hopkinsville, KY, has a rich rail heritage and there was a time in the not too-distant past when the County seat of Christian County could boast of being served by three class I railroads, the Louisville & Nashville. The Illinois Central and the Tennessee Central. Today the Illinois Central tracks are long gone and only a small portion of the Tennessee Central is now a part of Fort Campbell Rail, a federally owned and operated short line serving a connection between Fort Campbell and the L&N successor, CSX. CSX is the major player with some 20 to 30 trains per day plying the route between Nashville and Evansville. Here is a bit of local rail history that goes back some 95 years this month.

On October 20, 1912, there was a derailment of a passenger train on the Illinois Central Railroad at Green's Crossing, about six miles west (railroad north) of Hopkinsville Ky., resulting in the injury of 126 passengers.

The derailed train was north-bound extra passenger train No. 873. This train consisted of an engine, a baggage car, and four coaches. It was an excursion train bound for Paducah, Ky., where a celebration of the Woodmen of the World was being held. The derailment occurred on straight track at the foot of a slight descending grade at 7:45 a.m. about 900 feet from Green's crossing station. Only the four coaches were derailed, the engine and baggage car remained on the track and were not damaged. The evidence indicated that the rear car was the first one to be derailed, that car pulling the other cars off from the track. The three rear cars were of wooden construction, and other coach was of steel construction. All the derailed cars went off on the south side of the track, the first, second and fourth cars turning over on their left sides, and the third car remaining upright but being stripped of its trucks

The speed of the train at the train at the derailment was estimated at from 12 to 15 miles per hour the engineman expecting to stop at Green's Crossing.

This derailment was caused by a broken rail, which was examined and found to be badly piped for a considerable portion of its length. This defect probably could not have been detected by an ordinary inspection as the piping did not come to the surface. The records of the railroad company show that this rail was manufactured in 1892 and had been in continuous service for twenty years. Holes bored through the rail at its ends for the rail-joint fastenings did not disclose the defective condition of the rail.

The first break in the rail was 18 1/2 inches from the south or receiving end of the rail; the second break was 20 1/2 inches from the second, and the fourth was 17 1/2 inches from the third. The ball of the rail was broken off the web for some distance.

The engine which was hauling this train was built in 1906 and is of the simple 2-4-0 type, weighing 105 tons. It has a driving-wheel base of 17 feet and a total wheel base of 26 feet. The wheel base of engine and tender combined is 57 feet, 3-1/8 inches. The loaded weight of the tender is 145,000

(Continued on page 4)

Train of Tomorrow

By Bob McCracken

Chuck's program about the evolution of EMD to a "killer of steam" brought back many memories to me. There was a very brief mention of the Train of Tomorrow in the 1946 time period. GM combined their latest in covered wagon technology with the newest ideas in passenger cars and took them on a tour of the US. I don't recall whether it was the spring or fall when it came to our town of Warren, Ohio, but school was in session and I would have been in the third or fourth grade depending on the season. Field trips were not common in those days, but our teacher decided the train warranted a visit by our class.

The train had been spotted on a siding just south of town where there was adequate parking and easy access. It was probably the prettiest train I had ever seen, as the locomotive and the three or four cars were all matching, something that didn't occur very often in our area. Ramps or stairs were positioned at both ends of the train. As I recall (this was over 60 years ago) we boarded at the rear and worked our way forward. The interior of the train coordinated with the exterior, and I can still remember the two tone blue carpeting and upholstery reflecting its EMD heritage. It really looked plush. We got to go into the dome and look out over the train. When we got up front we actu-

(Continued on page

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PHOTOS TO:
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Derailment continued...

pounds. (The IC never rostered a 2-4-0 locomotive. The number, 873, is one assigned to an Alco 2-8-0 built in 1906 and likely the engine pulling the train. *cfh*)

The equipment of the train was carefully examined after the accident, but no defect was found which might have caused this derailment. The track is straight for a distance of three quarters of a mile south and two and one-half miles north of the point where the accident occurred. At this place there is a slight descending grade, and there is a fill of about eight feet. The track was constructed with 30-ft. rails, weighing 61-1/2 pounds to the yard, laid on oak ties, with about 18 ties to the rail. The rails were single-spiked and no tie plates were used. The ballast consisted of gravel and some crushed stone.

The maintenance of the track was fairly good. This section is six miles in length and in addition there is about half a mile of side track. A crew of from 8 to 10 men had been at work on this section for some time previous to the accident. The section foreman had one year's experience on this section, and had had some experience elsewhere in this branch of the service. He had been over this section quite frequently previous to the accident.

The engineman of this train was an experienced man with a good record. He stated that the first intimation he had of anything wrong was a sound coming from under his engine as though the brake rigging or the ash pen had fallen. The fireman stated that he heard this noise also. It is believed that the rail broke under the engine but that the pieces did not separate sufficiently to cause the derailment until the last car was passing over it.

This accident again calls attention to the need of more thorough examination and test of rails at rail mills or before they are put into railroad track.

William Turner, Chapter member and Christian County Historian provides an interesting side bar to the derailment saga. A group of Hopkinsville physicians had built a hospital but were having difficulty getting folks to use the facility. The mindset at the time was that 'if you went to a hospital you likely came out feet first'. Most of the 126 people injured in the train derailment were brought to Hopkinsville and many to the new hospital. The locals took note of the fact that none of the wreck victims treated at the hospital expired due to their injuries in spite of very crowded conditions with some of the injured treated on the front lawn. Following this exemplary performance by the hospital and staff the facility enjoyed an increasing patronage denied it prior to the train wreck.

(The derailment narrative is based on an investigation report filed on December 12, 1912. Internet - [Microsearch Document Services](#))

Train of Tomorrow...

ally entered through the rear of the locomotive and walked next to the prime mover and the other apparatus before we exited out the front of the locomotive. It was pretty exciting stuff, at least to most of the boys.

The following Saturday it was still in town and my dad decided to see it for himself. While not a rail fan, he liked new ideas and this certainly looked like one. I thought this would be pretty much of a replay of the field trip, but there was a difference. When we got to the cab of the locomotive the engineer, complete with his pinstripe overalls and cap, was sitting in his seat. He spotted me and said "come on up here". He sat me down on his lap and showed me the controls. Then he said "See that cord hanging down? Give it a pull". I did, and when the horn blew I almost wet my pants, as well as the engineers'. My dad said my face turned beet red. It must have made an impression, as I can still see that cord hanging there 60 some years later.

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

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PHOTO SECTION



Above Left - A pair of RJ Corman Geep 16s lead the excursion runs from Memphis Junction (Bowling Green, KY) to Russellville and back during the 2007 L&N Historical Society Convention in Bowling Green, October 5-7, 2007. **Above Right** - KRM observation car brings up the rear of the displayed passenger cars at the Bowling Green Railroad Museum, site of the 2007 convention. **Below Left** - A full length view of the RJ Corman excursion train. **Below Right** - Patrons enjoy an easy ride down the Memphis Line.



Above - Ron Stubblefield got this shot of the new P&L bridge across the Tenn. River next to the future hwy 62 bridge.

September 2007 Minutes Summary

Western Kentucky Chapter, NRHS

The Center (Former L&N Depot),
Madisonville, KY

Monday, September 24, 2007, 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance	\$2058.45
Income	
Nat. Dues	\$00.00
Ch. Dues	\$00.00
Donations	\$00.00
Raffle	\$16.00
Video	\$00.00
Other	\$00.00
TOTAL	\$16.00
Adjusted Balance	\$2,074.45
Expenses	
Nat. Dues	\$00.00
Postage	\$32.80
Printing	\$63.28
Video	\$00.00
Supplies	\$00.00
Other	\$00.00
TOTAL	\$96.08
Ending Balance	\$1,978.37

MEMBERSHIP:	Full	56
	Chapter Only	19
	Total	75

DIRECTORS REPORT: National Director, Wallace Henderson gave info on Rail Camp for next year, at Scranton, PA, on July 6. A camp will also be held at the Nevada Northern, Ely, Nevada. All bulletins should be mailed by end of this year. They will be produced by four different printers. Next board meeting is October 19-21, at Houston, TX. All officers have been re-elected.

OLD BUSINESS: The Christmas Dinner has been arranged by President Rich Hane, with approval of the membership, at Bryan's Restaurant, Days Inn, Madisonville, KY, Monday, December 3, 2007.

NEW BUSINESS: Jim Pearson has prepared a card for CSX emergency and other numbers and info concerning sidings, etc. These were passed out to members who wanted them.

ACTIVITIES: Church Hinrichs reports the Crofton picnic is still on for Saturday, September 29. So far, not locomotive running at St. Charles has been scheduled.

ANNOUNCEMENTS: The L&N Historical Society Convention will be October 5-7, Bowling Green, KY, with excursion runs from Bowling Green to Russellville. October 13 will be a photography weekend at Pennyriple Resort State Park. Mr. White, former owner-operator of the Cadiz Railroad, will present a program at the Hopkinsville Historical Society October 25, 2007.

Our next meeting is Monday, October 22, 7pm, at The Center. Program will be by Bob McCracken and his journey in completing his Pennsy K-4.

ATTENDANCE: 15: Wally Watts, Rich Hane, David Millen, Bill Heaton, Jim Bryan, Thomas Bryan, Rick Bivins, Jim Pearson, Wallace Henderson, Chuck Hinrichs, Dennis Carnal, Tim Moore, Tom Steiner, Bill Thomas, Liam Thomas.

The meeting was dismissed with delightful cooked-on-the-spot fish by Jim and Thomas Bryan. The video presentation of *Back of Beyond, History of the Murphy Branch* (of Southern Railway) was given by Bill Thomas.

**Report on the 2007
L&N Historical Society Convention
Story and Photos (in photo section) by Chuck Hinrichs**

The Western Kentucky Chapter was well represented at the L&NHS convention in Bowling Green on the first weekend in October. Keith Kittinger, Bill Grady, David Hayes, David Millen, David Fraser and his wife and Chuck and Shirley Hinrichs enjoyed the programs and the great facilities at the beautifully restored L&N Depot. The museum is of top quality and features some interactive videos of Billy Byrd as well as numerous displays of both the depot and the people who worked on the trains. There is a well stocked gift shop and an HO layout under construction. In the outdoor RailPark there are three nicely restored L&N passenger cars, an L&N caboose and a recently acquired L&N RPO which is undergoing restoration.

The Friday railroadians show and sale was well stocked and well attended as was the evening slide show.

The highlight of the weekend was the rail excursion down the ex-L&N Memphis Line from Memphis Junction in Bowling Green to Russellville, Kentucky and return. There were both morning and afternoon trips. A pair of R J Corman GP16s provided the power and the consist included a pair of café/lounge cars on loan from the Collis P Huntington Chapter in West Virginia and the L&N business car "Kentucky" from the Kentucky Railroad Museum in New Haven. The three hour trip was as smooth as glass and the vestibules were open for a bit of breeze and photo opportunities. The train was wyled at Russellville and wyled again at the Corman Distribution Center at South Union and backed to Memphis Junction on the return leg. Access to CSX's yard at Memphis Junction was not available to turn the passenger trains. Shirley and I rode in the Braddock Inn, and ex Pennsylvania café lounge with individual swivel seats – a real treat.

The convention banquet was held in the Depot. The food was excellent and the surroundings first class all the way. Mr. Bowles of R J Corman was the Banquet speaker and gave a history of the Corman Memphis Line and the showed a DVD describing the varied Corman operations. It was a very informative presentation. The RailPark and Depot Museum are well worth a trip to Bowling Green and the CSX mainline runs right past the Depot.

Material Needed and Deadline for November

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 can contribute, please do so. Next month's deadline for publication will be Tuesday, November 6.

Gratefully, Bill Thomas, editor

How I Got Started by James Futrell

The question posed in the newsletter of “How did you get into trains?” brought a flood of memories. I have always been a modeler. First, it was any model plane or automobile and then military aircraft as a young adult. My youngest son, Andrew, received a train set for Christmas in 1982. We attached the circle of track to a 4X8 board and were happy with that. Two weeks later while at the magazine stand to get my copy of Scale Modeler, I saw Railroad Model Craftsman. I bought that too, and the rest is history. Being young with two children meant that my modeling funds were limited, so I became an armchair modeler and dreamed of “the day” when I would build my own railroad empire.

My first contact with a fellow model railroader was Michael Hagan. He had come by the bank where I worked to see if I was interested in buying some equipment that he had acquired. There will be more about him later. I was able to meet John Bell of Union City, Tennessee. He invited my son and me to his home to see his model railroad. To my surprise, and concern, he set my son on a stool and gave him control of the throttle. John waived my concerns aside explaining “We need to start them young”. It worked.

A few years later, a job change took me to Metropolis, Illinois, where there was a small hobby shop. The owner invited me to his home for a meeting to start a model railroad club with something he called “modules”. At the first meeting, I met several people who have become lifelong friends. Ronnie Stubblefield was a member and we became quick buddies. Elmer Kellerman, of Paducah, displayed modeling abilities that put most of us to shame. His buildings and scenery impressed everyone. There was also a young kid who knew more about trains than any two other people in the club. He was always with David Hyuck, another great modeler; and I thought they were brothers. It turned out that David and the kid were two modelers who had a lot in common. The kid’s name was Chris Dees. Steve Lasher was also a member and could weather rolling stock like no one else, ever before or since. The life of the party was always “Captain” Jack Clark. Jack was a retired riverboat captain and was never without a joke or story to tell. That Hagan guy was there Ronnie Stubblefield encouraged me to try something called “Railfanning”.

My first experience was with him and a guy named Dennis Carnal, who did the driving. I never knew that you could listen to a scanner, carry on two conversations, drive down a gravel road at 60 MPH, and hear a train horn from three miles away thru a closed window ALL AT THE SAME TIME. After that first trip, I now take it for granted. Dennis has shown me how the pros railfan.

(Continued on page 8)

SummerRail Report - Chuck Hinrichs

The 12th edition of Summerail, a 12 event multi-media rail photo extravaganza coupled with a good sized railroadiana show, was held at the Cincinnati Union Terminal on Saturday, August 11, 2007. Chapter members, Jim Pearson, Bob McCracken and I headed out Friday morning in Bob’s SUV. The group was to meet with Wallace Henderson en route or at the Days Inn in Ft Wright where we were to spend Friday and Saturday nights.

The trip to Cincinnati was a bust from a railfanning standpoint. We caught a couple of NS trains at the yard east of Princeton, IN but nothing was moving. We followed the NS line all the way to Louisville but, alas, no action. We contacted Wallace by cell phone and he was about an hour ahead of us and seeing a bit of action on CSX’s Short Line. We finally caught a CSX slug set on the house track at Worthville and this was it for the day. We met Wallace at Days Inn, not the whippiest of motels. It is a pretty dilapidated facility but the rooms were clean and the beds comfortable and the price was right. It is a Friday night tradition to have a 5 way chili mac at the Washington and we did. The informal Friday night slide show was moved to the CUT auditorium to accommodate a good crowd and to beat the heat in Tower A. There were four shows headlined by Jim Boyd’s tribute to EMD’s E units.

The railroadiana show is held in the CUT concourse and opens at 10 AM. This was the largest show I can recall, and I have been to every Summerail. Wallace picked up several items including a brass IC baggage tag and Bob and I took advantage of Neff’s 50% off DVDs. We met Chapter members, Donny and Betty Knight and David Hayes at the show. The Knights were on their way to auto races following the railroadiana show. Following a quick lunch we headed back to CUT for the main event. The auditorium was packed, a record crowd, for the twelve event program. The first four shows were digitals with Andrew Nelson’s “My Green Bay & Western” and Charlie Dischinger’s “Fire in the Storm” stand-outs. “Fire in the Storm” was a spectacular show depicting Cumbres & Toltec action during an early season blizzard. Dave Oroszi’s “My First Forty Years” displayed Dave’s photo talents from his first instamatic shots up to today – a great show. The last show before the dinner break was one of the weak ones – excursion steam. The photos were underexposed and, in my opinion, not much more than snapshot quality.

Sunday morning found us on the road by about 8 AM. The first hour was pretty quiet but we finally caught a northbound CSX freight and then a southbound CSX coil car train – a train we would see at every location from Walton to Louisville. Our coil train met auto racks at South Verona and again at Glencoe. We met more railfans at Glencoe including Steve Berry, editor of Railroad and Railfan magazine. We caught a meet at Worthville and three trains doing the street running bit at LaGrange. We caught UP power on a northbound auto rack train near Anchorage and the surprise of the day, an R J Corman train with some 30 gondola loads of sand heading south on the ex L&N HK Sub. It was a great three days and I can’t wait till next year. Summerail photos are posted on the Chapter website. - Chuck

How I Got Started...

Through Ronnie, I became a member of the Western Kentucky chapter of the NRHS and met Wally Watts, Don Clayton and Rich Hane. Rich and I served in the 100th Division of the USAR in the Mayfield, Kentucky, unit. It's truly a small world

Time passes, and life brings change. Michael Hagan has been a friend and fellow model railroader for the past twenty-five years. We have even worked together twice. Well, maybe the third time is the charm as Michael is now President of the bank where we both work. It's rewarding on both a personal and professional level.

The kid that John Bell hoisted up on

a stool twenty-five years ago now works for CN Railroad in their Homewood, Illinois, office. It is in Andrew's blood I guess. Once, when he was at a crossing waiting for a train to pass, he asked his then five-year-old daughter what kind of train it was. Her response of "Intermodal" brings a smile to this proud grandpa every time I recall it. All of the trips to train shows in St. Louis and Nashville and the railfan trips have been memorable. Meeting my railfriends at Bennie's in Marion, Illinois, for dinner before the Amtrak scenery special from Carbondale to Fulton and then going back for lunch afterwards will always be a special memory. Don Clayton and Wally Watts taught me to always get seats in the center of the railcar so that you get a smoother ride. I don't get on a train that I don't think of them and the lesson learned. This has been and continues to be a really great hobby. The people that I have been privileged to meet have made it so.

- James Futrell

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

Clayton/Watts Open House - at the home of Don Clayton, 750 Wilson Drive, Madisonville, KY 42431. O gauge 3 rail and 2 rail operating layout. Saturday, November 3, 7pm, 821-5136 or 821-0731.

Open House at the Railroad Express - home of Jim Bengert, 1825 Taylor Avenue, Evansville, IN 47712, 812-479-9569. Open public layout tours November 30, 5-8 pm; December 1, 12-3 and 5-8 pm; December 2, 12-3 and 5-8 pm. Operation Sessions November 24, 1-5 pm, and November 25, 1-5 pm (for those interested in serious brakeman and conductor functions on a real railroad)

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

PENNYRAIL

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