

PENNYRAIL

February 2008

VOLUME 12 NUMBER 2



Chapter Chatter

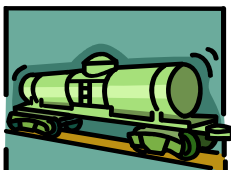
Next Meeting
Monday, February 25
7:00 pm

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

Our Program will be presented by
Chuck Hinrichs
Refreshments by
David Millen

Up-coming Programs
March - Wally Watts
Refreshments are open!

April - David Millen
Refreshments - Tom Steiner
October - Jim Pearson



As rail fans don't forget to help out and watch passing trains for problems. You will find RR emergency numbers on page 4.

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 at Large
Bill Thomas

"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) 825-4623 Home
(270) 339-9482 Cell
e-mail:
bill@fbcmadisonville.com

February Program

Chuck Hinrichs - The program will be a DVD produced by the McCracken County Library and depicts the history of the IC/ICG Paducah Shops. The program is developed and narrated by John A Rogers who was an IC/ICG shop employee. The video will contain lots of excellent historical photos as part of the presentation.



Next Issue?

We want to honor other chapter members who have passed away over the years. If you have info on them, please send it to me as soon as possible. Short bits of their railroad related interests would be appreciated along with life dates.

Thanks, Bill
bill@fbcmadisonville.com

This Issue

- Rich's Ramblings
- Zephyr Revival
- NRHS Mission
- Meeting Report
- New Tourist Line in East Tennessee
- Photo Section
- Time Table



Past Due

A reminder that if you have not submitted your national and local 2008 NRHS dues, please do so as soon as possible. Mail dues to Wally Watts, Treasurer at 111 Reed Place, Madisonville, KY 42431. After March 30, you will be removed from the National roster if dues not received.

Editor's Ashpit

Just so you know, I have successfully (I hope) sent our updated 2008 NRHS roster to the national office via email. If you are one of the few who have not paid your 2008 dues, your name will be updated through the same system upon receipt of your payment by Wally Watts, our treasurer. The new system has so far been a breeze utilizing Microsoft's Excel as the data carrier.

Should you experience problems or concerns with your dealings with the National Office, please let your chapter officers know so I can communicate with them appropriately.

I hope my fellow NRHS members in neighboring chapters will accept this new and efficient method without losing their lunch in the process. In my opinion this is late in coming and I welcome it.

Ask me a year from now and see if I've changed my mind.

Toot! Toot!

Bill Thomas, editor

From Our President Rich Hane

Well, we had a very nice meeting in January especially after our media expert Jim Pearson was able to get the video machine working.

The changes at our National NRHS headquarters seem to be going along quite well and things seem to be running smoothly. This is especially good when considering that we lost our lease on the rented office space which entailed a move of the headquarters into a different office right in the middle of the changes. The volunteer staff and officers have done a great job in bringing this all about. There are some ancient office furnishings which any member could have for free if you wanted to go to Philadelphia to pick it up; I have a list if anyone is interested.

If anyone has some ideas for a Chapter trip or outing, please let Rick Bivins know. He appreciates any help along this line.

I hope that some of you may have seen on television or heard on NPR radio this advertisement put out by the CSX Railroad. It is really well done and says a lot. The ad shows a Honda Civic going along the highway and the announcer says, and I am paraphrasing, "This car is getting 50 miles per gallon" the car then goes up a ramp and onto the top of an auto-carrier railcar and the long train is moving through the countryside. Then the announcer says "but we are able to move a ton of freight 423 miles on only one gallon of fuel, CSX can move freight extremely efficiently". Good job CSX!

Please get your dues into Wally if you have not yet done so and I hope to see all of your smiling faces at the next meeting at the Center, 7pm, Monday, February 25th.

Roster Corrections

**Please make these changes
in your roster lists:**

Rich Hane - 270-825-3429.

Don Clayton-821-0731

Chris Dees-812-877-0286

Bob McCracken-821-6246

Eddie James-683-4205

Mark Twain Zephyr On Its Way to Refurbishment



The original 1940s Chicago, Burlington & Quincy's MARK TWAIN ZEPHYR paid a visit to the area on January 24, 2008, via the EJ&E, as it heads to Granite City, IL (near St. Louis) for complete restoration with hopes one day to actually operate again. The MTZ had resided for many, many years in Mt. Pleasant, Iowa.

- Submitted by Andrew Futrell.



Amtrak Stories!

Feb 1, 2008 - Two Amtrak trains carrying 400 people got stuck in the mountains of Northern California near Donner Pass, agency officials said. No injuries were reported.

The trains had been stuck since 2 p.m., but the passengers are being fed and both trains have heating and lights, Amtrak spokeswoman Karina Romero said. The tracks were expected to be cleared early Saturday morning.

A large snow plow being used to clear the tracks fell through a walkway and blocked the trains' path, Romero said. Union Pacific being bringing a crane to the site to remove the plow.

One train, carrying 165 passengers, was towed back to Reno, Nev., an Amtrak spokesman told NBC News. The second train, with 215 passengers, was expected to remain in place at Gold Run, Calif. due to damage to the track, the spokesman said.

All passengers were said to have access to food, heat and light. According to a KCRA TV reporter on the train, Amtrak was offering passengers a bus ride back to Emeryville, Calif. At least some passengers got off the train.

The California Zephyr trains were heading in opposite directions between Emeryville and Chicago.

- submitted by Chuck Hinrichs

Amtrak News

CN commitment not enough for Durbin

BY BECKY MALKOVICH

A commitment from CN railway company that promises to keep Amtrak trains on track to Southern Illinois and beyond is apparently not enough to ease concerns of Amtrak officials and Sen. Dick Durbin.

Amtrak issued a warning last month that the proposed acquisition by CN of the Elgin, Joliet & Eastern Railway could cause great delays or even the halting altogether of Amtrak service between Chicago, Southern Illinois and New Orleans.

If the acquisition is approved, CN would reroute its trains over the EJ&E lines as a way of bypassing severe congestion in Chicago. CN also would eliminate all of its operations on an 11-mile stretch of track north of Interstate 90, the same track used by Amtrak trains.

Amtrak officials said that CN's abandonment of the track would leave its trains facing "circuitous" routes that would cause lengthy delays and could cause the company to discontinue downstate service. In a letter to Durbin dated Feb. 14, CN President and CEO E. Hunter Harrison addressed those concerns.

"Earlier this week, in order to alleviate any concerns that Amtrak would be forced to cease operations over the (northern track), I advised Alex Kument, Amtrak's president, that Amtrak is welcome to remain on the (route) indefinitely," he wrote, until an acceptable alternative is available for Amtrak trains. One alternative suggested by Amtrak is the construction of a new route that would connect CN to Norfolk Southern Railway line at Grand Crossing near Chicago's 75th Street. Amtrak spokesman Marc Magliari said the letter to Durbin "does not break any new ground. There is nothing about any contribution by them (CN) to building

(Continued on page 8)

NRHS

At the recent Board of Directors meeting in Dallas, the NRHS adopted the following Mission Statement and Objectives.

National Railway Historical Society, Inc. Mission Statement - The National Railway Historical Society promotes railway heritage preservation and educates its members and the public about rail transportation, its history and impact, with a focus on North America.

Objectives

1. To foster the experience of rail transportation
2. To develop and expand educational services and programs
3. To build and maintain archives, to encourage and to support archival activities, and to disseminate information in archives
 - A. To increase collaboration between existing archives
 - B. To develop listing of National and Chapter archives
4. To support preservation of memorabilia and artifacts
5. To facilitate association and networking
6. To maintain and grow the organization

Additional information about implementation of the objectives will follow.

Greg Molloy, President

Reprint!



Last month Jim Futrell submitted this photograph to accompany his story about the FIRST SD-40. I failed to get the photo inserted into the January issue. -Bill Thomas, idiot, I mean editor.

Links of Interest

National Railway Historical Society

www.nrhs.com

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

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

PHOTO SECTION



Left - CSX's ES44DC 5287 eases a mixed freight through Madisonville on a gloomy February Day, 2008 (photo by Bill Thomas, iPhone). Below-Left - The same locomotive is seen on a brighter day in Baltimore, MD, caught by Keith Berkebile in 2005.



We need photos!
Please keep your cameras ready!

Below - Chuck Hinrichs submitted this photo of the Mark Twain Zephyr. Read about it, page 4



January 2008 Minutes Summary

Western Kentucky Chapter, NRHS
 The Center (Former L&N Depot),
 Madisonville, KY

January Treasurer's Report:

Beginning Balance		\$3,013.75
Income		
Nat. Dues	\$475.00	
Ch. Dues	\$156.00	
Donations	\$7.00 (National)	
Raffle	\$11.00	
Video	\$5.00	
Other	\$00.00	
TOTAL	\$654.00	
Adjusted Balance		\$3,667.75
Expenses		
Nat. Dues	\$00.00	
Postage	\$39.80	
Printing	\$57.79	
Video	\$00.00	
Supplies	\$00.00	
Other	\$44.52 (flowers)	
TOTAL	\$142.11	
Ending Balance		\$3,525.64

MEMBERSHIP:	Full	56
	Chapter Only	19
	Total	75

DIRECTORS REPORT: Wallace did not attend the special board meeting in Dallas, due to illness. The National office will close in February and Fernley & Fernley will assume the administrative responsibilities of collecting dues and managing membership. The current office building will be sold and archives moved to storage. Location is unknown at this time. Following Wallace's report, he presented Denis Carnal with his 25-Year pin and club certificate.

OLD BUSINESS: No old business.

NEW BUSINESS: Rich distributed copies of the by-laws to the officers. Jim Pearson brought a copy of the proposal by the City of Madisonville to ask for the removal of the main line through the downtown area. Ricky Bivins reported he found a broken rail in Mortons Gap in December, and called Keith to report it. Keith called CSX and the line was closed until repairs could be made, averting a possible serious accident. A commendation may be forthcoming.

OTHER: The meeting was adjourned for refreshments and a very enjoyable video by Rich Hane of the CP Royal Hudson in operation in Western Canada. Next meeting is February 25, 7pm, at The Center. Program by Chuck Hinrichs, refreshments by David Millen. Prior to the meeting, a video from Louie Hicks' funeral service was shown which displayed photos of his life experiences.

ATTENDANCE: Wally Watts, Tim Moore, Dennis Carnal, Steve Miller, Rich Hane, Harry Dolph, Chuck Hinrichs, Tom Steiner, Wallace Henderson, Thomas Bryan, David Millen, Bob Moffet, Bill Thomas, Jim Pearson, D.A. Fraser, Ricky Bivins, Liam Thomas;
Guests: Ronnie Polley.

NEW RIVER, TN - Behind New River General Store, beyond a rickety swinging footbridge over the river, awaits a locomotive that will soon be chugging through some of Tennessee's most scenic countryside. Two lifelong friends have teamed up with Friends of the Big South Fork and will offer excursion trips on what's billed as "the curviest tracks east of the Mississippi."

There are more than 260 curves on the privately owned railroad track between the Devonia community in Anderson County and Huntsville, Tenn., in Scott County. The 62-mile-long round trip on the New River Railway Co. train will begin next spring, co-owners Jimmy Byrge and Scotty Phillips said. The two men say they hope to offer preview excursions at special prices during the Christmas season for local residents.

Phillips owns the New River General Store, tucked into an isolated pocket of Anderson County ringed by mountains. He said it's been a years-long ambition to operate the train. He says it's hoped the excursions will generate tourism dollars in an area that for years was



ravaged by coal mining and timbering. "It's a poor boys' operation starting out," Phillips said, "but it's going to get better every year." "I just think personally that this will be the most unique excursion train ride that there is in the whole state of Tennessee," said James Taylor. "Every time you go around a curve, you're in awe because you're seeing something different," said Taylor, executive director of Friends of the Big South Fork.

That nonprofit group seeks to provide an economic boost through tourism to the six-county area that contains the 124,000-acre Big South Fork National River & Recreation Area. "Train riders will see cliffs, rock formations and an abundance of wildlife," he said. At one point, the train will travel past a large field where bull elk frequently graze, he said. The train will go through tiny communities with such colorful names as Swisher, Smokey Junction, Norma, Rosedale and Indian Fork Junction, he said.

Adventure trip packages also are being planned, Taylor said. Off-road enthusiasts will be able to get off the train and ride all-terrain vehicles on the 45,000-acre Brimstone Mountain area, he said. Hunters can offload at Smokey Junction, go to a base camp and pursue big game ranging from elk to wild boar, Taylor said.

Taylor said a temporary depot for excursions has been built in Huntsville on Old Highway 63. "We're looking at operating the train from the depot Wednesday through Sunday," he said. Phillips owns the old Rosedale Elementary School in the New River area, and he has long-range plans to establish a museum there that's dedicated to the area. That'll become the boarding point for the other end of the

(Continued on page 7)

Regional Rail Notes Continued

excursion, although most trips still will start in Huntsville, Byrge and Phillips said.

The two men and the Friends of the Big South Fork obtained rights to use the railroad spur line from National Coal Corp., which purchased the tracks from Norfolk Southern. "They wanted to be good neighbors," Phillips said of National Coal Corp. Phillips said an Internet search yielded the locomotive, which has a 1,600-horsepower diesel engine.

"It's a 1957 model," Byrge said. "We had it painted up old Southern (Railway) green with striping and emblems. It looks really neat." Work on refurbishing a 48-seat passenger car is under way near Phillips' store, and a 64-seat passenger car will arrive soon. "By the first of April, we should have two additional cars," Taylor said. That'll boost capacity to 400 riders, he said.

Phillips and Byrge are in charge of the train operation, Taylor said, while the Friends group will market the excursions. Byrge said a Web site domain name for the railway operation has been selected - www.newriverrailway.com - but isn't in operation yet.

Bob Fowler, News Sentinel Anderson County editor, may be reached at 865-481-3625.

ALASKA 2008! - September 15-18, 2008 - Sponsored by the Southern Appalachia Railway Museum

RARE MILES - RARE COUNTRY - RARE OPPORTUNITY - The Southern Appalachia Railway Museum announces a special private passenger train over the entire Alaska Railroad during the end of the fall colors and the beginning of the winter season. This four-day charter will cover the entire Alaska Railroad, including lines on which regular Alaska Railroad passenger trains do not operate. This includes the Eielson and Fairbanks Airport Branches near Fairbanks, the Suntrana Branch at Healy, the Palmer Branch, the Anchorage Airport Lead, the entire Whittier line, and the dock line at Seward, as well as the entire mainline.

If you have always wanted to go to Alaska and ride the trains but have been waiting for a chance to ride the entire railroad, here is your chance. SARM has chartered our own passenger train, a train that will include plenty of coach and dome seating. We will also have our own dining car serving from the regular menu as well as a lounge car for snacks. By having our own train, we will have the ability to set our own schedule and make numerous stops for photo run-bys and to tour various AKRR facilities and several museums. Please note that vestibule riding is permitted and the domes are general seating, so be prepared for numerous photo opportunities.

Our train will start in Fairbanks, spending the first day on area branch lines. Day 2 will feature a trip down the mainline, out the Suntrana Branch, through the famous Nenana River gorge and Denali National Park, and on to Talkeetna. Talkeetna is said to be the inspiration for the TV show "Northern Exposure" and is a joy to explore. Talkeetna overlooks Mount McKinley, known by many as Denali, and is the base of most attempts to climb North America's tallest mountain. Our hotel features magnificent views of the mountain. Day 3 features a mainline trip on to Anchorage as well as a trip out the Palmer Branch and the Anchorage airport line. Day 4 covers all of the lines south of Anchorage, including trackage not normally covered by regular passenger service in Seward and Whittier.

The Southern Appalachia Railway Museum is based in the Knoxville-Oak Ridge, Tennessee, area and operates the Secret City Scenic Excursion Train through the former K-25 Manhattan Project facility. Each year, SARM operates several rare mileage and photo freight trains around the United States. Check out our website at www.southernappalachia.railway.museum for information on our organization and on our many other nationwide events.

SD 9s NEW HOMES - It is confirmed that Terry Respondek has indeed acquired the 4 AWW (Algiers, Winslow and Western) SD9's. Word is that 1 unit may possibly go to his Indiana Eastern RR with the other 3 going to Squaw Creek Southern. Those assignment plans could change later but that's the current info. Supposedly he will leave 1 unit in AWW colors as a tribute to the former mechanic on the AWW who has passed away and was a good friend of Mr. Respondek. Whatever does happen though, all can rest assured that these SD9's are going to a good home and VERY RAILFAN FRIENDLY operation. - Chris Dees

Amtrak Report Continued

Grand Crossing; how they would maintain the (current) line or what they would charge us."

In a press release issued Friday, Durbin revealed his own concerns about the economic impact the CN acquisition could have on communities like Carbondale and he asked that the Surface Transportation Board expand its environmental impact analysis of the proposed acquisition.

"Utilizing underused track like the EJ&E would allow goods to move through Illinois quicker and help maintain Chicago's role as the nation's rail hub," Durbin said. "The STB, however, should not overlook the impact on Amtrak and the communities affected by this acquisition. I strongly encourage the STB to take these concerns into account as it undertakes this environmental analysis."

Durbin also asked that the STB conduct public hearings in affected towns along the routes "to determine potential economic loss, particularly in the two most popular stations along affected Amtrak routes: Champaign and Carbondale."

In addition, Durbin said approval of the acquisition without certain conditions "would effectively eliminate a CN rail line critical to the operation of six daily Amtrak trains.

"This would put at serious risk Amtrak service to Champaign and Carbondale," Durbin said.

"Compromising these routes would almost certainly jeopardize further Amtrak expansion in Illinois and devastate the Illinois communities along the routes.

"I am particularly concerned about the impact on Champaign and Carbondale, the two most popular stations along the affected Amtrak routes," Durbin said.

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

The Great Mid-West Train Show - DuPage Co. Fairgrounds, Wheaton, IL, March 9, 2008

www.greatmidwesttrainshow.com

The planned annual **Milwaukee Road Historical Association** convention in Terre Haute, Indiana has been moved to the weekend of June 28-29. The planned fan trip over Indiana Railroad's ex-MILW/Soo/CP line between Terre Haute, IN and Bedford, IN is planned for Saturday, June 28, 2008. No other information given nor registration form was mentioned. Current membership in the MRHA will be required to attend the convention/fan trip. - Chris Dees



Rick Andrews has an assortment of nice HO Scale equipment for sale.
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ARTICLES AND
PHOTOS TO:
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bill@fbcmadisonville.com**

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PENNYRAIL

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