

PENNYRAIL

May 2007

VOLUME 11 NUMBER 5



Chapter Chatter

Next Meeting
Monday, May 21
7:00 pm

Christian County Historical Society
East Ninth Street
Hopkinsville, KY

The Hopkinsville meeting will be held at the Christian County Historical Society on East 9th Street across the street from First Presbyterian Church and two blocks west of the L&N depot. This is the same location as the last several years.

Wallace Henderson will present the program at our May meeting which will be held in Hopkinsville, KY, at the Historical Society building.

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!

Up-coming Program Presenters

May 2007 - Wallace Henderson at Hopkinsville,
Refreshments by the Hopkinsville crew

June 2007 - Tim Moore,
Refreshments by Keith Kittinger

July 2007 - TBA,
Refreshments by Rick Bivins

August 2007 - Chuck Hinrichs,
Refreshments by Steve Miller

September 2007 - Bill Thomas,
Refreshments by Jim and Thomas Bryan

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
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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

April Program Highlights

Ricky Bivins (see picture below) shared some great stories and insights to the Sherman Hill area near Cheyenne, WY, after viewing the classic 23-minute promo movie *Last of the Giants* produced by UP management in the late 50s. CSX graced us with two trains on the Earlington Main during the meeting. You can see a minutes report on page 6.



All Aboard for Rail Trails!

Several Chapter members took to the pavement Saturday, April 28th for a Rails to Trails outing in White Plains, KY. The rail outing was followed by

(Continued on page 2)



Mr. & Mrs. Phil Randall and their daughters with Ricky Bivins in background ride the old Illinois Central Railroad "Rails to Trails" at White Plains, KY.

NRHS News

National Director's Report Wallace Henderson

(reprint from March newsletter)

Wallace reported the convention brochures will be mailed on the 22nd of April, 2007. He encouraged all to read the NRHS News Extra. More services will be done out-of-house by contractors, in hopes it will speed up procedures and hasten the completion of *The Bulletin*. This will probably result in a dues increase.

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.



The bearded man is your's truly in 1986, receiving a music scholarship award at Kennesaw State University. Yes, Kennesaw, GA! Home of the W&A's General at Big Shanty. It still steams folks from Chattanooga, my native city. Visit <http://www.locomotivegeneral.com>.

From the President

By Rich Hane

We had an excellent meeting in April and Ricky did a great job in describing the history, engineering, and rationale behind the Union Pacific's largest steam locomotive, the 4000 class "Big Boy" 4-8-8-4. Along with a fine video he had drawings to explain the roundhouse and cab markings for these engines and discussed the reason for the design of the engines on the grades along the line to Cheyenne, Wyoming.

Please note that the May meeting is one week earlier than normal due to the Memorial Day holiday and will be on May 21 at the Christian County Historical Society on 9th street in Hopkinsville, KY. This has been our normal meeting spot for the May meeting the last few years. This is a very interesting meeting place because of the history of the building and the many fine exhibits which are on display. We hope to see you at the meeting and listen to the program that Wallace Henderson will be providing.

Rail Trails Continued

some rail fanning along CSX's Henderson Sub, at Morton's Gap. The rail trail is located on a portion of the former Illinois Central Dawson Springs-St. Charles-Nortonville-White Plains-Greenville-Central City main line. The line was abandoned in the late 90s by the Paducah & Louisville Railroad, which used only the newer Dawson Springs-Madisonville-Central City route. Thanks to Ron Stubblefield for the photographs and captions.



Above-The Caboose, Rick Bivins, Ron Stubblefield & Rich Hane

Below-Ricky Bivins takes time out from mowing his new property at Morton's Gap, KY to ride just across the street to watch the CSX train speed by.



Up And Down The Monon – 2007 Remix

By Chris Dees

PENNYRAIL

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

Which do you prefer? The classics, or today's trend of re-mixing old songs into acoustic or other versions? Although I do my fair share of quantity-oriented railfanning at Haley Tower in Terre Haute, occasionally I like a change of pace to quality-oriented railfanning. A remix of an old classic, if you will. Just like Frankie sang, "I Did It My Way."

One of old railroad song states that "up and down the Monon, everything is fine." In some cases, this is definitely not the case due to abandonment of some portions of the Hoosier Line. However what does still exist of the Monon Railroad makes it a very interesting piece of railroading. The line from Greencastle through Crawfordsville to Lafayette is a mixture of granger branch line, heavy industrial switching, and mainline railroading for CSX Transportation. On April 21, 2007, I decided to do a little railfanning north to Lafayette. See the accompanying photos for the rest of the story.

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



Blades Of Glory- Southbound CSX Train J726, the Avon/Lafayette Turn, splits the semaphores at Crawfordsville, Indiana on April 21, 2007. This section of the former Monon hosts about a dozen trains daily, including Amtrak's Cardinal and Hoosier State. The semaphores, still operational, lend a nice touch in this modern day world.

Let us remember Dave Millen and Dennis Carnal as they recover from hospital stays.

Raise The Flag And Let It Wave- Nucor Steel 2313 displays the colors (sorry the pic is grayscale, ed.) as it switches the massive Crawfordsville, Indiana, facility adjacent to the former Monon mainline on April 21, 2007. With an annual mill capacity of 1.8 million tons, car loadings from Nucor continue to make this section of the Monon "a routin', tootin' Hoosier Line." The daily CSX Local J777 from Lafayette features an average of three SD40-2s and 60-70 cars daily to interchange at Nucor's huge 20-track interchange yard.



Monon Continued



Lafayette Speedway-Southbound CSX Train J726 departs on the new CSX/NS triple track alignment through Lafayette, Indiana near the Amtrak depot. Overpasses have replaced numerous grade crossings, making travel faster and easier for all involved.



Still The Hoosier Line-On the former Monon mainline between Lagoda and Roachdale, Indiana, a piece of un-retouched Monon history continues to prove that although the tracks belong to CSX Transportation, the railroad is still The Hoosier Line.

PHOTO SECTION

Damaged bridge pier on RJ Corman's Memphis Line at Clarksville, TN. Repairs are underway.
(Submitted by Chris Dees, photographer unknown)

Some of our chapter members got a tour of Howel Yard and facilities last month. (above, below left, and below right)
(Ron Stubblefield)

To Save a Boat-NYC Tug #16

by Rick Bivins

New York City thrives on water. The city grew to its prominence and power due to the Hudson and East Rivers and various tributary water ways. Railroads came late to The Big Apple and with vengeance too.

But this is about a boat. New York City's harbors made the city what it is today. And of course with a harbor one has harbor boats. All of the railroads on the Manhattan Island and on the Jersey side too had harbor boats, Railroad Marine Fleets they were called. The Pennsy had the most, New York Central second most. At one time during the hay day of RR marine fleet operations around New York City the New York Central had over 500 vessels not counting non-powered barges, maintenance vessel etc. So do a little math by counting the number of railroads times 500 boats and.....OK, you get the point.

Boats like trains, cars, airplanes, tractors etc. soon outlive their usefulness. Where do they go? Some are scuttled, some are dismantled and used in ways never planned by the builders, and a few are restored. But most by far are scrapped.

New York Central Tugboat #16 was a 1900 vintage steam powered tug used to shuttle car floats, barges and various other floating units around the harbor. One of many and never converted to diesel power, she was retired in the seventies. Yes, some of the tugs ran till 1979.....tugs were expensive to re-power, and as you well know the Penn Central merger was a financial wash out. Most steam tugs outlived their steam locomotive counterparts by as much as 25 years. One tug would fail and her parts would go to another,

Tug #16 had a new destiny ahead. In 1981 she was rescued from the torch by two Massachusetts business men in Buzzards Bay. They saved the tug and had her shipped to a land sight for display and gave her TLC. \$160,000 was spent to save her. She had her hull cut so as to sit on the ground as if in the water, i.e. a full scale waterline model if you will. The tug became the visual center point of a nautical themed restaurant.

A few years later the owners sold out to a new operator and it was decided to keep the now land mark tug. NYC Tug #16 escaped fate yet one more time.

Time takes no prisoners and spares no one. Enter CVS Drugs. The area that NYC Tug #16 has called home for 25 years is prime real-estate, and CVS wants the lot for a new mega store. The date is spring 2006.

Word was out; the tug was to be scrapped. Fans and locals rallied, money was raised, match grants were promised...but too no avail. Not enough money, not enough time. It cost \$160,000 in 1981 to save her; it cost \$3000 a year for the owners to keep her painted. Mystic Seaport wanted her....but did not have the money. One individual wanted to move her and live on her, but nothing transpired. CVS waited, working with the interested parties. Their new store was a Colonial theme, the tug did not fit. The Boston Herald fist called her a rusting hulk but soon became a supporter after her charm and appeal began to rub off on them. She sat, waiting for one more day of good fate. It never came.

On July 25, 2006 CVS announced that the tug would be demolished in three days. Any one could go aboard her and take anything they wanted they said. Her two cylinder steam engine was on display with her, out side for all to see. The building contractor sold it on eBay! The wheel house,

(Continued on page 6)

Links of Interest

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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April Minutes Summary

Western Kentucky Chapter, NRHS

The Center, Madisonville, KY
Monday, March 26, 2007, 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance \$2,454.07
Income

- Nat. Dues \$70.00
- Ch. Dues \$39.00
- Donations \$00.00
- Raffle \$13.00
- Video \$0.00
- Other \$0.00
- TOTAL \$122.00

Adjusted Balance \$2,576.07

Expenses

- Nat. Dues \$44.00
- Postage \$31.20
- Printing \$57.88
- Video \$0.00
- Supplies \$0.00
- Other \$0.00
- TOTAL \$133.08

Ending Balance \$2,442.99

MEMBERSHIP:	Full	55
	Chapter Only	19
	Total	74

DIRECTORS REPORT: Wallace reported advance registration for the 2007 convention open until April 15. Brochures will be mailed the 22nd. He (Wallace) suggested mailing early. Convention looks good. David Hayes, one of our chapter-only members, is on the brochure committee.

OLD BUSINESS: None

NEW BUSINESS: None

ACTIVITIES: Ricky Bivins plans a locomotive run this Saturday, March 31. Suggestions were put forth of driving to Nashville and riding the *Nashville Star* commuter train between Nashville and Lebanon, TN. A suggested time would be leave Lebanon at 3:20 PM and arrive at Nashville at 4:10 PM. Cost is \$5 each direction. We could combine that with a tour of the Museum and Union Station. October was mentioned as a good time for this. Also the picnic/train watching at Crofton in October. This summer or fall, Ricky suggested a bike/walking tour of the old IC main line between White Plains and Nortonville. He states this could also be done in late April. Wally suggested we might do this Saturday the 28th of April, from 10 AM to 2 PM. A caboose is located there

ANNOUNCEMENTS: Jim Finley reports KRM will start its runs in early April. Steam locomotive 152 is scheduled to start running in April also.

ATTENDANCE: 19: Wally Watts, D.A. Fraser, Rich Hane, Rick Bivins, Phil Randall, Tom Steiner, Dennis Carnal, Jim Bryan, Thomas Bryan, Bill Heaton, Steve Miller, John McGee, Donny Knight, Jim Finley, Chuck Hinrichs, Wallace Henderson, Bill Thomas, Tim Moore, William Corum, Greg Utley, Harry Dolph. One guest, Judy Tooley.

Amtrak Posts New Sub-Web Site



I recently received an email from Amtrak about a new site for rail travelers. *The Whistle Stop* is designed to be an interactive place to post your own stories about rail travel and to read what others have experienced. Just go to Amtrak.com and click on the *Whistle Stop* icon.

-Bill Thomas, editor

Tug Boat Continued

stack and davits were saved along with a few other items. CVS gave very little time to get anything done. BUT they did give everyone an opportunity. The scrapers moved in and by July 28, she was gone.

Alas all is not lost. NYC Tug #3 is still with us, I think she is at the Mass. Maritime Academy. Many of the parts will go to her for a full restoration and return to the water.

NYC Tug #16 out lived her usefulness by a full 28 years, R.I.P.

Wallace's Article and Nat Report May

REGIONAL RAIL NOTES

By Chuck Hinrichs

An interesting bit of speculation about the future of Howell Yard in Evansville...

“Well, if nothing else, this should stir some discussion! No, I have no knowledge of this happening, but in some sense, it seems almost imminent. Consider this: CSX is going to build a new yard at Kings (between Ft. Branch and Princeton, basically across Hwy 41 from Toyota). It is initially going to have 5 tracks, with an option for a total of 31 tracks! There will be a refueling facility there as well.

It seems that they are going to want to abandon Howell, which is a huge bottleneck in the system right now. The idea of the new yard at Kings is so they can handle more Powder Basin coal loads. Right now CSX is running multiple UP coal trains from E. St Louis to Alabama on the St. Louis sub through Vincennes/Evansville/Nashville. The new plan will be routing more loads using the old B&O/Monon route to Louisville as well as through Evansville. CSX is building or extending sidings on the CE&D sub like crazy. The Ingle siding north of Evansville is going to get lengthened to just south of Haubstadt. A new siding south of Hazelton is in operation, as is a new siding at Carlisle. They're ramping up to move a lot more cargo through here!

Another point, there was discussion last year of NS and CSX building a joint intermodal facility near Princeton, yet another job that could be moved out of Howell. So with Howell empty, who better to step in than EVWR (Evansville & Western Railway)? It would give them a ton of breathing room, and make exchanging trains with CSX a lot less painful. It's hard to say how many hours are currently wasted by EVWR trains sitting at Boehne Camp Rd.”

internet.

Corman has started to cut out part of the ceiling and side walls of the Frankfort tunnel to open it for F plate cars. They are using a new cutting technology. The cutting head is on an over head boom. Debris falls from the roof into a truck that is pushed by the cutter. Once the truck is full cutting stops and the truck is driven out of the East end of the tunnel and the material is dumped. They are cutting 25 feet per day. Tunnel is 500 feet long. Once the first rough cut is finished they will come back and make fine cuts to ensure the tunnel meets F Plate clearance. Corman will take out the existing tunnel track and put in steel tie panel track. At some later date both the Frankfort and Eastwood Tunnel will be cut to enlarge them for auto racks. Corman and his board visited the site Thursday. This is the first use of this type of cutting head. Corman hopes to prove this tunnel cutting technology and use this concept to rebuild a number of tunnels in the Eastern US.

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This Month in West KY Rail History By Cliff Downey

May 1, 1904-IC receives trackage rights across L&N's Ohio River bridge at Henderson

May 1, 1971-Amtrak takes over most intercity rail passenger service in the United States. All passenger trains in western Kentucky are discontinued except the “City of New Orleans” which continues a daytime schedule between Chicago and New Orleans

May 3, 1932-Al Capone leaves Chicago, IL, aboard the Dixie Flyer en route to the Federal Penitentiary at Atlanta. Along the way he crosses the L&N's Ohio River bridge at Henderson and passes through Madisonville, Hopkinsville and Pembroke.

May 7, 1999-IC 2-8-2 1518 moved from foot of Broadway to present location between Kentucky Avenue and Washington Street.

May 7, 1985-IC 2-8-2 1518 moved from Barkley Park in Paducah to foot of Broadway.

May 13, 1933-L&N abandons the “C&P Branch” from Gracey, KY, south to Clarksville, TN.

May 26, 1995-Paducah & Louisville Railway sold to Four Rivers Transportation, Inc.

May 31, 1957-IC hospital at Paducah closes and is sold to George Katterjohn, Jr.



BUY - SELL - SWAP

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

Dennis Carnal
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270-825-0693

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

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

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.chattrails.com>

L&N Historical Society Convention - October 4, 5, and 6, 2007, Bowling Green, KY.

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

PENNYRAIL

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