

PENNYRAIL

April 2008

VOLUME 12 NUMBER 4



Chapter Chatter

Next Meeting
Monday, April 28
7:00 pm

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

Our Program will be presented
by David Millen
Refreshments by
Tom Steiner

Up-coming Programs
October - Jim Pearson

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 at Large
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From President Rich Hane

The Director of the Center, Carolyn Ferrell, asked me about a month ago if we could put up a handicapped parking space sign on the ramp that we built last year. I decided it would be better to just buy the materials and build the sign myself after getting the OK from the Chapter to spend the money. It only cost about \$25. Check out the picture of the new sign. She was very happy with the sign as it sort of finished off last year's ramp project. I asked about how the Center was progressing and she said that it is going well from one month to the next. I talked to Dr. Dan Martin who is on the Board of Trustees for the Center and he was optimistic about the future, also. The parking lot was recently repaved and the new stone wall along the Arch Street side of the parking lot is very attractive. Taken as a whole, the old Depot is looking pretty good and if they get the grant from the Kentucky Transportation Cabinet to correct and update the building with the structural renovations recommended by the engineering firm, the building will be sound and secure for a good

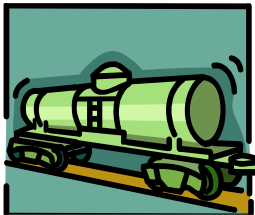
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many more years and can be utilized by the community.

I hope to see all of your smiling faces at the next meeting on April 28th at 7pm.



New sign created and put up by chapter president Rich Hane.



As rail fans don't forget to help out and watch passing trains for problems. You will find RR emergency numbers

on page 4. Also remember to keep a good distance between you and passing trains - resist the urge!

Friendly Reminder

I've been asked to request quiet during video presentations at our monthly meetings. We appreciate your cooperation and encourage fellowship outside the main room if you wish to do so.



Man with a Trombone!

By Ricky Bivins

As I begin this little piece of an article for the Newsletter, I am listening to "The Swing Era" on Playa Cofi Jukebox. Funny spelling and all for a really neat music sight on the Net. As I listen and "work" at the airport, I am reminded of a story told to me by a very special and unforgettable friend, Joe Wirth. Joe Wirth of Owensboro KY passed away in April of 1998, soon to be ten years ago. Those of you whom new him...well you just know what I mean. NYC Joe, 5150 Joe...and a host of other a.k.a.'s. Well Joe and I really had a unique friendship, most of it centered on the New York Central Railroad and its subsidiaries. I was a teen when I met him at the Owensboro NRHS meeting....34 years ago. Don Clayton, Wally Watts Jr. and the rest of the "Madisonville Crew" were regular attendees of the Owensboro Chapter. I was invited to the meeting after answering a local newspaper add titled "Model Trains for sale". The seller was Don, which is how we met and I was soon re-united with Wally after a few years of separation for an unknown reason. (Wally was/has been a long time family friend...).

All this leads to a story as I mentioned. But first a little background on Joe and our encounters. After I earned my drivers license and proved to the family the other road attendants were after all... safe, I would make several trips to Owensboro to visit Joe and the town in general. I did not party or look for trouble thanks to good parenting and good piers, (NRHS members). So every trip to anywhere was to learn something about the town, location and of course trains. During one of these many visits with Joe I ended up with a Southern Railway Maintenance sign. Neat it is, football shaped enameled steel. I promptly made a base of pipe and fittings for it and mounted it at the entrance to Mom and Dads garage. I said good parents Right? I also received of Joe a treasured item, a complete copy of Howard Foggs P&LE pictorial from 1964. Many are available on e-Bay now but this one came from the artist via an add in Railroad Magazine. I have found a copy of the postcard book from the same set on e-Bay as well as the calendar. But the Book is as they now say...priceless!

Now you have an idea of how kind, and what kind of person Joe was. But I have one memory of Joe that is truly priceless. Joe was a service man in the big war, I can not remember if he went Europe, Japan or was stateside. In all the stories of war that I am sure he could tell, possibly even the horrors of it, he told this one with the look and mannerisms of a stage actor. Only this was no playwright's story, this one was as real as can be. Joe was on his return to the states or from state side camp as the case may be. He told of a most enjoyable ride on...THE PENNSY? Now Joe was a New York Central fan of fans, BUT the Pennsy was a close, very close second. He de-trained at the Famed Penn Station in New York City. Penn Station is no more thanks to over zealous developers and a money driven city. The tracks for the most part are still there, under modern high rise buildings and famous landmarks. I think Madison Square Gardens is in part located over the tracks. Joe and his fellow service

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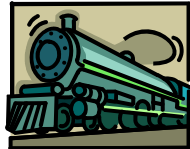
Amtrak News



Buy One, Get One Free for National Train Day — Limited Time Offer—Celebrate National Train Day — get your Choo-Choo on. With this limited time offer, ride your favorite Amtrak route on May 10, National Train Day, and take a friend along for free. To receive a free companion ticket with the purchase of a full fare adult ticket, you must purchase on April 4, 2008. Hurry, seating is limited and may not be available on all trains at all times. Restrictions apply, so visit Amtrak.com for the full terms and conditions.

Corman Steam Update

Below is an email from Lou Jaquith of Lexington:



Hello! The latest is that Corman is completely repainting the QJ - it is black Imron epoxy enamel with a 2 foot red stripe from the tender to the pilot. It is edged with 2 inch white stripes and on the tender the RJ Corman name is spelled out on the red in white lettering. Underneath, on the black, it says Central Kentucky Lines in white lettering. The wheels are now black. The paint job on the engine when it arrived was over about 4 layers of dust, rust, and crud. Corman planned to spend one day prepping the locomotive and tender and then another 2 days to paint it. It's taken them 2 weeks to finish the tender. The locomotive is in the shop now.

He had planned for the debut on the Derby Special, however, CSX flatly said no steam on our lines. It could go as far as Anchorage on their own track, but that was it. Rick has said he'll not run the Derby train without the steam. The current plan is to debut the engine in Lexington in late April on one of his sand trains with guests and the public invited to watch.

Joe Holbrook, a good friend of mine, has been doing much work on the engine, including completely rewiring it and fabricating the class light mounting system for the boiler top. It has been under steam several times testing back and forth in the yards. Matt Schwerin stated they've probably put 20 miles on it just doing this. There were many steam leaks to be taken care of and they're still finding more.

Trombone Continued...

men were per military ushered in and around the station as required.

They went through their ranks and papers and what have you ...only to be told they would layover unexpectedly. Downcast and weary all were eager to get home. Well as fate would have it Uncle Sam arranged for a stage show in a local hall to pass the time. I am sure to this was to keep them together and out of trouble. As they made their way to a theater talk was of the forthcoming show. What kind of show? Who is performing? Etc. Joe told in vivid detail the movement from the train station to the theater, a stage theater it was. He described the lighting as low, the theater as old and the curtain drawn. All were seated and the noise soon abated. Just a low hush of talk and unidentifiable noises could be herd when the band started to play. Band? Big Band sounds were quickly identifiable to the group. Remember this is war time and Big Bands were all the rage. There were dozens of bands whose sound were immediately recognizable. Of course Glenn Miller was killed in action during the war. Big Band was THE music of war time America.

Joe continued to describe the scene, the curtain began to rise and the stage was dark with contrasting back lighting. "And then", Joe's eyes lighting up now, "there was a solitary figure, back lit, facing to our right" Joe leans back, looks up for a brief moment as if summoned and says, returning his gaze back to mine "holding a trombone". Joe looked at me as if I were queued to speak. I was drawing that figure in my mind not realizing he was waiting for me to respond. It must have been only a few seconds when Joe realized I was not going to say any thing. His gaze turned to a strong demeanor and he said in a stern but respectful voice, "TOMMY.....DORSEY"!

If you happened to know Joe Wirth, then you can draw a picture of him telling this story. If not then hopefully you can relate to him in some way. Few and far between are people like Joe.

Tommy Dorsey and his older brother, Jimmy were big, Big Band performers, however they never saw eye to eye as to how the band was to be. They parted ways and made their own respected marks on music. Tommy would die tragically in 1956 at age 51 by choking to death in his sleep after a big meal and sleeping pills. Jimmy would die a year later of throat cancer. The Tommy Dorsey Band would tour with out their name sake on through the early 1970's. Ironically, the bands biggest hit "Tea For Two Cha Cha" would be after his death. The Tommy Dorsey Orchestra still performs to this day...as for Joe; well...his memory is a cherished one. R.I.P. Joe Wirth.

NRHS

National Railway Historical Society, Inc.
Mission Statement - The National Railway Historical Society promotes railway heritage preservation and educates its members and the public about rail transportation, its history and impact, with a focus on North America.

Objectives

1. To foster the experience of rail transportation
2. To develop and expand educational services and programs
3. To build and maintain archives, to encourage and to support archival activities, and to disseminate information in archives
 - A. To increase collaboration between existing archives
 - B. To develop listing of National and Chapter archives
4. To support preservation of memorabilia and artifacts
5. To facilitate association and networking
6. To maintain and grow the organization

ODD PHOTO SECTION

These odd-ball locomotives showed up in Atkinson Yard, Madisonville, in late March 2008. One unit looks like a genset in a GP38 shell and the other a cab and chassis and what appears to be a radiator or dynamic brake housing. The units are on the way to Paducah via P&L and may be on the way to the new locomotive facility in Mayfield.

- Chuck Hinrichs



Links of Interest

National Railway Historical Society

www.nrhs.com

Railway Preservation News

www.rypn.org/

Kentucky Railway Museum

www.kyrail.org/

Indiana Railway Museum and French Lick Scenic Railway

www.indianarailwaymuseum.org

/

Indiana Transportation Museum

www.itm.org/

Illinois Railway Museum

www.irm.org/

Tennessee Central Railway Museum

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*

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PHOTO SECTION



Phil Randall submitted this "homage to Santa Fe" out of Neheim Hüsten, West Germany, on the Eichholz Railway, a private company. According to the web site, it was shot April 8, 2008.



A post-flood derailment on UP's Marion Sub near Vienna, IL, March 22, 2008. The GE AC4400CWs 6545 and 6715 are waiting their turn with the heavy-duty cranes. Submitted by Chuck Hinricks, photographer unknown as of print time.



The old NC&StL Station at Murray, KY is still in pretty good shape. I shot this photograph in Early March while there for a Piano Festival. - Bill Thomas

We need your photographs!

March 2008 Minutes Summary

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

March Treasurer's Report:

Beginning Balance	\$3,707.78
Income	
Nat. Dues	\$00.00
Ch. Dues	\$13.00
Donations	\$2.00
Raffle	\$8.00
Video	\$00.00
Other	\$00.00
TOTAL	\$23.00
Adjusted Balance	\$3,730.78
Expenses	
Nat. Dues	\$00.00
Postage	\$24.60
Printing	\$4.00 (two months)
Video	\$00.00
Supplies	\$00.00
Other	\$65.00 (website renewal)
TOTAL	\$93.00
Ending Balance	\$3,637.78

MEMBERSHIP:	Full	56
	Chapter Only	17
	Total	73

DIRECTORS REPORT: Wallace reports he is not attending the April board meeting. He gave some information on the National convention in June, including train watching, a barbeque, and tours. Meeting will be in downtown Ft. Worth, TX, at the Fort Worth Hilton.

OLD BUSINESS: No old business.

NEW BUSINESS: Rich reported Jim Bengert, a former member in Evansville, had 2 heart bypasses and is doing well. Carolyn Ferrel asked that we put up a sign for the handicap parking. Motion was made and approved that we do this. Rich stated the Center needs a show of support for a grant for which they are applying. Rich wrote a letter concerning this. The grant is apparently from a transportation enhancement fund. Dennis brought T-shirts with our chapter logo on them. They are priced at \$15 to \$20, depending upon size. There is a variety of long and short sleeve, and colors.

Dennis mentioned the items deceased member David Cooper left the chapter. Included are various slides, a slide projector, and other media, which have been stored at Don Clayton's home. Discussion was held on what do about them. Steve Gentry expressed interest in the projector, and thus followed a motion and approval that we let him have it. Rich, Dennis, Ricky, and Keith will check on the remaining items.

Meeting adjourned for refreshments by icky and DVD by Rich to substitute for Wally's which could not play on the Center's equipment.

OTHER: Ricky Bivins emailed Jim finley about our proposed trip to KRM this Spring or early Summer and has not received a response as of meeting time. The Crofton picnic is on for September 20, 2008. Ricky made a motion that a committee be appointed and give the task of determining dates for the Spring KRM activity. President Rich Hane will appoint a

(Continued on page 7)

Photo Section Continued



Above - This CN #1029, Extra Grain, was eastbound out of the East Debuque tunnel February 26, 2008. Photo by David Hudson.



Above - Our own Chuck Hinrichs gets a cool breeze as a cut of refrigerator cars roll through North Trenton, on the Henderson Sub, April 6, 2008. - photo by Jim Pearson.



Left - In contrast to the CN shot above, Flagg Coal No. 75 is caught by chapter member Bob McCracken at the Florida RR Museum. Photo by Bob McCracken.

Monthly Report Continued

committee. The bike/hiking ride sat White Plains is set for Saturday, May 10. Our regular May meeting will be in Hopkinsville, KY, on Monday, May 19 (one week early).

ATTENDANCE: Jim Bryan, Thomas Bryan, Tim Moore, Dennis Carnal, Bill Heaton, Donnie Knight, Steve Miller, Rich Hane, Chuck Hinrichs, Shirley Hinrichs, Tom Steiner, David Millen, Bob Moffet, Bill Thomas, Jim Pearson, D.A. Fraser, Ricky Bivins, Liam Thomas, Wally Watts; **Guests:** Phil Randall.

March Meeting Photos



Dave, Steve, John, and Wallace checking on a passing train .



Rick, Rich and Steve guarding the refreshments.



Wallace and Jim looking for a way to get some shots of the odd-ball power in Atkinson Yard.

Regional Rail Notes

50 Year Mark for Paducah Shops - Believe it or not, it has been 50 years since the last steamer was rebuilt at IC's Paducah shops. 2-10-2 2741 was released on March 12, 1958, and afterwards only diesel locomotives were rebuilt/overhauled at the shops. Of course, IC continued to run steam out of Paducah until early 1960, and these were serviced at the Paducah roundhouse, which was right next to the shops.

Even after the last IC steamers were scrapped, reminders of the steam era remained at Paducah for many years. Up into the 1970s a cab salvaged from a steam locomotive (and still with its I.C.R.R. lettering) could be found tucked between the buildings. Also, there was a scrap bin fabricated from two auxiliary water cars (these had been removed from their trucks and were sitting on the ground). The steam locomotive cab was gone by the mid-1980s, but the scrap bin fabricated from the water cars survived until the mid-1990s. - Cliff Downey

Progress Rail (Mayfield, KY) - Details of Progress Rail Services' entry into the genset market are sketchy at this time, as the Caterpillar-owned company has made no formal announcements. So most of the details that we are able to present at least initially should be considered preliminary and subject to change. Not surprisingly, the locomotives will use Caterpillar C18 engines for power. They will also be fitted with Cat's ACERT emissions reduction technology. Each genset is rated at 745 horsepower. Progress' three engine genset will have a total rating of 2,235 hp, while their twin engine model will be rated at 1,490 hp. Those are the highest horsepower ratings in the industry thus far.

The locomotives will be built on refurbished frames, with all new cabs and appliances. Extended range dynamic braking is an available option as well.

The first of Progress' gensets showed up briefly in Georgia in late August and early Sept. 2007. That unit, PRSX 3802, was apparently a test bed of some sort, as the gensets sat very high on the frame, and the unit had a conventional cab. Future arrivals were spotted in March 2008 with higher visibility cabs and much lower hoods.

Initial information is that Progress will be centering most of its genset production around a new facility in Mayfield, KY. To that end, the 3802 and 2003 both moved to the facility in mid-March 2008, and expected genset donors PRSX 2005 and 2006 (both GP38's) were believed to be on the move there as well.



Buy, Sell, Swap!

- **Rick Andrews** has an assortment of nice HO Scale equipment for sale.

(270) 841-7140

- **Don Clayton** - I am running out of room!! I want to sell my Trains magazines since 1970 (some in binders) and my Railfan and Railroad magazines. Let me know if you are interested in some or all of them. I also have some L&N passenger timetables for sale along with coach diagrams for the Georgian and Dixieland and finally 2 headrest covers, one for the original California Zephyr and one for Pullman. 270-821-0731 home, 270-824-1831 work



TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

-**May 10** - Bike/Hike at White Plains on old IC Rail to Trail.

-**May 19** - **Monthly Chapter Meeting** at Hopkinsville Historical Society

-The planned annual **Milwaukee Road Historical Association** convention in Terre Haute, Indiana has been moved to the weekend of June 28-29.

-**IC Historical Society 2008 Convention** -

August 22-24, Paducah, KY, <http://www.icrhistorical.org/>.

-**L&N Historical Society 2008 Convention** - September 18-20, Vonore, TN (near Etowah). Copper Hill trip.

Left - Black and white just doesn't do it justice. Chuck Hinrichs, Jim Pearson and Mike Armstrong viewed this beautiful ex-Southern Railway EMD SW1, in RJ Corman Red and Silver. It was parked outside the Guthrie, KY, shop building along with three GP-16s. Just goes to show you that you never know what you might find on a rail fan trip. Even close to home.

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

PENNYRAIL

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