

PENNYRAIL

March 2008

VOLUME 12 NUMBER 3



Chapter Chatter

Next Meeting
Monday, March 24
7:00 pm

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

Our Program will be presented
by Wally Watts
Refreshments by
Rick Bivins

Up-coming Programs
April - David Millen
Refreshments - Tom Steiner
October - Jim Pearson

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

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Rich Hane

Vice President
Rick Bivins

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

Director at Large
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“PENNYRAIL” is the
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the Western Kentucky
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March Program

Wally Watts will present the program, *A Potouri of 23 Years of Rail Trips by Trains Unlimited Tours*. Subject material will include trips to Latin and North Americas.

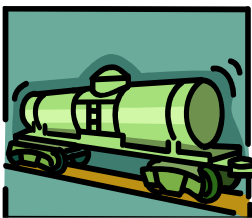
From President Rich Hane

Well, here we are into March and this is a good time to think about some trips this year. If anyone would like to plan a trip or a gathering please get in touch with Ricky and let him know. Every good idea is appreciated. He is looking into a trip to the Kentucky Railway Museum for this year. We had a great time there two years ago. You may wish to consider joining them and helping to support railroad history and preservation. They do a great job in restoring and maintaining some fine historical equipment such as the L&N 4-6-2 Pacific type steam engine #152 and they have a huge 2-8-4 C&O Berkshire steam engine that can be viewed. The Monon BL2 and Santa Fe CF7 are interesting and run great. They have some nice passenger cars that have recently been restored. The museum, model train layouts, and book store are

(Continued on page 2)



all very interesting. Members get free admission and train rides for the whole year. The train ride is run through a scenic and beautiful valley and crosses several bridges. All in all, this is a museum that really does a great job in promoting the history of rails in our country. They can be reached at 1-800-272-0152 or email at info@kyrail.org, web site at www.kyrail.org. I hope that you enjoyed the program that Chuck put on last month about the Illinois Central shops in Paducah. It was entertaining as well as informative and the treats that David Millen brought were well received. I hope to see all of your smiling faces for the next meeting on Monday, March 24th at The Center at 7pm.



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

on page 4. Also remember to keep a good distance between you and passing trains - resist the urge!

Just Imagine - Ricky Bivins

Imagine this: you are sitting in one of the worlds most advanced, safest and fastest cars Italy has to offer. Not only are you sitting in this technological wonder but you are hurtling down the speed way of Monaco home of F1 racing, at well over 180 MPH. You turn your attention to the up coming double S turn, you brake hard and as late as you can to gain one tenth of second, you quickly adjust the suspension travel to accommodate the G force exerted on the car, for a split second between the turns you adjust the mixture to the rich side in preparation to accelerate out the infamous turn. All this time you have down shifted, up shifted, down shifted and up shifted again, a total of two gears EACH, As you exit the turn you are already on the accelerator, adjusting the mixture to lean and softening the suspension travel as you now have over two miles of 200+ MPH running ahead of you...now you breath.

Or perhaps this: Imagine being in one of Bill Pipers Purdy little J-3 Cubs. This 1930's era aircraft is the epitome of aviation simplicity. The instrument panel is uncluttered with only a tachometer, airspeed indicator, a turn/bank coordinator, a compass and an oil pressure gauge. No volt or ammeter here, the Cub does not have an electrical system. There is a fuel gauge in the form of a rod sticking through the top of the gas cap. With a float on the in-tank end, when the rod is up you have fuel when it is down... The Cub is a 60 MPH craft, that is to say you take off at 60, fly at 60 and land at 60. Well you can land a little slower if you need too. But you are flying this little jewel at just about 150 feet above the ground, the little Continental C-65 opposed four cylinder engine with all of 65 horsepower, humming right along. The little Cub responds to every control input of the stick, no "wheel" in this bird, the controls are all stick and rudder, the basics. As you fly along with the bi-fold door open you begin to realize you are one with earth, wind and sky. The sights, sounds and smells of the J-3 simply cause you to relax and enjoy one of mans mechanical wonders...even in its simplicity.

Maybe this is more to your liking. A sail boat is a craft that is both complex yet simple. The idea is simple: use the wind to propel your craft. Ah so simple is seems, but every turn, every course deviation, every change in the wind, the chop of the waters or the occasional wayward boat or floating obstacle you encounter, all require intense planning, thinking through and more planning. Not to mention the fact that maintaining the rigging lines of the vessel, the tiller and center board all require time and planning. After all, not only are you harnessing the power of the wind, you are using sail and boat angle to push the boat as much as three times faster then the wind its self. The slap of the waters on the bow, the spray off the stern and rush of wind coupled with the intense concentration all make for a

(Continued on page 3)



Amtrak train 712 in push mode at Collier, CA, on BNSF track in order to detour around a derailment on UP. Photos by Phil, submitted by Jim Futrell.

The *Golden State*, soon followed by the *San Francisco Chief* is caught on the Alhambra Trestle, south of Martinez, CA.



"For when you have all the time in the world"

As part of Railserve.com they have this "cute" site as a form of comic relief for those of us praying for better passenger rail service. These are some good examples.

When breakdowns occur, Amtrak trains often sit for hours while rescue engines are dispatched. This could be avoided by simply permitting Guests to assist in moving the stalled locomotive. After all, why delay an entire train when three or four sturdy women can do the job? This news photo shows several passengers pulling the disabled "Anthracite Limited" into Scranton, Pennsylvania in July 1934.



Just Imagine Continued...

most challenging and enjoyable moment. And there is not a single mechanized source of power anywhere to be found...just you, the boat and the wind.

So what you ask is any of this to do with trains, perhaps nothing or perhaps everything, depending on your point of view. How do you enjoy this hobby of railroading? Perhaps you enjoy riding Amtrak along the Colorado Front range west of Denver, or perhaps Union Pacific Steam across the vastness of Nebraska. Or standing track side on Norfolk Southern's line out of Birmingham Alabama as heavy freight trains climb the torturous grade of Irondale Hill. Do you enjoy reading and studying the twenty year period of change we now call the transition era, a time when America's railroads changed from steam to diesel locomotion? Or, do you prefer model trains? Designing, building and running scale or not so scale model trains appeals to many.

If you enjoy things mechanical, the railroad hobby could suit you to a "T" as in Ford Model T. THE car that started hot rodding many years ago. Hot Rods are one of my many hobbies. If you are one of the lucky ones, or perhaps determined ones is more appropriate, you have found a way to enjoy the many facets of railroading. I have, along with the many other hobbies I am drawn too. A model railroad could include a Formula One road course, a small grass airstrip complete with a few J-3 Cubs or even a vast body of water working its way into the backdrop as if to go all the way to the horizon. Of course our aforementioned sail boat could be a focal point amid that body of water. That very lake could

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NRHS

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

PHOTO SECTION



The Hopkinsville, KY L&N depot is well lit with sunlight reflected by the heavy March snow. Photo by Chuck Hinrichs.



Chuck Hinrichs also caught this southbound freight at North Casky, KY. Note the transformer on the low-boy flat, 3rd car back.

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

PHOTO SECTION



The quaint community of Pembroke, KY, gets some thunder as a southbound CSX freight trundles through at track speed. Photo by Chuck Hinrichs.



Illinois Central U30B 5003. This locomotive was photographed shortly after delivery by General Electric, as the exhaust stack is still covered with black plastic. The photograph was taken at Louisville, KY in March of 1967. Tom Smart, collection of J LHunt.



Here is a shot of the old (really old) station at Newstead, KY. This is on the old IA&T line running from Clarksville to Gracey. The line was built as a narrow gauge and was standard gauged when the line was acquired by the L&N. The line was abandoned in the early 1930s.

Chuck Hinrichs.

More photographs...



February 2008 Minutes Summary

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

February Treasurer's Report:

Beginning Balance \$3,525.64
 Income

Nat. Dues \$281.00
 Ch. Dues \$26.00
 Donations \$00.00
 Raffle \$8.00
 Video \$00.00
 Other \$00.00
TOTAL \$315.00

Adjusted Balance \$3,840.64

Expenses

Nat. Dues \$00.00
 Postage \$24.60
 Printing \$108.26 (two months)
 Video \$00.00
 Supplies \$00.00
 Other \$00.00
TOTAL \$132.86

Ending Balance \$3,707.78

MEMBERSHIP: Full 56
 Chapter Only 17
 Total 73

DIRECTORS REPORT: No Director's Report

OLD BUSINESS: No old business.

NEW BUSINESS: Jim Pearson reported the bill has come due to pay our annual website fee of 65.00. Motion made and approved to pay it. Wally issued a check to Jim that night.

OTHER: Our Activity Director, Ricky Bivins reported no additional activities other than what was discussed last month, namely a bike ride on the "rail to trails" ride at White Plains, KY, as we did last year. He will check with Jim Finley concerning a possible KRM trip on a Saturday possibly in May or June.

ATTENDANCE: Jim Bryan, Thomas Bryan, Tim Moore, Dennis Carnal, Bill Heaton, Donnie Knight, Steve Miller, Rich Hane, Chuck Hinrichs, Shirley Hinrichs, Tom Steiner, David Millen, Bob Moffet, Bill Thomas, Jim Pearson, D.A. Fraser, Ricky Bivins, Liam Thomas, Wally Watts; **Guests:** Phil Randall.

Editor's Ashpit

As gas prices soar to new heights at the pump, I, and others, are faced with personal budget tightening. How I long for Amtrak service through our part of the country! My in-laws live in Birmingham, AL. How wonderful it would be to hop the train down at the depot (or behind the Mall if the mayor get's his way), and ride by the historic depot

(Continued on page 8)

Milwaukee Road No. 261 to visit Milwaukee in June MINNEAPOLIS - The "Friends of the 261" will be announcing this week that Milwaukee Road steam locomotive No. 261 will make several trips out of Milwaukee this June. The 4-8-4 will visit the "hometown" of the Milwaukee Road June 18-24. The trips will originate at the recently remodeled Amtrak Station in downtown Milwaukee and are being operated in conjunction with Amtrak and Canadian Pacific Railway.

No. 261, built by Alco in 1944, visited Milwaukee many times during its decade of regular service from 1944 to 1954. The engine made its first Milwaukee-based excursion trips in 2006.

On Wednesday, June 18, No. 261 will pull a one-way trip from Minneapolis to Milwaukee. The train will make the regular Amtrak stops used by Amtrak's Empire Builder at Red Wing and Winona, Minn., and La Crosse, Tomah, Wisconsin Dells, Portage, and Columbus, Wis. Passengers may board or detrain at those points. The train will make another one-way run from Milwaukee to Minneapolis on Tuesday, June 24, making the same stops.

On Friday, June 20, No. 261 will make a dinner train run from Milwaukee to Sturtevant, Wis., where it will be turned and return to Milwaukee. On Saturday, June 21 and Sunday June 22, it will pull a round trip from Milwaukee to Wisconsin Dells each day. After arrival at the Dells, a local trip will operate to New Lisbon, Wis., to turn the train for the return trip to Milwaukee. Short round trips will also operate between Milwaukee and Sturtevant on June 21 and June 22 to turn the train, but the public can purchase tickets to ride these runs.

Tickets are not yet on sale but will be available after ticket information is mailed to members of the "Friends of the 261" this week. For more information, visit www.261.com. Submitted by Jim Futrell.



These two CSX units are NRE Gensets just out of the NRE (ex VMV) shops in Paducah, delivered to CSX by P&L at Louisville. Chuck Hinrichs.

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

Coal News

Mining on the Move - FYI Evansville Courier & Press Article - Saturday, March 8, 2008.

Alliance Coal Co. in August will start hiring several hundred people for the two River View coal mines it is developing in Union County, an employment official said here Thursday. "It will pay \$15.50 to \$19 per hour and really good benefits," said Ann Oldham, a business liaison with the state's West Kentucky Workforce Investment Board in Madisonville. Alliance will open one mine in the No. 9 coal seam and a second mine in the No. 11 seam near Uniontown.

That, along with the 900 miners that Armstrong Coal hopes to hire for its mine in Ohio County, points to a sudden demand for miners in western Kentucky, Oldham said at the Illinois Basin Energy Conference here.

"I've got a stack of 1,000 applications for jobs," she said. "We've got jobs. We've got applicants, but they're nowhere near trained and ready."

With the help of a \$1.5 million U.S. Department of Labor grant, the workforce board has been subsidizing half the wages of new miners while they receive on-the-job training at mines in western Kentucky, Oldham said.

Also, William Higginbotham of the Kentucky Coal Academy said training is being provided at community colleges, including in Madisonville, using devices that simulate operating a continuous miner, a roof bolter, haul trucks, dozers and other equipment.

"The average age of our miners is 51 or 52, and half of our miners in the next five to seven years will retire," Higginbotham said. "We really don't have anybody trained to replace them."

-submitted by Chuck Hinrichs



On a Humorous Note!



Well, the Hartford local had a hard time getting through 150 inches of snow (at 1/29 scale) on March 8, 2008... no, 1933. No steam is visible because the deep snow drifted into the cab and quenched the fire. The crew had no choice but to stake out a claim in the stock car, and unfortunately, the current residents escaped. A few hours later, and after a pass of the hickory handled snow plow, trains were running again. Bill Thomas, photo and truth stretcher. It was a great day on the Hook Line & Singer (Hartford Branch).



Work is progressing at a better pace on the twin bridges being built to replace the road and railroad now crossing the Tennessee River on the Kentucky Lake Dam.

Buy, Sell, Swap!

- **Rick Andrews** has an assortment of nice HO Scale equipment for sale.

(270) 841-7140

- **Don Clayton** - I am running out of room!! I want to sell my Trains magazines since 1970 (some in binders) and my Railfan and Railroad magazines. Let me know if you are interested in some or all of them. I also have some L&N passenger timetables for sale along with coach diagrams for the Georgian and Dixieland and finally 2 headrest covers, one for the original California Zephyr and one for Pullman. 270-821-0731 home, 270-824-1831 work

Editorial Continued...

at Hopkinsville, breeze across the diamonds at Guthrie, zip alongside Grandpa Jones' farm then glide on into Nashville. I'd look forward to sailing across the Tennessee River at Decatur, AL, then climbing the hill at Lacon where a pusher is still stationed. Just a little ways now into Birmingham where my Father-in-law would pick us up.

I'm not sure at what level fuel prices will have to get to in order to force a move back to medium distance, inter-city rail travel. I'm not sure it ever will. I do know that I've never in my life, been so moved to think about alternatives to driving my personal vehicle. No horse yet! Bill Thomas, editor

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

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

IC Historical Society 2008 Convention -

August 22-24, Paducah, KY, <http://www.icrrhistorical.org/>.

Just Imagine Continued...

showcase a country road skirting along the banks complete with a Norm Grabowski Fad T hot rod straight off the Sunset Strip set, scorching the asphalt.

So just imagine any or all of these mythical moments.

You just did!

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

PENNYRAIL

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