

PENNYRAIL

August 2007

VOLUME 11 NUMBER 8



Chapter Chatter

Next Meeting
Monday, August 27
7:00 pm

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

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

August 2007 - Chuck Hinrichs,
(see page 2 for details)

Refreshments by Steve Miller

September 2007 - Bill Thomas or Bill Grady,

Refreshments by Jim and Thomas Bryan
(Catfish?!!!!)

**See the July Meeting minutes
summary on page 6.**

Rich's Ramblings

Rich Hane, President

Those of you who were at the last meeting saw an excellent program put on by Wallace Henderson on winter railroading in Germany. Definitely a cool subject and it was nice to see rail fans in Germany standing out in the snow to see some steam action just as some of us would be doing.

I saw an interesting story in the February issue of Trains Magazine that was comparing the amount of freight rail tonnage in 1980 versus 2005. The year 1980 brought about a huge change in American railroading with the passage of the Staggers Rail Act which allowed some deregulation of the railroads and allowed them some freedom in ratemaking which allowed a better rate of return for them. This made it possible to increase their investment in the physical plant and equipment. Some indirect reactions were an increase in mergers, an increase in spinning off branch lines, and a huge increase in rail traffic.

Some roads have double tracked sections and even triple tracked some. The net result was that in 2005 American railroads carried nearly twice the tonnage

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Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

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MARK YOUR CALENDARS

**SATURDAY
SEPTEMBER 29**

CHAPTER PICNIC AND RAILFAN DAY

CROFTON, KENTUCKY

GAZEBO AND SHELTER
BEHIND THE CITY
HALL ON US41
Begins at 11 am
Ends TBA

July Meeting Highlights



Jim Pearson (left) gets a good look at a north bound CSX freight at last Month's Chapter Meeting at the former L&N Depot in Madisonville. Right, Liam Thomas pours over his winnings in the monthly raffle. Below right, chapter members Bill Thomas, Keith E. Kittinger, Steve Miller, and Dennis Carnal have some pre-snack fellowship and lantern lessons.



Wallace Henderson presented the video *Full Steam in the Thuringian Forest*. This is an 83-minute video documentation of the four days in February of 1991, when steam locomotives were used on regular passenger and freight trains on this segment of Germany's rail system. It is produced by Eisenbahn Video, Obersulm. Unfortunately, it is out of print.



Rich's Ramblings...

that they had in 1980. Hopefully, this will all work to the betterment of the American rail system.

I hope to see more of your smiling faces at the meeting on August 27th at The Center, 7pm. We will also have a real railroad shortline ball cap for one of the raffle prizes.

Keith or Dennis will have selected books and other items from the L&N Historical Society for sale at the August meeting. Bring cash or check book and support the L&N Historical Society.

The program for the August meeting will be presented by Chuck Hinrichs. It is a DVD depicting the FT 103, the diesel that put the final nail in the steam coffin. This is a MARK I show with excellent picture quality. We will be showing only the first half. We will save the restoration of FT 103 for another day.

SummeRail 2007 Boys Gone Wild! By Chuck Hinrichs

The 12th edition of Summerail, a 12 event multi-media rail photo extravaganza coupled with a good sized railroading show, was held at the Cincinnati Union Terminal on Saturday, August 11, 2007. Chapter members, Jim Pearson, Bob McCracken and I headed out Friday morning in Bob's SUV. The group was to meet with Wallace Henderson en route or at the Days Inn in Ft Wright where we were to spend Friday and Saturday nights.

The trip to Cincinnati was a bust from a rail fanning standpoint. We caught a couple of NS trains at the yard east of Princeton, IN but nothing was moving. We followed the NS line all the way to Louisville but, alas, no action. We contacted Wallace by cell phone and he was about an hour ahead of us and seeing a bit of action on CSX's Short Line. We finally caught a CSX slug set on the house track at Worthville and this was it for the day. We met Wallace at Days Inn, not the whippiest of motels. It is a pretty dilapidated facility but the rooms were clean and the beds comfortable and the price was right. It is a Friday night tradition

(Continued on page 7)

Six to Ten Trains Per Day.
The beginning of the end of an eighteen year dream.
By: Rick Bivins

Mortons Gap, KY has as most small towns, a lot of history. I plan to learn more of it as now I have began to end a dream. This beginning has come about as the result of the end of another dream.

Mom & Dad bought "the Farm" in 1974. 20 acres of land just West of Richland KY. Home for 33 years now. Well in 2005 they decided it was too much to take care of. Dad was relying more and more on me as he began to realize he could not do the work needed to care for the house, barn, shop building and grounds. This "farm" was to be mine someday. I knew it was the right thing for them to do, I could buy it myself, but the price offered was not fair to them. I wanted Mom & Dad to get as much as they could for it and that was more than I could afford.

Now two years later my little corner of the Farm does not feel like home anymore. Silly as it may sound, with Mom & Dad having moved away and new neighbors in the old house; well it just isn't the same.

Phil Randall and I were on a bike ride from his house in Nortonville to White Plains then to Mortons Gap when I saw a "for sale" sign on a lot in Mortons. I had looked at this lot in 2000 when Kathy and I decided to build in Richland instead. I also looked at this lot in 1990 before I decided to attend school in Cheyenne Wyoming. The first two times the lot had a house on it. The house was in bad shape, the owner lived away and too much money was wanted for it. I passed it up both times. Well now the old house is gone and a fresh lot is left...ump. I called the number, we talked, I talked to Kathy, the kids etc. The answer was again no. The lot was too small. The owner said he has another lot, a bigger lot. Well after eight months of deciding, I decided to "just do it" and I bought the bigger lot. It was the beginning of the end of a dream to own a house in Mortons, trackside.

Located at 113 and 115 North Railroad St. I have begun to build a house amidst the two lots. The physical address will be 115 North Railroad St. BUT Mortons Gap does not have house mail, only a post office, so do not change my address in your book just yet. My new lot is on the corner of N. Railroad Street and Elm Street on the west side of the railroad. There has been a lot of confusion over Elm and Walnut Streets. Walnut ends on the east side of the railroad and Elm the west side. I have a full view of the tracks and the signals looking north.

So far (June 6, 2007) I have most of my permits in place, a foundation dug and steel in place there in and a trench for the water line. I am building a two story Victorian house with a nice porch. I will have a Gazebo and a Pergola too, all for shade while watching trains with my train buddies. Yes Kathy knows I WILL have a lot of company once the house is done. Oh, and I am doing this myself, no contractors. I want be able to say "I built it, even if it is whopperjawed"

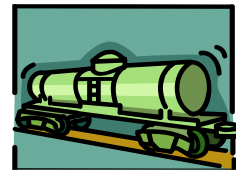
So far I have a bit of a routine. I stop by on my way home from work and every Saturday I am there. All this along with work and mowing grass, I love winter time, no bugs and no grass to mow. The work on the house is

(Continued on page 4)

PENNYRAIL

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

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



As rail fans don't forget to help

out and watch passing trains for problems. You will find RR emergency numbers on page 4.

Editor's Ashpit

One of the rewarding and frustrating things about working in a volunteer organization like NRHS and churches (I am full-time Associate Pastor for Music and Worship at First Baptist Madisonville, KY), is the trap of calling on the same 20% of the membership to do 80% of the work. We've all heard this before and sometimes you feel like you are shoveling dung (Biblical term) against the tide to change anything.

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Early Thanksgiving



We have seen shots like this across the local and national news shows and it reminds us of life's fragility. The power of human ingenuity combined with divine creations like gravity and momentum, can lead to devastating situations. A friend sent me an email full of pictures from the recent bridge collapse in Minneapolis, MN,

in which several people lost their lives. Of course the one which caught my eye was this with the crushed covered hopper(s) underneath. I just thought it was a good time to reflect on our own lives and consider how fortunate most of us are.

- Bill Thomas, editor (and thankful to be)

Ash Pit Continued...

I am calling on our membership at large to contribute some personal "how I got started" stories for this fine publication. It does not have to be long, or even scholarly, just plain and simple. Tell us what events or people led to your interest in the historical preservation of railroads or rail fanning. If you are worried about your writing skills, just get me the rough copy and I will clean it up for you. No one has to know but you and me.

So get those pens, pencils, and/or computer keyboards going and give me something with which to work. Personal elements always add to the local flavor of our newsletter and allow us to be more knowledgeable about each other's interests. Hopefully, this will strengthen the friendships!

Six to Ten Trains a Day Continued...

not all that hard; I get to rest a lot. It seems about six to ten trains pass while I am there, good entertainment. This reminds me why I want to build here and why I have for so many years "went to Mortons" to watch trains. Some day, perhaps in about a year, I will only have to go as far as my front porch to watch them.

Extra: News Flash, err OK an update. July 31, 2007. I have at this point in time poured the footer, laid the water line, set up a temporary utility service (electricity) and I have a bout half of my foundation block laid and back filled on three sides of the foundation. I have a lot of work left to do just on the foundation but progress can be seen.

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

SUBSCRIPTION RATES

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11 issues

\$12 PER YEAR

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PHOTO SECTION



As evidenced by the language on these 6-bay narrow-gauge hoppers, they are headed for Latin American use. Bill Thomas spotted the piggy-back unit train in Madisonville, then called Chuck Hinrichs who photographed the move in Crofton, July 20, 2007.

This looks to be a chop nose GP9. The current roster for TSRR shows only GE B23-7s but the 2005 roster indicated a pair of GP9s on the property "stored serviceable" and this unit might well be one of those. 1959 could be either 6173 or 6583 renumbered and sporting a new coat of paint. Photo by Jim Pearson at West Yard (Madisonville), comments by Chuck Hinrichs.



July 2007 Minutes Summary

Western Kentucky Chapter, NRHS

The Center (Former L&N Depot),
Madisonville, KY

Monday, July 23, 2007, 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance		\$2235.73
Income		
Nat. Dues	\$00.00	
Ch. Dues	\$00.00	
Donations	\$00.00	
Raffle	\$14.00	
Video	\$02.50	
Other	\$00.00	
TOTAL	\$16.50	
Adjusted Balance		\$2,252.23
Expenses		
Nat. Dues	\$00.00	
Postage	\$32.80	
Printing	\$57.88	
Video	\$00.00	
Supplies	\$00.00	
Other	\$00.00	
TOTAL	\$90.68	
Ending Balance		\$2,161.55

MEMBERSHIP:	Full	56
	Chapter Only	19
	Total	75

DIRECTORS REPORT: No Report

OLD BUSINESS: None

NEW BUSINESS: The chapter agreed with President Hane that an assistant needs to be appointed to assist the Secretary/Treasurer in dealing with and communicating with National this fall when the new electronic correspondence system is installed. Two agreed to volunteer for this, and Bill Thomas was chosen as he is local, and the Treasurer deals with him at least once a month for the minutes and treasurer's report. Hopefully this will be a smooth transition. Chuck mentioned the plans to attend the SummeRail event in Cincinnati, and encouraged all to attend.

ACTIVITIES: We are confirmed for the 29th of September for the annual picnic/train watching session at Crofton, KY. Ricky reports we will wait for cooler weather probably in September or October for another locomotive run at St. Charles.

ANNOUNCEMENTS: David Millen announced the seemingly lack of graffiti on passing rail cars. He states that some of it was somewhat artful, but some disagreed and felt the trains looked better with clean, unmarked sides.

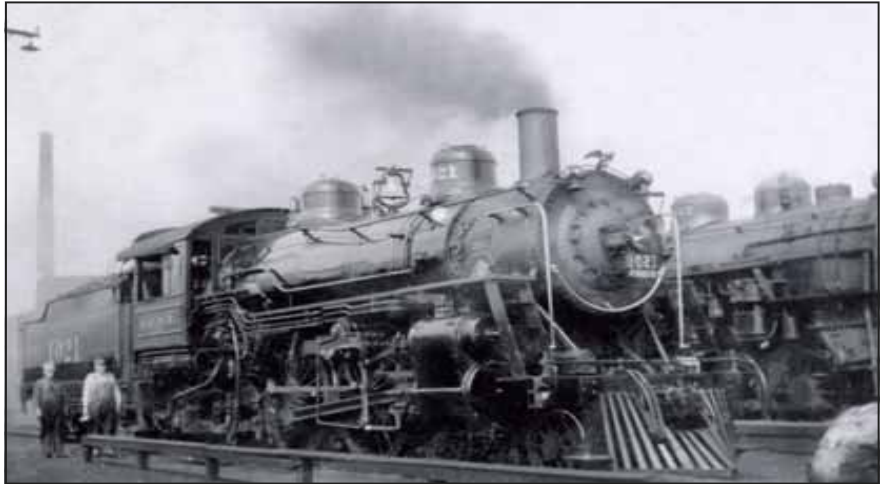
SHOW and TELL: Keith brought a very interesting L&N lantern which seemed in excellent condition.

The meeting was adjourned for very good refreshments by David Millen, and a very enjoyable video on German steam on the Deutch-Bahn, the German rail system.

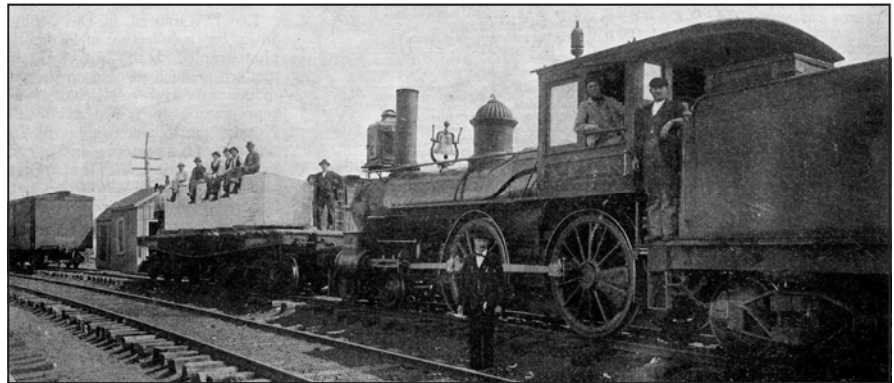
Our next meeting is Monday, August 27, 7pm, at The Center. Program will be by Chuck Hinrichs, and refreshments by Steve Miller. We have one opening left for refreshments in November. All programs are filled, other than December which is usually show and tell.

ATTENDANCE: 16: Wally Watts, Rich Hane, Tim Moore, Dennis Carnal, Donny Knight, Jim Pearson, Chuck Hinrichs, David Millen, Steve Miller, Rick Bivins, Wallace Henderson, Harry Dolph, Bill Thomas, Liam Thomas, Bob Moffet, William Corum

Photo Section #2



Illinois Central Atlantic No. 1021 sits at Paducah Shops around 1937. It had 25 sisters built between 1901-1902 and all retired by 1947. This particular locomotive was used between Fulton and Cairo locals famous for taking travelers to Cairo for booze. It was nicknamed the whisky dick.



This 48-ton slab of marble (probably pink marble) was quarried near Tate, GA, on L&N's former Hook & Eye line between Marietta (Elizabeth) and Etowah, TN. The mammoth load required the borrowing of a gun carriage from the Pennsylvania RR to get it to its destination of Providence RI. Georgia Marble still operates a short line from their quarry in the Tate Valley up to Tate, where they enjoy navigating two switchbacks. This photo appeared in the July 1940 L&N Magazine, and was submitted to us by Dennis Carnal (Old Goat).

Material Needed and Deadline for September

Please remember that the contents of this publication is dependant upon your input as chapter members. Article of interest, opinions, and photographs are needed each month. If you con contribute, please do so. Next month's deadline for publication will be Tuesday, September 11.

Gratefully, Bill Thomas, editor

(Continued from page 2)

to have a 5 way chili mac at the Washington and we did. The informal Friday night slide show was moved to the CUT auditorium to accommodate a good crowd and to beat the heat in Tower A. There were four shows headlined by Jim Boyd's tribute to EMD's E units.

The railroadians show is held in the CUT concourse and opens at 10 AM. This was the largest show I can recall, and I have been to every Summerail. Wallace picked up several items including a brass IC baggage tag and Bob and I took advantage of Neff's 50% off DVDs. We met Chapter members, Donny and Betty Knight and David Hayes at the show. The Knights were on their way to auto races following the railroadians show. Following a quick lunch we headed back to CUT for the main event. The auditorium was packed, a record crowd, for the twelve event program. The first four shows were digitals with Andrew Nelson's "My Green Bay & Western" and Charlie Dischinger's "Fire in the Storm" standouts. "Fire in the Storm" was a spectacular show depicting Cumbres & Toltec action during an early season blizzard. Dave Oroszi's "My First Forty Years" displayed Dave's photo talents from his first instamatic shots up to today – a great show. The last show before the dinner break was one of the weak ones – excursion steam. The photos were underexposed and, in my opinion, not much more than snapshot quality.

As has been our custom in recent years, we headed across the river to Covington for good German food at Wertheims and some good German draft beer. The evening shows were a bit weaker than the afternoon selection but Fr Dale Peterka's visit to the sites of many of O Winston Links' historic photos was well done and interesting. Overall the show was enjoyable and the work that the photographers and the organizers do is most worthwhile. The 2008 show will be held at CUT on August 9. Yes, Lord willing, I'll be there!

Sunday morning found us on the road by about 8 AM. Wallace headed south to find an elusive trestle on the Short Line while we headed for Walton to try for some NS and CSX action. The first hour was pretty quiet but we finally caught a northbound CSX freight and then a southbound CSX coil car train – a

(Continued on page 8)

"TSRR (Tennessee Southern Rail Road) has also commenced taking delivery of 6 refurbished GP-10 locomotives painted with Patriot Rail's new color scheme. The locomotives, provided by National Railway Equipment Company, have been upgraded with N-Force technology and will replace older locomotives in TSRR's fleet. The N-Force technology is a wheel slip system that allows a 1700 horsepower locomotive to have the traction effort of a 2300 horsepower locomotive, thereby allowing the railroad to move more carloads with the same number of locomotives. The locomotives are also the first with Patriot Rail's new corporate-wide paint scheme of red, white and blue with gold trim and lettering. The front of the locomotive has the Patriot Rail logo while the railroad's name is displayed on the locomotive's side panel. The Company anticipates painting its entire fleet of locomotives with this color scheme. [See photo in Photo Section]

Patriot Rail Corp. is a short line and regional freight railroad holding company based in Boca Raton, Florida. The Company currently owns and operates two short line freight railroads comprising 212 total rail miles – the Tennessee Southern Railroad in Tennessee and the Rarus Railway in Montana. For more information about Patriot Rail, contact Wayne August at (561) 443-5315, or visit www.patriotrail.com."

-Chuck Hinrichs

From Phil Randall - I noticed that the Cut at Nortonville is being widened. Do they (CSX) plan on connecting Romney and Nortonville sidings? Perhaps they are just opening up the cut to lessen the chance of rock slides? The digging is on the west side of the cut. They are moving the spoil down into a depression at the base of Nortonville Dam.

Also I have a theory that the NG (narrow-gauge hoppers in Photo Section, page 5) cars were destined for a Coal mining line in Columbia. That line is 3 foot gauge and has purchased other modern gondolas from one of the major US car builders in the last 15 years or so. This line was part of a once extensive common carrier 3 footer in Columbia. And you may remember that they also operated some WP&Y (White Pass and Yukon) Alcos for a while which have since been sent back to WP&Y.

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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Madisonville, KY 42431
270-825-0693

Your items for sale could be here! Just email or call

**SummeRail 2007...**

train we would see at every location from Walton to Louisville. Our coil train met auto racks at South Verona and again at Glencoe. We met more rail fans at Glencoe including Steve Berry, editor of Railroad and Rail fan magazine. We caught a meet at Worthville and three trains doing the street running bit at LaGrange. We saw Wallace at LaGrange and he had no luck in finding the trestle. We caught UP power on a northbound auto rack train near Anchorage and the surprise of the day, an R J Corman train with some 30 gondola loads of sand heading south on the ex L&N HK Sub.

We grabbed a snack in Louisville and headed west on US 62. We caught a bit of chatter on the scanner but no P&L action. The last train of the day was south of Nortonville at South Romney with a southbound CSX freight as the sun was fading. It was a great three days and I can't wait till next year. Summerail photos are posted on the Chapter website.

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

PENNYRAIL

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

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

Friday August 31, 2007, first weekend with Flagg Coal # 75 on display under steam at Connersville, IN's Grand Central Station. At 4:00 PM the first public excursion will depart for an hour-long trip along remnants of the Whitewater Canal as well as the West Fork of the Whitewater River. Fares for the hour long six mile round trip excursion pulled by Flagg Coal # 75 are \$16 per person and children ages 2-12 ride for half price.

Saturday September 1, Sunday September 2, and Labor Day - Monday September 3, Festivities start at 9:30 AM at Connersville's Grand Central Station with five departures of Flagg Coal # 75 at 9:30 AM, 11:15 AM, 1:15 PM, 3:00 PM, and 4:45 PM

Rare Mileage Train Excursion. Sunday September 23, 2007, 8am to 12 noon. From historic Lebanon, Ohio, Broadway Street PRR station. Sponsored by Cincinnati Chapter, National Railroad Historical Society.

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