

PENNYRAIL

February 2015

Volume 19 Number 2



Next Meeting

Monday February 23, 2015 @ 7:00pm
Former L&N Depot
38 W. Arch St. Madisonville, KY

Program by: Rick Bivins

Refreshments by: Rich Hanes

**Don't forget to bring something
for Show & Tell!**

NRHS 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

In this issue...

- **The Spill with President Bill**

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Pl.
Madisonville, KY 42431

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President
Bill Farrell

Vice President
Steve Miller

Secretary Treasurer
Wally Watts

National Director
Wallace Henderson

Director at Large
Thomas Bryan

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

Editor
Matt Gentry

email:
info@westkentuckynrhs.org

Time to Renew!

Please renew your NRHS membership as soon as possible. If you have not received your bill, please contact Wally Watts at 270-821-5136 or email at wallacewattsjr@att.net

Please send your digital photos and stories to info@westkentuckynrhs.org

The Spill with President Bill

President Bill Farrell

We are heading into our second month of the New Year and things are looking great. We had an informal executive board meeting at the Ideal convenience store in Nortonville on January 31st. This was in an effort to save time at our regularly scheduled meetings. The two hours the officers spent in that meeting were well worth the time. We worked on the club calendar for this year and tried to remove any obstacles or duplications that might occur in the next 11 months. With that said, anything we worked on or put on the 2015 calendar is subject to approval by the membership, at a regularly scheduled meeting.

In the board meeting we discussed the possibility of what to put in the second case in the Parkway Plaza Mall. One thing led to another and before we knew it we were talking about a back drop in the display case with pictures of all the train stations in Hopkins County printed on it. We decided to contact WTTL radio station 106.9 fm to see if we could be on, "Coalfield Comments". Wally has most of the pictures of all the stations but there are a few that eluded him. So Wally, Ricky, and I will be on the show Monday, February 16th at 8:00 am. The show will be hosted by Lori Pendley, an executive with the station. Our pitch will be to explain what our chapter is all about and to get the word out that we need pictures of Hopkins County railroad stations (the ones Wally is missing). Be sure to listen in on the 16th of this month.

March is one of those months that you never know what the weather is going to bring on any given weekend. The board is looking at a one day trip to the National Transportation

Museum in St. Louis, MO. next month. This is something we can discuss in the next meeting and decide if it holds any merit. Most of the board members said they had been there before but it has been a long time ago and they would like to go back. This is an event that we can move anywhere in the month of March, if the weather doesn't suit us. We can leave early on a Saturday morning, carpool together and get breakfast along the way. I think if we all kick in for gas of the vehicle we are riding in, it would work. If your wife has any interest in our hobby, invite her to make the day long outing with us. I will be in touch with the museum this week to see if there are any discounts for the membership.

Our video library is coming together real fast. If you have any railroad related DVD's that you wouldn't mind in the library bring them to the meeting so we can get them cataloged in the case. At the present time we have twenty DVD's cataloged in with room for another sixty five. We need to discuss how many videos a member can check out at one time.

If you know someone who is in good standing in the community and has interest in railroading or model railroading, please invite them to the February meeting. Organizations such as ours eventually "falter and fail", without membership growth. We also need, "Show and Tell" items for the meeting. Do you have a raffle item?

Bill Farrell



Above: Gold-N Chees on the Central of Georgia

Shortline conglomerate Genesee & Wyoming is making gold out of cheese and peanut butter in Columbus, GA. Two Columbus & Chattahoochee Railroad SD40-2s painted in the GWI family scheme rest up next to Lance Snack Foods plant in Columbus on 18-Jan-2015.

-Chris Dees

Left CSX #5417 leads its train south, coming out of the Madisonville cut off at Morton's Gap on a cold January day.

-Rick Bivins

Upcoming Events

March 2015

Saturday March 14, 2015:

Trip to National Train Museum

Monday March 16, 2015. 7:00PM:

March Meeting of West Kentucky Chpt NRHS

April 2015

Saturday April 11, 2015:

Archeology Saturday - Location: TBA

Monday April 20, 2015. 7:00PM:

April Meeting of West Kentucky Chpt NRHS

Please note: All dates subject to change (with exception of meeting nights) until approved by the membership.

Minutes Summary of January 2015

- MINUTES: Approved of the November 2014 meeting.
- TREASURERS REPORT: Approved
- DIRECTORS REPORT: None.
- ACTIVITIES REPORT: None
- OLD BUSINESS: None
- NEW BUSINESS: President Bill Ferrell reported on the Christmas dinner and the good fellowship we all had there. Reported on our display at the Mall. He and Wally 2 weeks ago set up the display with several items which almost immediately drew attention from Mall shoppers. So far we have a short Marx train some photos, info on our chapter and the NRHS. He discussed some up coming projects for the chapter including a possible open house at the depot this spring, summer or fall in which the public would be invited. Displays would include Wally's steam engines perhaps a modular layout and other displays, A video library was discussed as a project. Rich donated some CSX calendars. Wallace Henderson decided to step down as National Rep. due to failing health. Applause given for a great job over the years in representing the chapter. Ricky was elected to replace him. Way to go Rick!

No other business brought before the chapter. President Bill provided a delicious meal and a guest speaker. Good job Bill!

- SHOW & TELL: None
- ANNOUNCEMENTS: None
- NEXT MEETING: Monday January 19th at 7PM
- Those present were:

- | | | |
|-----------------|------------------|-----------------------|
| 1. Wally Watts | 7. Chuck Hinrich | 11. Wallace Henderson |
| 2. Thomas Bryan | 8. Steve Miller | 12. Thomas Herron |
| 3. Donny Knight | 9. Bill Thomas | 13. Keith Kittenger |
| 4. Tom Johnson | 10. Joe Thomas | 14. Rich Hane |
| 5. Bill Ferrell | 11. Rick Bivins | 15. Jim Kemp |
| 6. Jim Pearson | 12. Bob Moffett | 16. Blair Terry |

Guests:

- | | | |
|-----------------|-----------------------|-----------------------|
| 1. Alicia Terry | 3. Christopher Taylor | 5. Butch Vanderveer |
| 2. Tony Clark | 4. Vicky K. Roly | 6. Beverly Vanderveer |

Financial Statement of January 2015

Beginning Balance	\$2217.73
Income:	
Nat. Dues Rec.	0.00
Chpt. dues Rec.	70.00
Donations	5.00
Other/Raffle	9.00
Total Income	\$84.00
Expenditures	
Nat. Dues Paid	0.00
Postage	0.00
Supplies	0.00
Other	0.00
Total Expenditures	\$0.00
	\$2217.73
	<u>+ \$84.00</u>
Ending Balance	\$2301.73
Membership Stats:	
Beginning Membership	40
National Members Added	0
National Members Deleted	0
Chapter Only Members Added	0
Chapter Only Members Deleted	0
Ending Membership	40

Presented by Wally Watts, Treasurer



A Union Pacific MOW train makes its way into the town of Tehachapi, CA. on the afternoon of February 1st, 2015. I had spent about 3 hours in Tehachapi waiting on trains and none had come by. This train rolled into town right as I was about to leave and, once I saw what it was, I knew why the tracks were silent. So, I snapped my shots and headed back towards Anaheim via Mojave where there were a few trains sitting in the yard waiting to move, but not many.

-Matt Gentry

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.

Matt Gentry, editor

As railfans we are often at trackside and in position to observe emergency conditions that could affect railroad safety or security. Keep these numbers handy to report incidents.

BNSF	800-832-5452
CN/IC	800-465-9239
CSX	800-232-0144
NS	800-453-2530
UP	888-877-7267
Amtrak	800-331-0008

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

Illinois Rr Historical Society

<http://icrrhistorical.org/>

Illinois Railway Museum

www.irm.org/

Tennessee Central

Railway Museum

www.tcry.org/

<http://www.westkentuckynrhs.org/>

PENNYRAIL

Matt Gentry; editor



THE MURAL AT TRENTON EXPLAINS THE HISTORICAL NATURE OF THIS RAILROAD TOWN

Most of the West Tennessee Route is readily accessible by following US or state highways in Tennessee. From Fulton south to Jackson, US45E and US45W are the main arteries, although recent TDOT projects of 4-laning the route have tended to move the highway away from the railroad right-of-ways. Still, the original US45 routes exist in the form of secondary state roads and county highways. A good GPS and/or copy of the Gazateer will get you around to most sites on the railroad, and following your nose won't get you lost.

The same thing applies to the "original" WTNN route between Jackson and Kenton. Just be aware of several small towns and the irregular speed limits that exist in towns like Trenton – posted as 31 MPH – yes, 31 MPH.

And be careful snooping around south of Milan, where a large US Army facility exists. Google maps show a rather large railroad facility on the ammunition plant here, served by both CSX and WTNN.

Railfanning the WTNN is fairly simple, since most operations north of Jackson occur in daylight. Typical morning departures of the Jackson-Fulton and Jackson-Kenton turns occur between 7AM and 10AM. Track warrants are utilized to dispatch the entire railroad, which is entirely dark territory, save for some interlocking signals in Humboldt, Fulton, Milan, and Corinth. Rare is the case when two trains are on the same segment,

and most sidings are used for run-around movements and car storage.

The Jackson-Corinth turn is typically an overnight train, with return to Jackson in the morning hours. WTNN is a customer driven operation, having been observed operating on Fourth of July and other holidays to provide service.

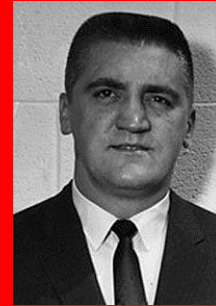
Jackson is the base of WTNN operations, and will serve as a great base for railfanning the WTNN, providing a wide variety of hotel choices and dining opportunities, as well as all the survival accessories needed.

No visit to the WTNN and Jackson area would be complete without visiting Casey Jones Village just off Interstate 40. What had been more of a "tourist trap" has been nicely transformed into a high caliber historical museum and attraction of western Tennessee culture, celebrating Casey, local railroad history, and good southern hospitality. Be sure to "gas up" at the Brooks Shaw General Store restaurant – great southern cooking featuring cracklin' cornbread, cooked right on the buffet.

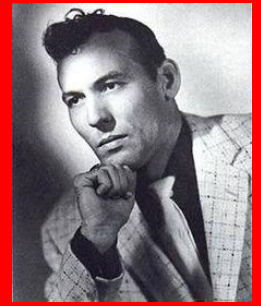
If you want another railroad museum, the NC&StL depot south of downtown is another great attraction. You may get lucky and see CSX M-791, the Jackson Local, on its way to the Proctor & Gamble plant, where a staple railfan food, Pringles, is produced.

Walking Tall on The WTNN

Put on your "Blue Suede Shoes" as we "Walk Tall" along the Rockabilly Highway in this second part of our WTNN feature.

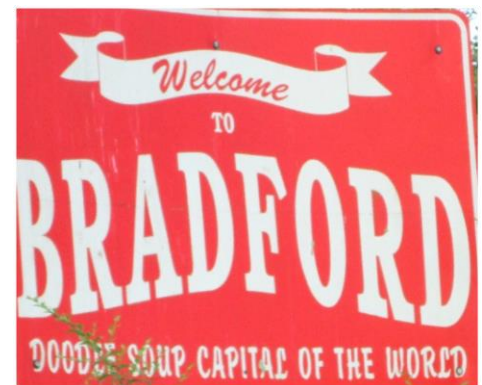


Buford Pusser



Carl Perkins

GUEST FEATURE AUTHOR: CHRIS DEES



No Small, Trivial Pursuit

What is doodle soup? Where are strawberry and soybean festivals held each year? Grab your coonskin cap and learn of the various trivia of the WTNN area.



Grain Keeps 'Em Hopping

The fall grain harvest keeps WTNN busy...

Fulton to Corinth

Fulton – just off I-69/Purchase Parkway, this is the northern terminal of WTNN. Interchange is made at CN's yard here.

McConnell – one of several small farming towns on the line. A great rebuilt trestle here.

Martin – home to the Tennessee Soybean Festival and University of Tennessee. A small branch of the NC&StL Union City branch still exists here. A caboose is on display near downtown. Check out the track side K&N Root Beer stand on a hot summer day.

Sharon – home to Robinson Belew, a large grain elevator that once provided major carloadings during the harvest season.

Greenfield – another ICG caboose display.

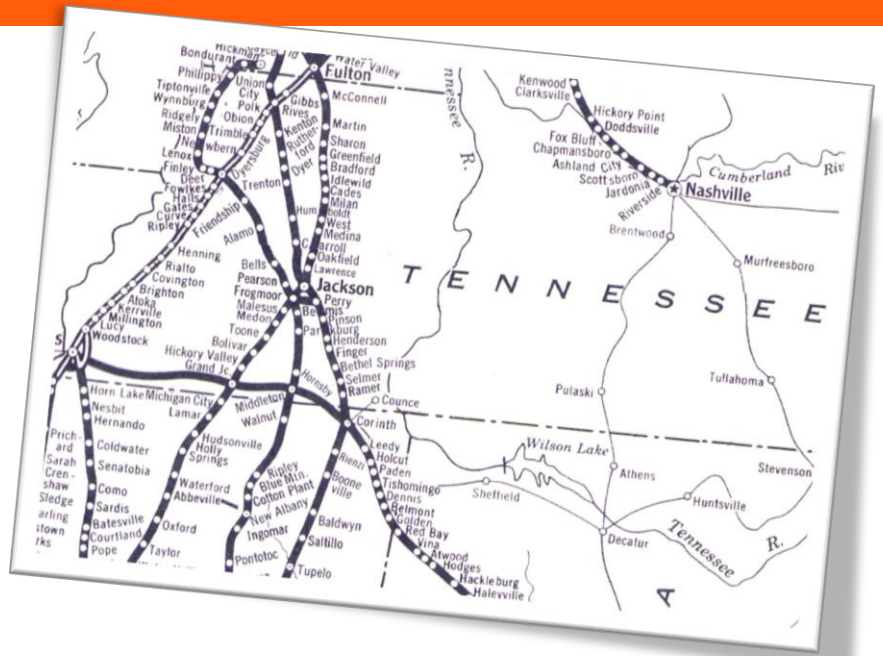
Bradford – the Doodle Soup Capitol of the World.

Idlewild – a great play on words, but not much else here.

Cades – location of the Cades General Store, a long siding, and former wood yard.

Milan – CSX's line between Nashville and Memphis crosses here. A daily M-791 turn out of Bruceton serves the island of trackage in Jackson still owned by CSX.

West – location of the connection with the Milan Arsenal Railroad operated by the US government. Best accessible via Google Maps.



Oakfield – another small farm town.

Lawrence – connection with the original WTNN line to Kenton.

Jackson – home of the WTNN railroad. Although IC's Frogmoor Yard is no longer here, the IC Division headquarters still stands and serves as an office building.

Iselin – operations base to WTNN, the former GM&O yard is over a mile long. Adjacent to the new WTNN enginehouse is Williams Steel, the remnants of Iselin Shops that served the GM&O.

Perry – south end of Iselin yard and connection to the original Birmingham & Northwestern Railway line to Poplar Corner and Dyersburg.

Pinson – large Indian mounds here with a nice trackside park.

Henderson – home to Freed Hardeman College, the WTNN splits downtown in typical IC style.

Finger – Birthplace of Sheriff Buford Pusser. The Finger Diner was the model for the Hard Rock Café.

Guys – nice Texaco station here for a photo.

Bethel Springs – A nice broad sweeping curve is located here.

Selmer – the only depot still in existence on the Fulton-Corinth line.

Ramer – connections to KCS, Redmont Railway, and NS begin here.

Corinth – end of the present WTNN route. KCS operates the former GM&O south toward Meridian. Redmont Railway operates the line south to Red Bay, Alabama.

WHAT IS DOODLE SOUP ?

Doodle soup is a soup made with chicken, vinegar, water, flour, salt and red hot pepper sauce. Think hot-and-sour soup meets Cajun meets chicken noodle. Great on a winter day.



Medina – railfans will love this versus US



Jackson to Kenton

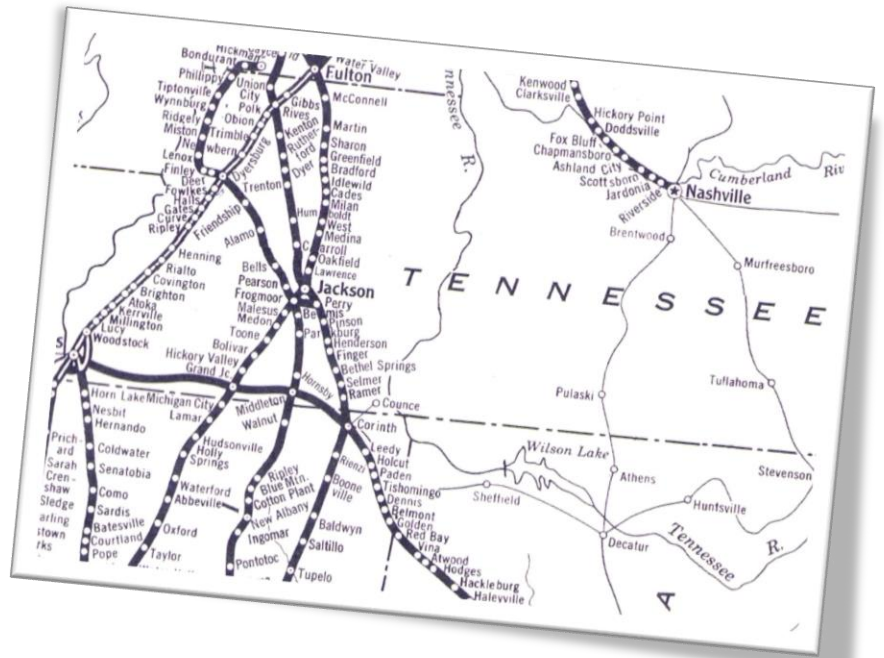
Iselin – operations base to WTNN, the former GM&O yard is over a mile long. Adjacent to the new WTNN engine house is Williams Steel, the remnants of the Iselin Railroad Shops that served as a major shop for GM&O. The original WTNN operated on the ICG route to Lawrence, where the WTNN switched to its home rails.

Carroll – another ICG caboose is on display.

Humboldt – a major interchange with CSX is located here. The old GM&O freight depot stands to this day. Home to the West Tennessee Strawberry Festival

Trenton – the original headquarters of the WTNN, the station has seen better days. Trenton was the long-time location of WTNN’s Alco graveyard. Watch out for the 31MPH Speed Limits!!!

Dyer – the largest WTNN industry, Dyer Grain, is located here. CSX unit trains of 50-100 cars depart here several days a week.



Rutherford – Davy Crockett’s last hometown.

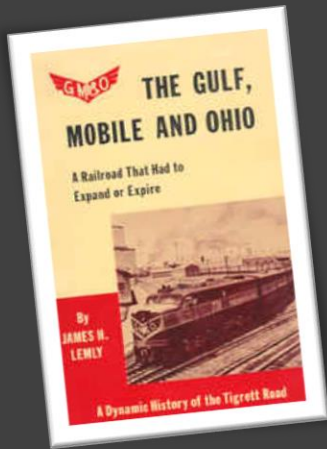
Kenton – end of the original WTNN line.



Above – Humboldt, TN Depot
 To The Left – Old Grain Elevator at Rutherford, TN
 Below – Robinson Belew Grain – Sharon, TN
 Below Left – Selmer, TN Depot



FOR MORE READING...



The Gospel According to Lemly

A must-read for any GM&O or railroad history enthusiast, this book is a great publication.

James H. Lemly spent his early years in Jackson Mississippi. He did undergraduate work at Millsaps College in Jackson, and at the University of Mississippi. After service in World War II, he studied Transportation Economics and Business Administration at Indiana University where he received his doctorate in 1952. The Gulf, Mobile and Ohio is the product of his dissertation studies and was published in 1953.

The original edition of The Gulf, Mobile and Ohio was published by Richard D. Irwin, Inc. in 1953. An electronic edition was created in August 2004. The content is substantially identical to the original printed version.

Available on-line at no cost: <http://acmeme.com/gmo/index.htm>

Bigger Than CSX or NS

It's true – WTNN hauls more grain in the state of Tennessee than CSX or NS, although most of it is eventually handed over to CSX and NS.

GIMME ANOTHER... AND ANOTHER

On the right: another WTNN hopper train departs Corinth, MS to load at Kenton, TN.

Below: WTNN's two B40-8Ws haul another hopper train north at Henderson.



FOR MORE INFORMATION

Interested In More GM&O History?
Contact the GM&O Historical Society
www.gmoHS.org

It is my sincere hope that the chapter has enjoyed this in-depth look at the former routes of the Illinois Central; Gulf Mobile & Ohio; and Nashville Chattanooga & St Louis railways in western Tennessee.

The West Tennessee is a scrappy little railroad that operates on one of my favorite prototype rail lines. It brings back childhood memories and recollections of my favorite rock band (Blue Tears, local guys from the Jackson-Henderson-Waverly area).

If you're interested in creating a "special edition" similar to this, it is quite easy using Microsoft Word or similar word processing software. There are several newsletter templates available, where all you have to do is pop in the photos and replace the text.

My special thanks to Matt Gentry for considering my proposal and supporting this little project. I hope it fuels creativity of some of our members to write about the favorite prototype, their model railroad, or a local railroad history story. You can do it...

Thanks
Chris

*"Keep your back to the darkness of this world.
Always know your own heart, son.
Remember who you are, and who you were,
And where it is that you come from.*

*Yeah, I still hear the thunder
Of a distant midnight train.
It's rumblin' down those phantom rails
Of my memory."*

*From "Midnight Train" by Blue Tears
Written by Gregg Fulkerson
Gregg lived near the tracks in Henderson, TN*

ALONG THE ROUTE



Greenfield, TN Caboose

Caboose displays are rampant along the WTNN, existing in Fulton, Greenfield, Milan, Carroll, and Jackson.



Jackson's Glass House

GM&O's Iselin Shops were the heavy running repair facility for the southern end of The Rebel Route. ICG did some small quantity of rebuilding here, but Paducah out-ranked Iselin in the ICG days.



Hold The Main

Milan was often the dispatcher's choice for meeting the northbound Birmingham-Chicago manifest BC-4 with the southbound Chicago-Birmingham SE-1.



Fight For Your Rights

One of the Northbound manifests begins its way to Centralia, IL over IC trackage rights at Fulton. This location is just north of the Fulton Amshack.



Jackson Fireworks

July 4, 2012 was just another day of working on the railroad, as evidenced by WTNN's two B40-8Ws switching at Jackson after arriving with the Jackson to Corinth Turn earlier in the morning.



Here On Gilligan's Island...

The 1957-1958 children's TV western "Casey Jones" followed Alan Hale (aka the Skipper on Gilligan's Island) as the famous railroad engineer. The series was set in the late 19th century, featuring the adventures of the crew of the Cannonball Express steam locomotive working on the fictional Midwest and Central Railroad.