

# PENNYRAIL

January 2008

VOLUME 12 NUMBER 1



## Chapter Chatter

### Next Meeting

Monday, January 27  
7:00 pm

The Center  
(former L&N depot)

Arch Street and Earlington Main Line  
Madisonville, KY

Our Program and Refreshments will  
be presented by our President,  
Rich Hane

Featured Rail Fan Start  
by Chuck Hinrichs  
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Late 2007 turned out to be a rainy time as evidenced by the flooded tracks north of Earlington.  
-Jim Pearson, photo

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Chapter, NRHS, Inc.

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Madisonville, KY 42431

\* \* \* \* \*

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Rick Bivins

Sect. Treas.  
Wally Watts

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“PENNYRAIL” is the  
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## In Memoriam

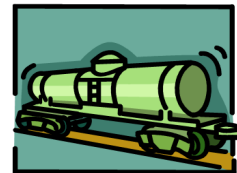
We want to remember our chapter member and friend Louie Hicks who passed away January 1, 2008. “Louie” was a long-time active member of the chapter whose recent attendance was prohibited by his illness. Please keep his wife Mary Ann and family in your prayers.



Louie Edwin Hicks, Jr.  
November 10, 1939 -  
January 1, 2008

## Chinese Steamer Hits Kentucky Rails!

See story on page  
7 and photos on  
page 5!



As rail fans don't forget to help

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



Past Due

**A reminder that if you have not submitted your national and local 2008 NRHS dues, please do so as soon as possible. Mail dues to Wally Watts, Treasurer at 111 Reed Place, Madisonville, KY 42431.**

### Check Your Scanner

CSX cut over to a new Road Channel frequency effective November 18, 2007, on the St Louis Subdivision between Indianapolis and St Louis.

Channel Lineup is now as follows:

1602300, AAR Channel 08,  
CSX IB Road Channel  
160.3650, AAR Channel 17  
CSX IB Dispatcher Channel

161.0700 is still be utilized for some Road Channel communications (hotbox detectors), but IB dispatcher is notifying all crews which channel hotbox detectors are using between Avon and Terre Haute.

- Chris Dees



## From Our President Rich Hane

A very Happy New Year to everyone. I hope that you have all survived the Holidays. We flew to Phoenix to spend a week with our daughter and granddaughter and had a great time even if we couldn't take the train this time. We scheduled this right after our Chapter Christmas Party and the timing worked out nicely. I hope that those of you who attended our Christmas Party had a good time. The food was great and the conversation and program were well received. I would like to hear from anyone on the subject of this years Christmas Party if you have any comments. This makes it easier for us to judge if we are doing what the members want and helps us plan for next year. A note to those at the Dinner concerning the railroad signs that I brought to look at. Keith Kittinger was able to find out that there were, indeed, only 28 different railroads represented in this program from the 1950's so I am fortunate to have all of them. Mystery solved.

The new format for the NRHS Bulletin is a vast improvement I feel. The photographs are beautiful, clear, large, and colorful and it seems that the issues are getting back on schedule and the stories are very interesting. Things seem to be moving along nicely.

This year started out on a very sad note for many of us with the passing of Louie Hicks. Louie was a "real railroader" having worked for 32 ½ years as a trainmaster for CSX and predecessor companies. He was a gentle, large, and quiet man with a wonderful sense of humor and a hearty appetite. One story that was related at his memorial service in Hopkinsville was the time that he was driving past a restaurant with some friends and the large sign outside the restaurant said "Come and eat early, Louie Hicks is eating here tonight". He was a model railroader having a very nice outdoor layout in his yard along with a small HO layout in a shed. Some of you will recall his touching story of his grandfather and father that were both railroaders and both were killed by train wrecks in nearly the same spot 25 years apart. We will miss Louie and our sincere sympathies go out to his close family and friends at this truly sad time.

I hope to see you all at our January meeting on the 28th. I will have both the program and the refreshments as usual and the program will center along the coast and mountains of British Columbia.

For those of you who have not yet paid your dues for 2008, please contact Wally or bring it along to the meeting. See you soon.

## My Rail Fan Start by Chuck Hinrichs

Three events, early in life, planted the seeds for a lifetime of fascination with railroads. In the late 1930s I remember a trip with my dad to the western slope of the Colorado Rockies. I vividly recall a stop at Minturn, Colorado at the Rio Grande yard and engine facility and the monstrous Mallets shooting smoke and steam skyward in the frigid winter air. Dad was taking pictures and I was just standing there awe struck. We lived on the east side of Denver and bicycles were the mode of transportation. Summer adventures took my neighborhood friends and I to north Denver and the Burlington yard and lines of locomotives ready for the scrappers torch and often east to Stapleton Airport to check on aircraft activity and then over to the Rock Island main to watch trains. There was a siding north of the airport and it usually held a couple of box cars. A juvenile gut check and right of passage was to hang on the grabs of the box car as the Rock Island Rocket shot past at full track speed. You really had to hang on tight.

The final piece of my railfan indoctrination was a trip to Florida with my Grandmother in the winter of 1940/41. We went from Denver to Chicago on Union Pacific's Columbine, my Grandmother's favorite train – she was a Chicago native. The trip south from Chicago was, to the best of my recollection, on one of the CE&I, L&N, NC&StL, SCL trains with a St Petersburg destination. On the second morning out our train was held up for an hour or more. The conductor asked my Grandmother if it would be OK for me to do a little exploring with him. We went to the rear of the car and from somewhere the conductor produced a cane pole and a bit of raw bacon for bait.



We climbed down to the ballast and found water right by the right-of-way. After several stolen baits and a couple of small fish, I finally landed a keeper – a nice size crappie or bluegill, can't recall which, that the conductor took and said he would take care of. The train finally got underway and I got cleaned up and returned to our section.

When lunch time arrived we were seated in the diner and the waiter smiled at me and gave me a wink. When it was time to order the waiter told my Grandmother that my meal was already taken care of. To my surprise and my grandmother's astonishment there was my catch, fried to a golden brown with a side of French fries. The rest of the trip was down hill from there.

The seeds were planted. Nourishment was provided over the years with a move to California where trolleys were the preferred mode of transport; SP steam was still in use in the San Francisco commuter pool, several trips from SF to Denver and return and a trip to Los Angeles on SP's Daylight. A short term in the Army provided a cross country trip by rail (Baltimore to Seattle) and several rail movements in Korea. College in Golden, Colorado provided Coors switching action and C&S connections as well as a couple of football trips by rail. Several tours of duty in Bartlesville, Oklahoma brought close-up sightings of Santa Fe and Katy action and a tour of duty in Memphis provided a wealth of rail action including a 9th floor outlook on the Southern main line. My father's death in 1964 brought me much of his photographic equipment and a couple of OSU courses kindled a photo-

*(Continued on page 4)*

## Amtrak Update

Bay area Amtrak service in limbo - A report in Pensacola News Journal says that Amtrak has no plan to resume Sunset Limited service to Pensacola, Jacksonville, with connections to Orlando. Service has been on hold since hurricane Katrina in August of 2005, which has left the brick station at Pensacola closed. Freight service on the CSX line resumed as soon as track and bridge repairs were completed. Amtrak spokesman Cliff Black points to low ridership as a concern in regard to reinstating regular passenger service to the Bay area. (Thanks to Don Clayton for submitting the article by Carlton Proctor of the Pensacola News Journal, Dec 28, 2007)

### *Next Issue!*

We want to honor other chapter members who have passed away over the years. If you have info on them, please send it to me as soon as possible. Short bits of their railroad related interests would be appreciated along with life dates.

Thanks, Bill  
[bill@fbcmadisonville.com](mailto:bill@fbcmadisonville.com)

**SEND YOUR  
ARTICLES AND  
PHOTOS TO:  
BILL THOMAS  
[bill@fbcmadisonville.com](mailto:bill@fbcmadisonville.com)**

## Rail Fan Start—Continued...

graphic flame that still burns brightly. The seeds sprouted over the years and the combination of rails and photography came together during a brief tour in New Mexico and our 1973 location to Hopkinsville. The rail fan plants gained full blossom in Kentucky with my acquaintance with Jerry Mart, Tim Baggett and Jim Burton and my 1993 affiliation with the Western Kentucky Chapter of the NRHS. Some 10,000 slides, 5,000 B&W negatives and a couple of shelves of video tapes have accumulated over the past 35 years and now are being superseded by a hard drive full of digital images. It's been a great trip and it still holds great interest as to what might be around the next bend. - Chuck

## National News

The dates for RailCamp 2008 are set. The program at Steamtown in Scranton, Pa., runs from July 6 through July 12, 2008. The program at the Nevada Northern in Ely, Nev., operates from July 22 through August 2, 2008. Once again, chapters wishing to sponsor a camper at either program can reserve a position for a camper.

I have placed two files on the NRHS web site (<http://admin.nrhs.com/admin/railcamp/>) which contain the form to submit a reservation. One file is an Adobe pdf, which you can download and print, then complete and return a hard copy. The address to mail hard copy reservation forms is Barry Smith, RailCamp Program Director, 2730 Fillmore Drive, Chambersburg, PA 17201-7802

The second file is a Microsoft Publisher file. Many Microsoft Office suites include Publisher. You can open this file with Publisher, complete the information on your computer, save the file for your records, and then send it attached to an email message to the RailCamp program at [svp@nrhs.com](mailto:svp@nrhs.com).

Chapters must submit reservation forms by January 15, 2008 to reserve a position. NRHS will hold the reservation open until April 15, 2008 by which time the Chapter must submit a camper's name. If the Chapter cannot provide a name for the reservation, the RailCamp staff will award the position to any applicant who has submitted an acceptable application.

Registration of campers sponsored by Chapters is not automatic. RailCamp staff will review those applications using the same criteria as any applicant for RailCamp.

When your completed chapter reservation form arrives, I will send a letter acknowledging receipt of the form. If you do not receive such an acknowledgement within a reasonable time, please contact me at [svp@nrhs.com](mailto:svp@nrhs.com).

Remember, the critical dates are reservations by January 1, 2008 and submission of the name of the camper by April 15, 2008.

Barry Smith, Director, RailCamp Programs,  
Senior Vice President

## 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/)

**On-line Pictures (clean)**  
[www.railpictures.net](http://www.railpictures.net)

**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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# PHOTO SECTION



**Left** - Here is a picture of R.J. Corman's 2-10-2 arriving in Lexington, Ky, on 1-13-08 via NS Train 144 out of Chattanooga. Engine was off-loaded in New Orleans and placed on a flat car for the trip to Lexington.  
-Wesley Ross

**Below** - Northbound CSX Intermodal at South Casky late in December.  
- Chuck Hinrichs



**Above** - Chapter members Rich Hane, Keith Kittinger, and Bob McCracken check out Bob's K4 live-steam Pacific at the November meeting.

**Below** - Corman crew off loads the Chinese steamer at Lexington.  
- photo courtesy of Ron Stubblefield



**Above** - Despite damp conditions, about a dozen folks enjoyed some garden railroad fellowship at the home of Bill Thomas January 5, 2008.- photo courtesy of Ron Stubblefield

**November 2007 Minutes Summary**

**Western Kentucky Chapter, NRHS**  
 The Center (Former L&N Depot),  
 Madisonville, KY

**NOVEMBER TREASURER'S REPORT:**

Beginning Balance	\$1,916.31
Income	
Nat. Dues	\$1,078.00
Ch. Dues	\$00.00
Donations	\$100.00 (National)
Raffle	\$00.00
Video	\$00.00
Other	\$00.00
TOTAL	\$1,178.00
Adjusted Balance	\$3,094.31
Expenses	
Nat. Dues	\$00.00
Postage	\$24.60
Printing	\$55.96
Video	\$00.00
Supplies	\$00.00
Other	\$00.00
TOTAL	\$80.56
Ending Balance	\$3,013.75

<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 reported briefly on the October board meeting in Galveston, TX, including some of the tours there. A special board meeting will be held January 26-27, 2008, in Dallas for the purpose of conducting extra business that was not covered in October. The National office will be moved, and the lease regarding the space will be terminated early. Rail Heritage involvement between communities and museums will be discussed. National is considering reducing the size of the Board. Rail-Camp to be held in three other new places will be considered.

**OLD BUSINESS:** A combination of nominations and elections of officers was held due to the October Meeting being cancelled. Those nominated are elected are: Rich Hane, President; Rich Bivins, Vice President; Secretary/Treasurer, Wally Watts; Wallace Henderson, National Director; Bill Thomas, Director at Large. In other old business, the Christmas Dinner at Bull's Eye Restaurant in the Days Inn is finalized and scheduled for Monday evening, December 3.

**NEW BUSINESS:** No new business was brought before the Chapter. Keith Kittinger brought two VHS tapes which the Chapter has owned for several years, and they are now in Rich Hane's keeping to be tested.

**OTHER:** The Chapter adjourned early for refreshments and an enjoyable program by Bob McCracken about his live-steam 1/12 scale Pennsylvania RR K4 Pacific locomotive and tender. Wally also displayed an O scale Pennsylvania A class 0-4-0.

**Next Meeting** is scheduled for Monday, January 28, 7 pm, at The Center. Traditionally, the president brings the January program and refreshments.

**ATTENDANCE:** Wally Watts, Bob McCracken, Jackie McCracken, Tim Moore, Dennis Carnal, Steve Miller, Rich Hane, Steve Gentry, Harry Dolph, Chuck Hinrichs, Tom Steiner, Wallace Henderson, Thomas Bryan, Jim Bryan, David Millen, Phil Randall, Bob Moffet, Bill Thomas, Jim Pearson; **Guests:** Danny and Courtney Koeber.

**Providence, KY** - What was left of the old Providence #1 Mine equipment and tracks has been dismantled along with the implosion of the concrete silos. According to Rick Andrews, the silos were leveled in late December, 2007. Underground coal reserves are being mined by Dotiki.

**McHenry, KY** - New load-out Loop on Paducah & Louisville Railroad - with the evident rise in demand for West Kentucky coal, Armstrong Coal is installing a new loop track for P&L trains to load coal for a mine in McHenry, Kentucky, just east of Rockport. Armstrong coal officials say they expect to open up their first two mines in April, a former mine known as Big Run, and a new one, named Midway. They're looking to hire 200 workers by then. The company hopes to have all five mines open by 2010. More details and possibly corrections coming in future issues

**Chris Dees** - has accepted a Supplier Development Engineer position with his current employer, TRW Automotive, at their Commercial Steering Division in Lafayette, Indiana, effective 01-Feb-2008. This will put Chris at the intersection of CSXT's Monon Subdivision, Norfolk Southern's Lafayette Sub, and the Kankakee Beaverville & Southern. Area shortlines include the Bee Line Railroad, Central Railroad of Indiana, and Winamac Southern. Daily Amtrak service to Chicago via the Cardinal and Hoosier State will be available. Hawkins Rail Service and the Purdue Model Railroad Club affords opportunities in model railroading. Chris's e-mail will remain the same, and he will update with new contact information as soon as it is available.

Two months ago my (Jim Futrell) regular noon time stop at the Fulton Yard revealed the pictured SD-40 idling away. I was able to check its assignment and found that the unit was posted to the daily Paducah turn. When I returned home that night a little research revealed that this was indeed the FIRST SD-40. Built in 1964 she was painted blue with yellow trim and shipped to the Santa Fe for testing as number 434. Later purchased by GM&O, she soldiered on as #950 until 1972 when the GM&O merged with the IC. Fortunately, this locomotive was in the right place in that IC always preferred to upgrade roster units rather than overspend on newer more modern power. As #6071, the unit was sent to the old VMV in Paducah to be upgraded to Dash-2 standards

*(Continued on page 8)*

# Roster Corrections

Please make these changes in your roster lists:

Rich Hane - 270-825-3429.

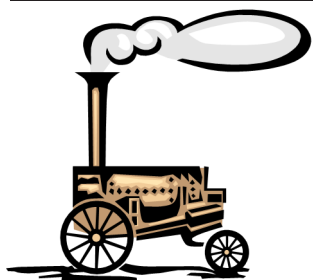
Don Clayton-821-0731

Chris Dees-812-877-0286

Bob McCracken-821-6246

Eddie James-683-4205

## Chinese steam in Kentucky



It's been roughly 50 years since a steam locomotive operated on the railroad tracks around Lexington. But that's about to change. The R.J. Corman Railroad Co. has taken delivery on a Chinese-built steam locomotive, which it plans to park on a siding just off Cox Street, both as a piece of historic preservation and for actual use on as-yet-unspecified "special occasions." Company owner Rick Corman says he expects to fire up the engine and try it out on the track within a few weeks, as soon as it's inspected and spruced up from its long trip from China.

That day can't come soon enough for local rail fans, several of whom braved 30-degree weather Wednesday morning for a rare glimpse of a real, working steam locomotive. They watched and snapped pictures for more than two hours, as work crews from the Corman company carefully unloaded the 140-ton steam engine from two railroad flatcars that brought it and its tender car to Lexington over the weekend. "You know it can't be a cost-efficient project, but I'm just glad that there is someone who has the resources to preserve something like this," said Lexington's Way Thompson, one of those watching the unloading. "I've always loved trains and steam engines."

Corman actually bought the engine from Railroad Development Corp., a Pittsburgh firm that had acquired three of the Chinese locomotives. Corman's engine traveled to the U.S. by ship, arrived in New Orleans last month, and then was shipped to Lexington by rail. Though built in China, the engine is based on a U.S. design from the 1920s. Why buy a Chinese locomotive rather than an American one?

The few steam locomotives seen in this country today typically are museum pieces rescued from the scrap heap. But Corman's engine is no antique. It was built in 1986 and was in use on Chinese railroads as recently as 2005, hauling coal and passengers. According to Corman, Chinese railroads continued to rely on steam power until recently, and only now are replacing their outmoded steam engines with modern diesels. So, steam engines now available in China are only a few years old and require little restoration, compared with old U.S. engines that must be rebuilt.

American railroads abandoned steam for diesel power decades ago. But for many rail fans, no diesel ever built can match the romance and appeal of a smoking, snorting steam locomotive. The Bluegrass Railroad Museum in Versailles at one time owned a steam engine, but sold it because of high operating costs. Steam excursion trains pass through Lexington occasionally. But there is no steam locomotive regularly operating in Central Kentucky today. Which is why the prospect of having one in Lexington is such a thrill for fans like Way Thompson -- and for Matt Schwerin, 30, who didn't know much about steam engines until lately, but has had to learn a lot about them very quickly. Schwerin, who works for the Corman Railroad Co., will be the person mainly responsible for operating the locomotive.

"It started in June when Mr. Corman told me, 'I need you to go to China,'" Schwerin said. He ultimately made two trips to Jinzhou, China, to see the locomotive, watch it being refurbished, and learn to operate it. Schwerin's regular job at the Corman company is as manager of operation practices. And while he's a certified railroad engineer, he had never before run a steam engine. Indeed, until recently, Schwerin had never even seen a steam locomotive except in a museum. At age 30, he was born too late to experience the steam era on American railroads. Now, he's getting a second chance to learn what it was like. "I sort of put myself through a crash course on steam once Mr. Corman told me I'd be involved in this project," Schwerin said. "Operating a steam locomotive is a totally different experience from a diesel. I think it's really exciting that a for-profit railroad company would make this kind of investment and commitment."

Rick Corman said he sees the engine as a door into history. "How do you know where you're going if you don't know where you've been?" he said. "We're going to maintain it and operate it some two or three times a year, just for special occasions. "Steam engines aren't very efficient, but they do have character and people love them. I think it will be a nice addition to our company."

- Submitted by Andrew and Jim Futrell

- This item appeared Jan. 17, 2008, in the Herald Leader, Lexington, KY

Note: see photo section for pictures of the 2-10-2.

in 1995. Officially an SD40-2R on the CN roster this old girl is like many other 40s on duty except for her short porches. Five feet shorter than a regular SD-40 she rides on an SD-35 frame which was standard fare at EMD in 1964.

According to the Locomotive Special from Trains Magazine, Canadian National well aware of this units pedigree so it is highly unlikely she'll be scrapped. One would hope it will eventually be donated to a museum. In a fresh coat of IC BLACK!

COLLINSVILLE, Ill. (AP) -- Police in the Metro East community of Collinsville are trying to figure out who left a **bulldozer on railroad tracks** as a possible prank before it was rammed by a train. Investigators say the crash early Saturday near the city's Glidden Park didn't cause a derailment or any injuries. But police say the wreck seriously damaged the CSX locomotive and the bulldozer. Authorities say the bulldozer belonged to the city and appears to have been stolen from a construction site.

- Chuck Hinrichs

# TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

The **sHOW Model Railroad Club** will host a model railroad and toy train show and sale at the historic, L&N Depot, 401 Kentucky Street, Bowling Green, KY on Saturday, February 16th, 10 AM – 3 PM. Admission is \$5 each or \$10 for the entire family. For additional information, email [edwbbaggett@logantele.com](mailto:edwbbaggett@logantele.com) or [rick.williams@insightbb.com](mailto:rick.williams@insightbb.com).

The planned annual **Milwaukee Road Historical Association** convention in Terre Haute, Indiana has been moved to the weekend of June 28-29. The planned fan trip over Indiana Railroad's ex-MILW/Soo/CP line between Terre Haute, IN and Bedford, IN is planned for Saturday, June 28, 2008. No other information given nor registration form was mentioned. Current membership in the MRHA will be required to attend the convention/fan trip.

- Chris Dees



Rick Andrews has an assortment of nice HO Scale equipment for sale. (270) 841-7140

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

## PENNYRAIL

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