

PENNYRAIL

February 2007

VOLUME 11 NUMBER 2

TODAY'S FACTS
ARE
TOMORROW'S
HISTORY

New Members Corner

We welcome Jason Allen Shoulders to the West Kentucky Chapter of NRHS. Allen lives in Clay Kentucky, 37 Park St, Clay, 42404. Home phone is 270-213-0258.



Chapter Chatter

Next Meeting

Monday, February 26

7:00 pm

The Center (old L&N Depot)

Arch Street at the Railroad

Madisonville, KY

February Meeting

Following our regular business session, Wally Watts will be presenting a video program of Santa Fe's Pasadena Subdivision. Tom Steiner will provide refreshments.

Bring something for Show and Tell and maybe even an item for the raffle. Please encourage one another to attend our monthly meetings, every "squealing flange" counts!

January Meeting Highlights

Eightteen members gathered at *The Center* for the January 22, Chapter meeting. CSX provided a couple of freights for our viewing and listening enjoyment on the Earlington main. Rich Hane provided the program with the video "*Reflections of American Railroading*" by Dr. Howard Blackburn. It was truly

(Continued on page 2)

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

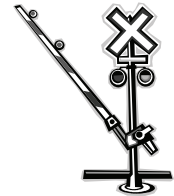
Director
Tim Moore

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

Editor
Bill Thomas

1025 Lakewood Drive
Madisonville, KY 42431
(270) 825-462 3 Home
(270) 339-9482 Cell
e-mail:
bill@fbcmadisonville.com

Warning!



**This could be
your last issue of
*The Pennyrail!***

We have several
chapter members
who have not
paid their dues
for 2007.

We hope you will
continue your
membership with the
West Kentucky Chapter
of the NRHS. If we
have not received your
2007 dues by March
15, we will assume you
wish to drop.

January Meeting Continued

(Continued from page 1)

one of the finest all-round rail videos I have seen. That is only my opinion, but I am the editor. We will try to provide publication information on media programs when available. Dr. Blackburn's video information follows: Number 006-D from Herron Rail Video by Dr. Howard Blackburn at www.herronrail.com or Herron Rail Video, 2016 N. Village Ave., Tampa, FL 33612, or 800-783-3886. Fax # 813-932-6173. Visa or Mastercard are accepted.)

Chapter News

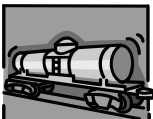
Bill Grady and **Louie Hicks** are still in need of your prayers.

National NRHS News

RailCamp Dates for 2007-At Steamtown, July 8-15; at Nevada Northern Railway, June 11-17

2008 National Convention Dates-June 16-24, 2008, hosted by the North Texas NRHS. Headquarters will be in Fort Worth (Tower 55!), Hilton Hotel.

National Office Address Change-Due to increased mail volume, National is receiving mail exclusively at the following street address: National Railway Historical Society, 100 North 17th Street, STE 1203, Philadelphia, PA 19103-2783.



As rail fans don't forget to help out and watch passing trains for problems. You will find RR emergency numbers on page 5.

From the President

By Rich Hane

On February 3d the NRHS National Office suffered some water damage from a broken water pipe. Initial surveys indicate that damage to the NRHS contents was not severe. One library bookcase was quite wet, and the books are already being dried professionally. Some film cans got wet, but the moisture did not penetrate. Most books, film, office equipment and business papers appear to be undamaged, although a few scattered items are still being evaluated. They will be busy cleaning up for a week or two so requests for assistance should be postponed if possible.

I can sympathize with them since I had a similar problem in late December when a water pipe came loose in our basement bathroom and flooded a portion of the basement. Luckily, I was home and shut off the water quickly and had my Sears Shop-vac on hand to vacuum the water off of the carpeting and tile floors. No trains or books were damaged.

My thoughts this month have centered on people who were instrumental in creating an interest in trains and railroads in our formative minds as young people. One such person for me was my Uncle Joe Cerny who worked for the Santa Fe from 1935 to 1948. He always said how lucky he was to get a job in the Depression even though he started out at 25 cents per hour. He was a mechanic in the giant Corwith Yard on Chicago's South Side and even sorted mail on the route to Fort Madison, Iowa which was a crew change point. Occasionally, he rode Santa Fe trains as a mechanic in case of equipment problems and always carried a personal train pass good on everything except for the Chief. I asked him if there were any oil burning steam engines in Chicago and he said that SF kept only 9 such locos to be used as pushers or as emergency power since the oil burners were easier to keep fired on standby. In 1937 he received such a huge raise; to 30 cents per hour, that he and my wonderful Aunt Helen decided to get married. It was a good thing and, evidently, worked out since they will be celebrating their 70th wedding anniversary later this year.

One of their pass times was a sport that I was not familiar with; racing pigeons. He said that a lot of people would raise a few pigeons in their attics and on Sunday afternoon would put the best into cages and someone would drive a car full of cages far out into the country and release the birds. The folks back home in the city would sit on their porches and roof tops watching for the birds to return; often betting on the results. A block party atmosphere would evolve to celebrate the winner of the race. It did provide at least a little cheap fun in the grim

(Continued on page 3)

Editor's Ash Pit

by Bill Thomas

PENNYRAIL

**SEND YOUR
ARTICLES AND
PHOTOS TO:
BILL THOMAS
bill@fbcmadisonville.com**

As we were watching the excellent video *Reflections of American Railroading* by Dr. Howard Blackburn in our January meeting, I was reminded of a humorous occurrence in New Albany, IN, during my days at Southern Seminary across the Ohio River in Louisville. During my first two years of Seminary (1989-91) I worked the night shift at the UPS airport hub in Louisville, sorting packages for overnight delivery service. I had an apartment in Clarksville, IN, near the old B&O line from New Albany heading up-river.

Occasionally I was treated to a local CSX train on this trackage as it ran north and returned south in the wee hours of the morning. One evening, having crossed the track via an overpass, I spotted the gleaming headlight of a locomotive headed for the K&IT bridge. I quickly changed my heading from Clarksville to New Albany in order to engage the local. I found a place along the street just on the north side of the bridge where the line joined up with the old Monon and began my wait.

Shortly I was approached by one of New Albany's finest police officers inquiring as to the purpose of my visit at 3:45 am. As any good rail fan would do, I honestly answered, "I'm waiting for a train." Odd how this phrase means different things to different people. I was asked to get out of the car and present my identification. Then it hit me. We were in a frigid weather pattern at the time and I had put on two pair of pants as my work location in the UPS hub was subject to strong winds when the doors were opened to allow

A reminder -
PENNYRAIL has a Buy,
Sell, Swap column for
Chapter member use.

Ash Pit Cont.

"tugs" to bring in strings of airplane containers. My response to the officer was, "I'll have to take off my pants to get to my I.D." Needless to say, after casting off clothing, presenting my driver's license and Seminary I.D., and luckily having the before-mentioned local blast for the crossing, the officer had a great story for the donut shop. (no offense to any law-enforcement personnel).

From the President Continued...

depression.

Uncle Joe left the railroad in 1948 for a more secure job with General Electric. They moved to the North Side of Chicago and he had a small bedroom with a great HO model train layout. Occasionally, in the 1950's I would sleep over on a weekend and help him with the railroad and I even got to sleep with the trains on a small couch. Wow, that was great and I still have some of the buildings, cars, and a 0-6-0 Mantua steam switcher. Great memories.

In the winter, when the leaves were off of the trees, I could see the Milwaukee Road Hiawatha from the second story windows and even better on the roof while it made its journey to the Northwest out of Chicago leaving Union Station. I think that is how I learned how to use binoculars in the winter.

Uncle Joe was not partial to any particular model gauge as he bought me some of the beautiful Lionel aluminum passenger cars to go with my Santa Fe warbonnet F3s, all of which I treasure and run often in the basement.

Try to come to the February meeting and enjoy spending some time with folks who have our peculiar interest. The January meeting was well attended and we had a great time with our friends and the CSX cooperated with many trains.

From the Platform

By Rick Bivins

The Legendary Starbuck of New York Central

He was for the most part a legend, a shadowy figure amidst the many forces of the mighty New York Central Railroad. Raymond D. Starbuck had nothing to do with coffee. Raymond D. Starbuck born July 26, 1878 was a railroad man. He was educated at Cornell, coached football at Cornell in 1901 before joining the Engineering Dept. of the Michigan Central RR. MCCR was of course a subsidiary of the NYC Lines. By May of 1917 he had climbed the ranks of the Engineering Dept to become the assistant general manager to the VP of Lines West (Buffalo NY to Chicago and St. Louis).

After The Great War he continued to climb the ranks to VP of NYC Lines then in 1924 he made VP of operations under President Crowley, 1932 Executive VP under President Williamson and on May 22, 1940 to the Board of Directors to replace Walter P. Chrysler! He retired in December 1947 with 44 years of service. He died at 87 in 1965.

I said he was a shadowy figure amidst the forces. The New York Central was the second largest railroad in the US during his tenure and the most glamorous too. The railroad made headlines often and was heavily traded on the floor. If anything good or bad happened on or to the railroad it made news. So why would I say Starbuck to be a shadowy figure when his rap sheet reads like society cream. In researching Starbuck one can find his accomplishments as listed above but little else. I even pulled his honors page from Cornell and guess what it speaks of, his railroad accomplishments and football.

If one takes a look at vintage photo's of NYC, and there 1000's of the

(Continued on page 6)

PHOTO SECTION

Editor's Note: I failed to get these fine photos from Wallace Henderson's Fall NRHS Board Meeting in last month's issue. Enjoy! **We need more pics!**



Alco RS-1 at Port of Huntsville



Station at Stevenson, AL



BOD Special on the former
Memphis & Charleston,
Huntsville



Box Cab Diesel at the
Huntsville RR Museum



These photos are from Chapter member Bill Heaton. This is an Ultra Scale II kit of a CP 38' outside braced boxcar. The body is a casting with many things added to the casting. Things added include: all hand grabs, steps and ladders, all brake end detail including brake staff, brake platform, retainer valve and pipe, coupler lift bars and eye brackets, all door hardware (the latch comprises 4 individual pieces) and stops, all underbody work (notice the elbows and the tee as opposed to just bending wire to make the piping), roof walk and other details (the roof walk bolt detail is done individually with a small drill bit), the lettering is decal work and not dry transfers!

Rare Mileage Opportunity at Indiana Transportation Museum from Don Clayton

On April 14 and 15, 2007, we will be operating two days of photo freights in Indiana. While the trains are designed for photography, we will cover three excursion lines, including bits of rare mileage on each. We will cover the entire Whitewater Valley, including the trackage north of the Connersville depot up to the interchange point near the B&O overpass and the several miles south of Metamora that have just been put back in service. We will also cover the Carthage, Knightstown & Shirley between Knightstown and Shirley, including a small bit of track not normally covered. On the Indiana Transportation Museum, we will operate between the main road crossing at Tipton south to 38th Street near the fairgrounds in Indianapolis. For those who haven't ridden these,

PINK ROCKS AND PADUCAH REBUILDS

By Chuck Hinrichs



The mind can play funny games. Bits and pieces of seemingly unrelated information are magically stored in the nooks and crannies of the brain and then something clicks and all the pieces fall into place and a story emerges. But perhaps I'm getting a bit ahead of myself. The pieces are gathered over some 20 years.

In the mid 1980s, 1984 I think, I saw my first ICG SD20 on freight southbound at Fulton, KY. The SD20 was in primer and was likely on a shakedown run before heading to the paint shop at Paducah. These six axle locomotives were being rebuilt from SD24s, SD7s and SD35s as an ongoing part of the massive rebuild program at the Paducah Shops. Store that bit of information in nook #1.

In the summer of 1998 Shirley and I were in Wisconsin for a Hinrichs family reunion. We arrived a day early and took the opportunity for a bit of sightseeing. One objective was the Mid Continent Railway Museum at New Freedom just a few miles from our reunion site of Reedsburg. On the way to the museum we saw a branch line crossing the highway and naturally we followed it to a quarry where a train was being loaded. I noticed, my geology training kicking in, that the rock being loaded had a definite pink cast and, judging from a chunk on the ground, appeared to be a quartzite. Store this information in cranny #2.



Fast forward to 2006. CSX and its contractors were busy building and re-building sidings on the Henderson Sub. As a good rail fan should, I kept a pretty close watch on the activities.

I noticed some unusual pink rock ballast being used particularly under the new switches at locations like South Casky and North and South Trenton. Tuck this bit of information into cranny #3.

Wallace Henderson reported seeing some Wisconsin & Southern locomotives pulling ballast cars on the Henderson Sub. Another bit of data for nook #6.

The March 2007 issue of Rail Fan and Railroad arrived in late

Continued on page 7

**For more railroad photographs check out the Photo
Gallery on the Chapter's web site
<http://www.westkentuckyrhs.org>**

Rare Mileage...

this is a good opportunity to get it all at once. The following is a basic schedule. Saturday, April 14th: 8am-4pm - Whitewater Valley Railroad charter; 4pm - Whitewater Valley switches train to end day; Open tours of museum shop area; 5:30-7pm - Carthage, Knightstown & Shirley charter; 8:30-11pm - Night photo session on Indiana Transportation Museum; Sunday, April 15th, 8am-3pm - Indiana Transportation Museum charter; 3pm - ITM switches train to end day; Open tours of museum property; Cost is \$65 for either WWV or ITM, \$125 for both. CK&S is \$10. Night photo session is free with either WWV or ITM ticket.

"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
PENNYRAIL**

**11 issues
\$12 PER YEAR**

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

January Minutes Summary

Western Kentucky Chapter, NRHS

The Center, Madisonville, KY

Monday, January 22, 2007, 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance	\$1,830.81
Income	
Nat. Dues	\$1362.00
Ch. Dues	\$104.00
Donations	\$115.00
Raffle	\$8.00
Video	\$0.00
Other	\$30.00
TOTAL	\$1619.00
Adjusted Balance	\$3449.81
Expenses	
Nat. Dues	\$920.00 (includes \$100 donation)
Postage	\$48.75
Printing	\$55.65
Video	\$0.00
Supplies	\$0.00
Other	\$4.00 (corp. filing fee)
TOTAL	\$1028.40
Ending Balance	\$2,421.40

MEMBERSHIP:	Full	58
	Chapter Only	21
	Total	79

DIRECTORS REPORT: Wallace Henderson referred us to the NRHS news concerning ongoing problems in the infrastructure, delays in Bulletin, etc. .

OLD BUSINESS: Rich suggested we take no action on an "open house" or other activity at The Center until pressed to do so, or other situation develops. Chuck reports the photo club discussed the same situation, and some suggestions came forth if pressed, we could possibly have a swap meet combined with rail-memorabilia displays, along with live steam displaces by Wally Watts. Tabled until February

NEW BUSINESS: No specific new business as such came forth. Jim Finley gave a brief report on KRM. Chuck H. reports the web page has been updated as of the January meeting.

ACTIVITIES: Ricky Bivins reports the locomotive at St. Charles did not sell, so we still have access to it. He and Phil Randall ran it recently and it ran well. We can operate it for at least 6 more months. He indicated popular interest in another Crofton picnic/train watching session, hopefully in the spring. In other information: Jim Finley reports engine 152 at KRM may be running after Memorial Day. Ricky suggested a possible chapter trip on Amtrak which one can now do in one day, Chicago and return. Some interest expressed in this.

ANNOUNCEMENTS: NA.

ATTENDANCE: 18 members were in attendance.



From the Platform (cont.)

most popular railroad in volumes of books and now on line, you will see him. At just about every major railroad event, new station dedication, motive power roll outs, everywhere. In a few well known photos of the equally legendary Hudson Locomotive at the Alco plant, he is there, looking straight at the camera from quite a distance.

He was always there yet quite and distant. It has been suggested by many well know authors of the era that Starbuck wielded power way beyond his rank, greater than any other man. Some even boldly suggest he WAS the force behind the New York Central, that he persuaded its presidents and the railroads departments.

After retiring in 1947 the NYC made many bold and stunning purchases of new equipment. Flashy new Streamline locomotives and passenger cars, new freight cars and equipment, the failed Flexi-van Service, etc. Within ten years the Railroad had the distinction of having a debt greater than many countries, failing service and the railroads mighty flagship train, Pullman only, The Twentieth Century Limited, the crowning achievement of the railroad, would have coaches and head end service, then be combined with a lesser train only to ultimately fail by 1968, after years of red ink. One of the railroads Presidents would commit suicide in his home, sighting the pressure of the railroads failing finances as a reason.

So it is easy to assume that Raymond D. Starbuck did indeed wield power and control of the railroad. But to what extent is impossible to say. It strikes me odd that a man with credentials such as his, working in positions as he did could be so visible yet totally obscure. RB.

New meaning for the word "Hogger"!

"Livestock in the early day were a constant source of trouble between the railroads and the farmers. Stock would be killed and it was, of course, always the fault of the railroads. In one case a farmer had a hog killed by a train and since he believed himself to have some ability as a poet, wrote the railroad claim agent as follows:

My razorback strolled down your track,

A week ago today.

Your #29 came down the line,

And snuffed his life away.

You can't blame me; the hog you see,

Slipped through a cattle gate;

So kindly pen a check for ten,

The debt to liquidate.

He was surprised a few days later to receive the following:

Old #29 came down the line,

And killed your hog, we know;

But razorbacks on railroad tracks,

Quite often meet with woe.

Therefore, my friend, we cannot send,

The check for which you pine,

Just plant the dead; place o'er his head;

'Here lies a foolish swine.' "

From a book, Eugene Township (Indiana) by Harold L. O'Donnell, which was published in 1963. In one chapter he mentions the Chicago and Eastern Illinois (C&EI) Railroad coming to town, and he discusses the danger it was to livestock.

REGIONAL RAIL NOTES

By Chuck Hinrichs

Henderson Sub Defect Detectors (January 1, 2007)

MP	Location		Type
319.4	Dogtown		HBD DED
304.2	South Rankin		DED
294.3	North Breton	New Location	HBD
279.0	South Hanson	New Location	HBD
267.3	Morton's Junction	New Location	HBD
251.9	South Crofton	New Location	HBD
246.7	South Kelly		DED
237.8	Hopkinsville	New Location	HBD
226.0	North Trenton	New Location	HBD
214.4	Ace (South Guthrie)		DED
212.2	Sadlers		HBD
201.4	South Cedar Hill	New Location	HBD
190.2	South Courtland	New Location	HBD

HBD - Hot Box Detector (announces train length and number of axles)

DED - Draggng Equipment Detector (no train information announced)

A Passing Era...

The former Wisconsin Central has one SD45 remaining in active service, #7514. This unit has also been reported at the CN shops at Markham, perhaps for disposal or scrapping. -internet

New R J Corman Power...

Norfolk Southern has 2 R J Corman GP38's , 3801-3802, in fresh paint in Altoona which are going to the RJC Lexington operations. The GP38s are reported to replace the SD40s on the aluminum ingot train running from Berea to Russellville. -internet

Instant Legal Service ???

I have CNN.COM set as the home page on my browser. So, when the browser opens, cnn.com automatically pops up (yeah, it should be something exciting like trains-n-chicks.com, or nascar-n-nfl.com, but I'm a news junkie. Anyhow, I logged in today (1/18/07), the webpage pulled up, and at the bottom of the screen was an ad for a law firm. "If you or a loved one experienced health ailments or suffered monetary damages as a result of the two CSX train accidents in Kentucky, you may be entitled to compensation. Contact xxxxx". I knew the ambulance chasers would be chomping at the bit, but I never thought they'd exploit technology and act so fast! -Cliff Downey



Pink Rocks Cont...

January and a feature story concerned Wisconsin & Southern and pink quartzite ballast being quarried at Rock Springs, Wisconsin just a few miles from both Reedsburg and New Freedom. The article mentioned only Wisconsin & Southern and Union Pacific and made no mention of ballast train destinations. More data for cranny #8. There is a bit of stirring in the nooks and crannies but no clear picture. . . .yet.

January 30, 2007 found me at a Photography Club lunch at the China Jade in Madisonville. After lunch and heading home I crossed the CSX tracks at the north end of Atkinson yard and spotted a pair of red and white locomotives just behind Burger King. I did a quick 180 and pulled into the Burger King lot and clamored trackside to get a few photos. Sure enough, as Wallace had mentioned earlier, the locomotives were indeed Wisconsin & Southern units and yes they were pulling a string of loaded rock hoppers and yes they were SD20s. A final bit of information for the nooks and crannies.

Yes indeed there is Wisconsin pink quartzite being used as ballast for track improvements on CSX's Henderson Sub. With an assist from IC/ICG guru, Cliff Downey, who confirmed the ICG heritage of the WSOR SD20s, all the pieces fell into place. The 1998 pink rock spotted in Wisconsin is now finding a home under CSX rails in Kentucky and the Paducah-Built SD20s were also back in Kentucky and not too far from their birth place. Funny how things all fall together if you just keep your eyes, and your mind, open.

BUY - SELL - SWAP

For Sale *L&N* and *Family Lines* employee magazines, \$2 each plus postage. Call or send for list.

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431
270-825-0693

Sell or Swap 63 issues of *DIESEL ERA* (1994 to 2003), a very well edited and illustrated locomotive magazine. The multiple views and varying paint schemes of locomotives can be most helpful to modelers. \$1 an issue or \$50 for the lot.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@bellsouth.net

Sell or Swap **Extra 2200 South** (issues 15 through 124). The definitive source of locomotive information. Make an offer or would trade for an IC, or GM&O lantern.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@bellsouth.net

Sell or Swap **The Shortline** an authoritative source of information on shortline railroads. These issues are from the Glen McDonald era and are much better than the more recent issues. Would trade for an IC or GM&O lantern or make an offer.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@bellsouth.net

Sell or Swap **HO Illinois Central Locomotives.** Proto 2000 SW7 and GP7. Units have been assembled but have never been run. \$50 ea. or swap for Illinois Central or GM&O lantern.

Chuck Hinrichs 270-886-2849
e-mail chuckrail@bellsouth.net

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

Evansville Old Time Train & Swap meet. February, 24, 2007. 10am to 3pm CST, \$3 admission, Armstrong Community Center, State Rd. 65 and Baseline Rd., three miles south of I-64 exit 18.

Homewood IL Railroad Days May 19-20 2007. Homewood, IL. Homewood is located in the south suburbs of Chicago and is easily accessible off of Interstate 80, Interstate 57, the Illinois Tollway (I-294), or via METRA's Electric Line service from downtown Chicago.

June 2-3 2007, Milwaukee Road Steam locomotive #261 will pull an overnight round trip excursion from Minneapolis to Duluth, MN. The trips are sponsored by Friends of the 261, with the cooperation of Amtrak, BNSF Railway, and the Lake Superior Railroad Museum. The train will include air conditioned coaches, first class and premium service in ex-Milwaukee

August 21- 25, 2007 The National Railway Historical Society Convention. Chattanooga, TN For up-to-date convention information and program details check the Chattanooga 2007 web site: <http://www.chattraills.com>

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

PENNYRAIL

% Bill Thomas, Editor
1025 Lakewood Drive
Madisonville, KY 42431