

THE PENNYRAIL

A MONTHLY PUBLICATION OF THE
WEST KENTUCKY CHAPTER OF
THE NATIONAL RAILWAY HISTORICAL SOCIETY

Next Meeting

Innovation Station

Monday, August 15

7:00 PM

President-Keith Kittinger

Vice President-Steve Miller

Sec/Treas-Bill Farrell

Chapter Rep-Will Kling

Director at Large-Cooper Smith

Editor-Bill Thomas

Program By Bill Thomas

*In Back of Beyond
A Living History
of the Great Smoky
Mountains
Railroad*

Be sure to come
to the meeting
and vote in our
most recent
photo contest!



Minutes from July 2022 Meeting

President Keith Kittinger called the meeting to order at 7:01 pm, July 18, 2022. There was a total of 11 members present for the meeting. President Keith Kittinger welcomed the chapters newest member Edwinn Saley to our organization and the meeting.

The minutes from the June 20, 2022 meeting were approved as printed in the chapter bulletin. Motion to except the minutes by Ricky Bivins, seconded by Steve Miller. The minutes were approved by the members present.

The treasurers report was given by William Farrell, of 3,350.64. There were no new transactions in the chapter checking account. Motion to except the treasures report was made by Will Kling and seconded by Steve Miller. The treasures report was approved by the members present.

Old Business;

In the absents of Jim Pearson the chapter May photo contest results were judged by Jim Pearson and posted on the club website. Steve Miller reported on the chapter fall train excursion with the Tennessee Central Railroad Museum. Steve reported that after checking on the remaining reservations for the October 29th excursion there were only 40 seats available on the entire train. Steve suggested that we start next April for the Fall Foliage excursion next year.

Ricky Bivins suggested that the chapter start on work of the modular layout soon. It was decided to meet at Bill Farrell’s warehouse on August 6, at 9:00 am to retrieve the modules from storage.

On the advice of Rich Hane, the chapter needs to be looking for up to date O scale rolling stock. Bill Farrell was asked by Keith Kittinger to be on the lookout for some good rolling stock for the module layout. Motion by Will Kling and seconded by Edwin Saley.

New Business;

Edwin Saley reported he would be running G scale live steam in his back yard on October 7,8, & 9.

With no further business at hand Ricky Bivins made a motion to adjourn the meeting, seconded by Edwin Saley. Motion passed by all the members present. Business meeting was adjourned.

Respectfully;

William Farrell

7/26/2022

NEWS BRIEFS



Chuck Hinrichs Remembered



July Meeting Minutes



Photo Contest

Chuck Hinrichs

We want to remember the family of former chapter member Chuck Hinrichs who passed away August 1, 2022, at the age of 92. Graveside services were held at Kentucky Veteran's Cemetery West Thursday, August 4, 2022 at 11:00a.m. Chuck served the West Kentucky Chapter of the National Railway Historical Society for several years as the newsletter editor and helped me get my start at it when he decided to give it up. I always appreciated his somewhat dry sense of humor and admired his railroad history knowledge, especially of the IC. - ed.

How A Guy from Hopkinsville Got Me Interested in Locomotives by Chris Dees

It's August 1, 2022, and the email from Jim Pearson regarding the passing of long-time chapter member Chuck Hinrichs arrived in the early afternoon as I was returning from lunch. Today marked the start of another year with my current employer in the Milwaukee area, and Jim's email brought back many comforting and happy memories of chapter meetings, train trips, and railfan adventures with Chuck that made me smile as the tears welled up inside. Bill Thomas has been requesting "how did you get into the hobby" stories for future newsletters, so I thought I would pass along a few remembrances of how Chuck got me interested in a wonderful aspect of the hobby – diesel locomotives.

My first introduction to Chuck occurred 10 years before I actually had a chance to meet him. Growing up in the far western part of Kentucky, Paducah was about the only true place I had ever "railfanned" by the time the February 1983 issue of Trains rolled onto the shelves of the local Readmore bookstore. Inside was the story of three Kentucky railfans – Jerry Mart, Timothy Baggett, and Chuck Hinrichs – detailing their July 29, 1982 visit to the Illinois Central Gulf in far southwest Kentucky during what was termed a "Slow Day in the Fulton Triangle".

This article, documenting "when 27 trains ran and 22 didn't", was like opening Pandora's box for a then 12-year old railfan like myself. Fulton was only 52 miles away at the other end of the Jackson Purchase Parkway, and I begged Mom and Dad to drive down one Sunday after church to see the Illinois Central Gulf put on a show. It wouldn't be the last time I went to Fulton, having spent many days just off Murray Street instead of studying at Murray State from 1989 to 1992. Chuck got the final frame of the 1983 article's photo spread – a shot of northbound Birmingham-Chicago train BC-4 with ICG SD40 6000, GP35 2504, and GP30 2267 departing Fulton after making a set-out.

I discovered more of Chuck's photography skills and his amazing knowledge of diesel locomotives through another magical place, The Hobby Shop in Hopkinsville. The Hobby Shop carried several railfan magazines that the local shop in Paducah did not: Pacific Rail News, CTC Board, and Extra 2200 South (aka "The Locomotive Newsmagazine"). Long before e-mail, Facebook and cell phone technology, Extra 2200 was THE magazine for learning about new locomotive orders, sales of locomotives to the plethora of new startup short line railroads, and just about anything diesel locomotive related (frame numbers, serial numbers, etc.). Chuck was a regular contributor to Extra

Chuck Hinrichs

2200 South, and his knack for finding the rare, obscure, and one-of-a-kind locomotives was exceptionally detailed in several reports and photographs. A November 1989 photo at Princeton documented the brief time that former ICG GP38 9526 was patched up for up-and-coming locomotive rebuilder VMV Enterprises of Paducah.

In 1993, I finally met Chuck at the Thursday evening sessions at Don Clayton's, and the monthly NRHS chapter meetings at the Madisonville depot. I remember Chuck being a very motivated and contributing member to the chapter, always ready to lend a hand, taking over editing of the monthly newsletter for a period of time, and representing the chapter during many director meetings on the national level. His knowledge of locomotives and the ongoing sales, swaps and new locomotive rebuilding was simply amazing in the pre-Internet era. Two railfan adventures with Chuck, one in the Centralia, Illinois area and one in the Lafayette, Indiana were epic adventures to say the least – a perusal of the chapter newsletter archives will forever be a testament to Chuck's love of his fellow railfans and chapter members.

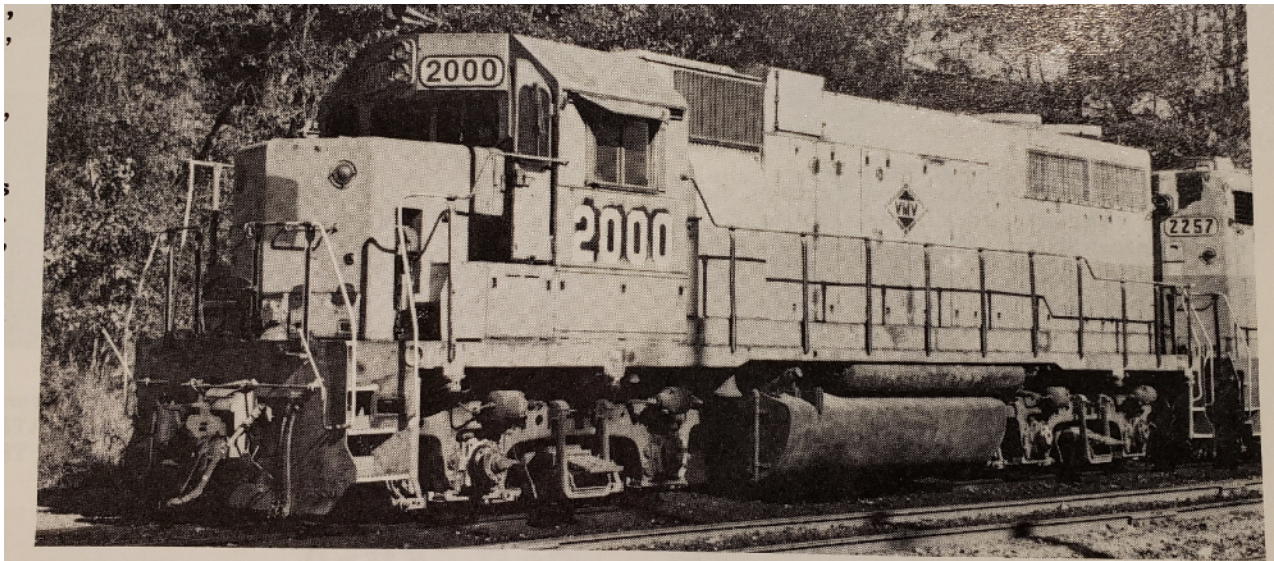
As I wrap up this tribute to Chuck, I have the chapter's DVD "P&L – the first year" ready to go in the DVD for a walk down memory lane – it is narrated by Mr. Hinrichs himself, in that voice and demeanor only Chuck had. Even though it might have been a "Slow Day in the Fulton Triangle", any time railfanning with friends sure makes for a great day of cherished memories. Rest in Peace.



Chuck Hinrichs.

2000 hours BC-4 north 6000/2504/2267 62-39-6520
It's dusk, and BC-4 is stuck. Twenty minutes ago, after FPF cleared, BC-4 finished its pick-up, but 2504 isn't loading up, and the yard job has to help. By 2030, BC-4 will be on its way. 1

Chuck Hinrichs



P&L 2000 at Princeton, KY, 3Nov89. A VMV GP38 in poorly disguised ICG paint. Note new VMV number 2000. This ex ICG 9526 (frame #7185-6) is in fairly regular service on Paducah & Louisville. No other units in this series have been seen. Chuck Hinrichs

Dinner is Served On the Cumbres and Toltec by Gary Ostlund

Our train is pulling into the siding at Osier (elevation 9,637). The downhill train has already arrived and we will pull just past it so we can access the Beanery. They don't call it that, but that's what the railroads had to feed passengers and crews.

We had been pampered all the way up the mountain, aboard the catered extra-fare lounge car, through tunnels, around Whiplash Curve and along the edge of the Toltec Gorge. The aspens were in their fall splendor, we had been consuming Rocky Mountain



Ostland Continued

fresh air, "we were hungry."

And the railroad knew it. The dining hall was specially built, hardly the original depot. It had the aura of a Swiss ski chalet with class and pizzazz. We had been asked whether we prefer turkey or barbecue for lunch. Mitch and I selected the turkey, expecting a sandwich and chips. Yikes, there was a buffet layout to rival Ryan's or Furr's.

Even at this altitude the temperature must have been in the high 70s. Ample time was given for wandering around the trains for pictures and friendship. Eventually we pulled out on our venture upward and the downhill train did likewise. Our train looped around the valley and our vista included the lodge, mountains, valleys and the downhill train disappearing around a bend. What a neat train ride.

Credits: Text and pix by me. This event was in September 2010, on the Cumbres & Toltec Scenic RR in SW Colorado.

BONUS PHOTO

If you've not been on the chapter's Facebook page, here's an example of what you might miss. CSX L382 puts out a bit of smoke as it pulls away from WF Ware after picking up a cut of grain cars at Trenton, Kentucky on July 12th, 2022, on the Henderson Subdivision. L382 is the local that runs between Casky yard in Hopkinsville and Guthrie, Ky and here we catch it as it starts its run back to Casky. Photo and caption by Jim Pearson.



Regional Railroad News

CSX has joined the relief effort in eastern Kentucky, where heavy rain on July 27 led to widespread flooding, forcing hundreds of people from their homes; at least 35 people died. The region is home to many CSX families, several of whom have been affected, according to the Class I railroad.

CSX reported on Aug. 10 that it has contributed \$50,000 to the American Red Cross for disaster relief and \$25,000 to the Team Eastern Kentucky Flood Relief Fund. It also provided \$5,000 and transportation services to Kentucky Steam Heritage Corporation (KSHC). KSHC assembled former Ringling Bros. & Barnum and Bailey Circus housing cars into a nine-car train to provide 100 beds for relief workers in the region; CSX took on the job of moving the train into position as close as safely possible to the affected area.

CSX is now matching employee donations—up to \$1,000, dollar-for-dollar—to the CSX Employees Disaster Relief Fund (EDRF) or the Red Cross through its Matching Gifts program. The CSX Employees Disaster Relief Fund provides financial assistance to employees who have suffered severe damage to their homes and property, according to the railroad. It said that donations to the Red Cross will support the wide range of assistance under way, including working with community and government agencies to assess damage and support emergency needs. The Red Cross is providing shelter, food and health services to families who lost their homes and belongings; Team Eastern Kentucky, formed by Kentucky Gov. Andy Beshear, is also assisting.

“The flooding has disrupted the lives of many CSX employees and their families,” CSX Vice President of Corporate Communications Bryan Tucker said. “They’re experiencing significant financial hardship, and I encourage all CSX employees to consider helping your co-workers by providing a tax-deductible contribution to the CSX Employees Disaster Relief Fund.”

-Railway Age

Listen to live feed of CSX and other roads on broadcastify.com
Google “CSX scanner online Henderson subdivision” or your favorite location.
I listen to the live feed from Morton’s Gap, KY
-ed.



Railroad Interchange

Also looking for HO scale railroad junk parts such as barrels, diesel parts, tools, etc. for an engine house diorama scene.

Call, text, or email Bill Thomas, billtrainthomas@gmail.com, 270-339-9482.

N scale Atlas Snap Track - enough for an oval with a couple of switches and short trestle set. Free to a good home. Contact Bill Thomas

