

PENNYRAIL

September 2007

VOLUME 11 NUMBER 9



Chapter Chatter

Next Meeting
Monday,
September 24
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!

This month's program host is Bill Thomas, who has secured Jeff Witherspoon, Assistant Trainmaster with Paducah & Louisville/Evansville Western Railways. Refreshments will be provided by Jim and Thomas Bryan.

Rich's Ramblings

Rich Hane, President

Well, for those of you who came to the monthly meeting in August we were certainly treated to a great historical video from Chuck Hinrichs on the early days of diesels and how the FT diesel from EMD really won the hearts of the railroads. These engines came along at the right time since America was gearing up for the war effort in World War II and many of the railroads were short on steam power because of the effects of the Great Depression. Many steam engines were old and worn out and the railroads had been unable to spend money on repair and replacement. During the war many new steam engines were built to satisfy the huge demand generated by the war effort. Most of these would probably have never been ordered if it wasn't for the war. Steve Miller provided a nice selection of refreshments.

Please check your entries on the new roster that was included in the last Pennyrail and contact Bill Thomas or Chuck Hinrichs of any updates or corrections. Incidentally, my corrected phone # is 270-825-3429 and the email is rkhane@newwavecomm.net.

Western Kentucky
Chapter, NRHS, Inc.

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* * * * *

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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

Rich's Ramblings...

One last item, during the last meeting someone, apparently, had trouble opening a pop in the pop machine at the Center and spilled the contents into the machine. It took a half hour to clean it all up the next day. Please, please if this happens to you let us know so that we can clean it up before the staff at the Center have to clean it up. We need to try and keep the room clean and orderly so that we continue to be welcome in this very nice meeting room with the close view of the CSX mainline.

We hope to see your smiling faces at the next meeting. We will have a nice railroad cap from an Indiana shortline for one of the raffle prizes.



Chattanooga National Report

By Wallace Henderson

"Nothing Could Be Finer" - The 2007 Chattanooga Convention—Those of you familiar with the song "Chattanooga Choo Choo" will recognize the line "Nothing could be finer" as coming from that song. This was the motto for the convention and the colors used were green and gold of the Southern Railway. Although the three other railroads also entered Chattanooga, the Southern dominated with five lines radiating out from the city plus a major yard.

The convention headquarters hotel was the Chattanooga Choo Choo Holiday Inn, which utilizes the former Southern Railway Terminal Station for checkin, lobby and restaurant and three buildings plus many railcars for guest rooms. We sold out the whole place! We had a especially nice and informative convention brochure which was produced by our own chapter member David Hayes.

Although the convention did not begin until Tuesday, August 21st, we sent a bus to Atlanta the previous Monday morning the pick up attendees arriving from the north on Amtrak's "Crescent" at 8:15 AM.

Since I was Bus Co-ordinator, it was necessary for me to accompany the bus, which departed at 5:30 AM. And the train arrived 25 minutes early.

The first convention trip, on Tuesday, was a ride from Gee Creek, near Etowah TN. to Blue Ridge, GA. around the famous Hiawassee Loop on former L&N tracks. Due to the length of our train, we had four Geeps pulling us; two from the Tennessee Valley Railroad Museum, which now operates a tourist train over this line and included a former NC&St.L GP7, and two more from the Georgia Northeastern, which provides the power for the Blue Ridge Scenic tourist train, which continues on south of Blue Ridge. Equipment used was from both trains. This line is very scenic and remote and is the "eye" of the familiar name "Hook & Eye" as the Hiawassee Loop climbing around Bald Mountain crosses over itself. This trip required about an hour's bus ride in both directions.

Wednesday's trip began in Blue Ridge where Tuesday's ended and the bus trip there was up the pretty and most interesting Ocoee River gorge where the rafting was held for the Atlanta Olympics. Our special, again pulled by two Georgia Northeastern Geeps, continued on the former L&N "Hook & Eye" line through Ellijay and the "Hook", now somewhat straightened out, to Tate, the end of the GN's usual freight operations and home to their engine terminal. And so, after traversing more Appalachian scenery in a very hot August (all week) a longer bus ride returned us to Chattanooga.

Also on Wednesday for those wanting something different, there was a "Duck" tour on the Tennessee River using ex-military amphibious vehicles called "Ducks" and a visit to the Tennessee Aquarium both in Chattanooga.

And on both Tuesday and Wednesday nights, Steve Barry, Editor of Railfan & Railroad Magazine, conducted night photo shoots for us at TVRM. These are always well attended and Steve is a real "pro" at running them. And, although it is not operational, the famous Southern Mikado 4501 was pushed onto the turntable at TVRM's East Chattanooga shops for several photos.

Thursday brought a split package of trips, with the participants divided into two groups. The group that rode a rare mileage trip down the former Tennessee Alabama & Georgia (the "TAG") to the end of line (it once went all the way to Gadsden) on a train with two RDC cars, a coach, and a Geep for power in the morning, then went to the TVRM in the afternoon to tour their shops, ride their train through a pre-Civil War tunnel, and inspect their equipment collection, while the other group did the reverse.

Also on Thursday was a Civil War battlefield tour which included a ride on the famous Lookout Mountain Incline (world's steepest) to visit to the Lookout Mountain battle site at Point Park, and then to Chickamauga battlefield across the state line in Georgia.

Friday is always the day that is the reason for the convention. It begins with interesting historic seminars (one I especially liked featured slides of trains around Chattanooga in the late '30s and '40s) and this year a introduction seminar to the changes coming with the contract with Fernley & Fernley. Then after lunch is our Board Meeting followed by a annual membership meeting. After a short break, a Social Hour with cash bar precedes the annual banquet. This year we were especially fortunate to have as our banquet speaker, Mr. Wick Moorman, Chairman & CEO of Norfolk Southern. His informative and most interesting talk began with the words "I am one of you"! Yes, he is an admitted

Steam, Trains and ...Al

By Rick Bivins

If you are reading this then you must like trains. (...my English teacher said "never use the word "you" in writing...") sorry Mary Belle. If you like trains then at some point there must be something you like about steam. Maybe you are not a steam fan as Wally is or the late Joe Wirth was, but there has to be a moment, a memory or a story about steam trains that even if you are a die hard diesel fan (Dennis), brings a smile or a sigh or a....such as riding behind Nickel Plate #765 on the ICRR KY Division or maybe UPRR steam out west or behind a little German tank engine on a now long gone Western Kentucky theme park railroad called Kan-Tuck Territory.

OK YOU get the point now. I like trains, all trains, some trains more than others but Steam is something that IS railroading. I have a few of my own memories and relish Wally's recollections of steam etc. This article could be about any of those, but no. This is a story by THE top dog of steam...err...New York Central steam anyway.

Alvin (Al) F. Staufer is a noted and revered author of many books, some on Pennsy Power, one on Erie Locomotives and others on New York Central power but one is the all time champ of steam books, THE authority of one subject, New York Central's Hudson locomotive.

Staufer wrote *Thoroughbreds* in 1974, printed in 1975 and again in 1986. About 1988 I ordered one from him and receive my copy a short time later, I was thrilled.

The last chapter of the book is "From the men" of the NYC Lines and their stories of the Hudson. All are good reading but the last entry is best. It must be remembered this is an era long gone for most people living today, the World War II era...

"...it was early in December, 1943 on a long weekend leave from Navy Diesel School at Navy Pier in Chicago. There was the opening stampede of thousands of sailors from the pier to the various railroad stations. Trolleys were the vehicle and how they held so many, or why we weren't killed by hanging on by our fingernails is one of those mysteries of survival we won't explore right now, but God it was cold!

We invade LaSalle Street Station, get tickets and swarm in a huge circle around the gate. We can glimpse the waiting trains, row upon row of coaches with steam drifting up between the cars and the distant engines ahead.

The conductor, or whoever it is that works the gates, hollers ALL ABOARD, then unlatches the grill and leaps back as the crush of humanity pours through. Nobody walks; everybody is running full speed, even civilians. The name of the game is "get a seat" and us smart money boys head as far forward as we can get.

Exactly 36 seconds after the gate is open the train is full, every aisle: there is barely room for the conductors to squeeze through. You sit there

(Continued on page 4)

Chattanooga...

railfan but no, there will not be a resumption of the steam program! Still, I was very impressed with the man and he took questions from the floor after his speech was over.

Saturday, the 25th, was the final day of the convention and it culminated in a TVRM operated steam special down the former Central of Georgia to Summerville, Georgia, the end of track. This was once a secondary CofG mainline that bypassed Atlanta to the west and this remaining portion is operated by the Chattanooga & Chickamauga RR. Our locomotive was 2-8-0 #610, once a US Army locomotive whose appearance has been improved by TVRM, and one of their Geeps. A turntable has now been installed in Summerville so the steam locomotive can be turned for the trip back; the turning making a good photo opportunity in addition to the three photo runs going down there and one on the return trip. Open observation car "Eden Isle" (which the chapter has chartered) brought up the rear of our consist and also was a diner in which TVRM staff provided a very good lunch (in at least eight seatings) while many others went uptown in Summerville to the several restaurants there.

And so ended a very successful convention, in spite of the near record heat. And a great deal of this success was due to the leadership and very hard work of our own Regional Vice President, Dr.

Wesley Ross, who was Co-Chairman of it and really carried the load.

See you next year in Fort Worth?

Wallace Henderson
Chapter National Director

Steam continued...

panting and why not, you have just broken the world's record for the 3/8 mile. This car is about 2/3 service men with a generous helping of fast (running that is) girls.

Last ALL ABOARD is called and we move out. We are in the second car behind the engine so we hear and feel it all. We move through the yard and head south by buildings and stock yards. The sheer size of Chicago always amazed me. It seems like you'd get home before you ever got out of that place. Remember stopping at Englewood but don't know where they put those people.

Finally, you hear the "snap" of the accelerating exhaust. Now you are doing about 80 MPH. It's about 4:30 and approaching twilight. Scenery is flashing by. And then you notice it, that pulsating high speed throb that was unique with steam and steam alone. God we were flying. There was no snow on the ground, it was getting darker, lights begin to flash by.

Your attention is drawn inside to the crush of noisy happy people. Soon the music starts. Don't know if it was, the WAR, the TIMES or what, but group singing just seemed to happen back then. Just like on a hay-ride or something. First it's a small cell, then it just spreads through the whole car. Songs were real scorches like- "Over There", "Seeing Nellie Home", "Me and My Gal", "Shine on Harvest Moon" and a whole raft of special service songs.

The racket was just beautiful. Over 100 people in the middle of "It's a Long Way to Tipperary" -off key-the whole shot. Out there in front is that damned Hudson, every so often joining in with its mournful screams. Boy, talk about chills. That mass of pulsating steel, thinks it's alive. Now I know that it is.

Looking back and reliving it through these words it really appears corny as hell, but that was a different world, a different us, a different America. I'll say this. If things like that could be purchased, I'd lay out one thousands dollars RIGHT NOW to live that trip again.

Al Stauffer

Now for me there is a lot of significance to this story. I have been to Chicago, to La Salle or what is left of it. I have witnessed the "crush of humanity" in the Chicago & North Western Station. I have ridden Steam powered trains and I Like Hudson's. For me I can see Joe Wirth, Wally Watts and a host of others "singing" on and off key. Of course I would be pressed to a window so as not to miss a thing...dark and all.

Remember Chapter member Bill Grady as he continues to recover from transplant surgery. He is doing well according to reports.

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/

On-line Pictures (clean)

www.railpictures.net

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.

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CSX	800-232-0144
NS	800-453-2530
UP	888-877-7267
Amtrak	800-331-0008

PHOTO SECTION



Above - Imagine the surprise to Rich Hane's brother as he shot this excursion run from Franklin Park to Sturdivant, IL, at Des Plaines, on the UP/CP mainline, September 1, 2007. He was waiting for a regular freight but happened to be in the right place at the right time. CP's 4-6-4 2816 was used for several excursions the previous weekend. See more pics of this locomotive at www.railpictures.net.

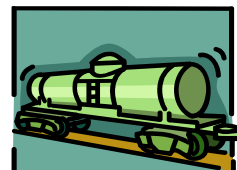
Below - Inspection train 217 with the Federal Railroad Administration's Office of Safety makes it's way toward Paducah on the P&L Railroad, at the Earlington Road crossing in Richland Wednesday morning. The train and its crew is responsible for inspecting the railroads tracks and crossings to insure they are in safe condition and meet the FRA requirements for safety. Earlier last week the train made its way through Madisonville inspecting the CSX railroad. (Messenger Photo/Jim Pearson)



West Ky Chapter member, Bob McCracken, stands behind his finished Pennsy K-4 Pacific, in his garage in Madisonville. The 32-year project was completed when Bob coupled the tender, connected the necessary hoses and cables, then remarked, "There's nothing left to do." Bob will be presenting the project and locomotive as the program for the chapter meeting, October 22, 2007.

**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.

August 2007 Minutes Summary

Western Kentucky Chapter, NRHS

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

Monday, August 27, 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		\$2161.55
Income		
Nat. Dues	\$00.00	
Ch. Dues	\$00.00	
Donations	\$00.00	
Raffle	\$11.00	
Video	\$00.00	
Other	\$00.00	
TOTAL	\$11.00	
Adjusted Balance		\$2,172.55
Expenses		
Nat. Dues	\$00.00	
Postage	\$32.80	
Printing	\$63.28	
Video	\$00.00	
Supplies	\$00.00	
Other	\$18.02 (printing of roster)	
TOTAL	\$114.10	
Ending Balance		\$2,058.45

MEMBERSHIP:	Full	56
	Chapter Only	19
	Total	75

DIRECTORS REPORT: Wallace reported on convention, stating the rate increase passed without opposition. Convention was a success and seemed to be sold out. All entities involved were very helpful and cooperative. Norfolk Southern CEO Gave the address at the banquet, and was himself a railfan. West Kentucky Chapter member Reid Adams was at Rail Camp. In the new dues reporting system, each Chapter will have a 5-digit number for identification purposes. Representatives from Fernley & Fernley were very cooperative and helpful in explaining the upcoming changes. The next board meeting will be in October in Houston, TX. Next year's convention will be June, in Ft. Worth, TX

OLD BUSINESS: Bill Thomas reported possible postage savings by sending newsletter by email. This after treasurer noted the printing cost jumped 5.40 over last month.

NEW BUSINESS: Some discussion was held on the Christmas Banquet, and this after some dissatisfaction expressed about last year's location. Bill Thomas motioned we turn the matter over to the officers and let them plan and if desired, appoint a committee to coordinate the banquet.

ACTIVITIES: Ricky reports all go for the 29th of September Crofton picnic. Starting time around noon or earlier. He reports the locomotive at St. Charles is in good order after some recent vandalism at the site. He says we will do a run after it becomes cooler, probably in October. Another possible trip will be to KRM to ride behind 152.

ANNOUNCEMENTS: None

Our next meeting is Monday, October 22, 7pm, at The Center. Program will be by Bob McCracken and his journey in completing his Pennsy K-4.

ATTENDANCE: 16: Wally Watts, John McGee, Rich Hane, David Millen, Bill Heaton, Jim Bryan, Thomas Bryan, Steve Miller, Rick Bivins, Jim Pearson, Bob McCracken, Wallace Henderson, Chuck Hinrichs, Donny Knight, Bob Moffet, Tim Moore.

The Arguable Hudson Locomotive

By Rick Bivins

If today one were to say "The Hudson Locomotive is the most famous steam locomotive in the world", well that person just might find themselves in a heated argument. Most anyone with an interest in trains will know what locomotive the "Hudson" is. The Hudson wheel type as classified by the Wyatt System is a 4-6-4, four lead wheels, six drive wheels and four trailing wheels. The first railroad to take delivery of one was the New York Central, Class J-1 #5200 in February of 1927. The Central named the wheel type after the mighty Hudson River in the railroads namesake state, New York. In all the Central would field 275 4-6-4 locomotives in three classes, delivered from February 1927 till September 1937.

But if one were make the above statement in the golden era of trains, say, through the 1950's, well the argument would be minimal. By the dawn of the Diesel, the chronicles of steam were etched. Any more on the subject would simply be the furthering of discussion.

The Hudson was the most famous steam locomotive of all, but it should not have been. Prior to the Hudson as steam "passenger" locomotives go, there were many grand wheel arrangements. The Pacific, 4-6-2 being one the Hudson would for the most part replace, was a true champ. In the United States there were 1000s of Pacific's in service on virtually every railroad. Before the Pacific were the Atlantic 4-4-2s and even the Prairie Type, 2-6-2s. Keep in mind that many of these locomotives were on their respective railroad roster at the same time. Case in point, there were 1000s of these "other" locomotives, so why was the Hudson so famous? After all there were only 485 of them, total, for all U.S. railroads!

That is correct, only 485 4-6-4 Hudson type steam locomotives in the whole vast American steam railroad scene. Of that number the Central had 275, 56 percent of the total fleet. Counting the New York Central and its subsidiary roads, 18 U.S. railroads had the 4-6-4 wheel arrangement. Canadian National had the second largest fleet at 65. The smallest fleet of...one, belonging to the ICRR. The C&O had the heaviest. The Delaware Lackawanna and Western had five that were built by Alco at the same time as the last order of NYC J-3 class Hudson's and looked very muck like the Central's

Material Needed and Deadline for October

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, October 9.

Gratefully, Bill Thomas, editor

Hudson...

(Continued from page 6)
engines.

So what factors came to play, and made the Hudson so famous? I feel there were three distinct events that brought about their glory. First: the era, this was a time before cell phones, internet, etc. Most homes in the 1920's did not have a TV, sensationalism was not common place and the news that was reported was true and respected. Every town of any size had at least one newspaper and most cities had more than one. The news had to be accurate or else.

The second was advertising. If one had something to advertise one did so as honest as possible too. The railroad was the only reasonable long distance mode of travel, and few people had cars that could make the trip anyway. In the metro areas the train again was the best way to get there. The railroads had to compete for that travel so the radio and newspapers of the era were their source of advertisement.

And what better way was there to be on the minds of the general public than to use famous people in ads? Many stars of the day allied with their favorite railroad, for a fee of course. The New York Central did just this and in 1927 what locomotive would a railroad use in those ads? Their newest one of course, for the Central, that was the Hudson.

The third was the great depression. The north east was hardest hit by the depression. The NYC was the only railroad to order a fleet of locomotives during the depression years. What size order constitutes a fleet is debatable, but 50 new J-3 Hudson would be adequate.

By the time the depression was over in the north east a new railroad term had come to light. The dual service locomotive, this was a way the railroads could get the best return on their investment, by having a locomotive that could haul a freight train or a passenger train, and do both jobs very well. The events of Pearl Harbor in 1941 launched the United States into the war in Europe, the Pacific, and later Asia. The railroads again were strained and the dual purpose steam locomotive was the only war board approved locomotive any railroad could ask for. Thus by war's end the diesel locomotive was making its showing to railroad officials nation wide. Steam was losing out.

(Continued on page

Regional Rail Notes

On September 1, 1927, the Illinois Central RR's Paducah Shops officially opened for business. Construction started in mid-1925, and took nearly 2 1/2 years to complete. The shop property covered 110 acres, with 21 acres under roof. The "new" shops replaced an older shop complex that could trace its history back to 1884. The old shop complex was started by the Chesapeake Ohio & Southwestern Railroad (CO&SW), and then after the IC took over the CO&SW in 1896, a number of additions were made.

Since 1927 Paducah has served as the main facility where the IC carried out major locomotive repairs, overhauls, and rebuilds. The shop facility became famous for rebuilding most IC steamers between 1937 and 1945, and doing such things as creating a 4-6-4 from a 2-8-4, turning 2-10-2s in 4-8-2s that could run like the wind (the 2500-class Mountains), and transforming 2-8-2s into 0-8-2s.

After nearly closing during the 1950s as the IC made the steam-to-diesel transition, Paducah took on the task of rebuilding IC's (and later ICG's) diesel fleet. Thanks to Paducah, "new" models were created such as the GP10, SW14 and SD20.

Cast off by the ICG in 1986, under private ownership the shops once again became a prominent locomotive rebuild facility called VMV. One of the first major contracts for VMV was the rebuilding of IC GP40s as the 3100 class GP40R's. Over the years VMV has rebuilt/repainted/overhauled thousands of locomotives for a long list of customers, including CSX, BNSF, Santa Fe, KCS, You Pee (UP), and has even assembled new locomotives for railroads in Britain and India.

In 2002 it looked as the Paducah Shops had hit the end of the road, for VMV's owners put the company in bankruptcy after several difficult years. But then the company was sold to National Railway Equipment and remained in business, retaining its VMV name. Thousands of men and even some women worked inside the Paducah shops. On this Labor Day weekend, the next time you see a locomotive that went through VMV, don't concentrate so much on builder's numbers/dates, retirement dates, and horsepower. Instead think about all the workers who rebuilt those locomotives.

- Cliff Downey

Progress rail bought most all of the shop rebuild tools and heavy equipment from the now closed LRC in Livingston MT. Most of the equipment has been shipped to Mayfield KY on trucks or is in route from MT. The equipment that they bought can handle a complete locomotive rebuild as it did at LRC for the MRL. It sounds like they are going to rebuild whole locomotives like VMV not just components for other shops.

-Steve Wilhelm

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could be here!
Just email or call
your editor!



TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

Evansville Old Time Train and Swap Meet. September 22, 2007, 10 am to 3 pm CST. \$3 admission, lots of parking, food available, door prizes. Armstrong Community Center, State Road 65 & Baseline Road (3 miles south of I-64, exit 18).

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.

Hudson...

That having been said, there is one more reason for the Hudson locomotive being so famous, a toy. For decades the toy most favored by little boys was a model train. Lionel won the toy train war and captured the majority of the toy train market. NYC engineer Bob Butterfield was featured in and on the cover of many Lionel Toy Train catalogs. And of course their mighty Hudson Locomotive was too.

I said the Hudson should not have been the most famous locomotive of all based on its numbers. However, the locomotive was designed to fill a need for one railroad. And it did so with a track record of unsurpassed performance, reliability, and appeal. So the numbers do not add up, but the numbers do not tell the whole story. The Hudson won out as the most famous locomotive in the world perhaps due to one unmentioned point, the as-built Hudson was also the best looking locomotive ever built.....any debate

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

PENNYRAIL

% Bill Thomas, Editor
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