

PENNYRAIL

May 2008

VOLUME 12 NUMBER 5



Chapter Chatter

Next Meeting
Monday, June 23
7:00 pm

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

Program by Ricky Bivins
Refreshments by Bill and Liam Thomas

Crofton Picnic

Saturday,
October 4, 2008



From President Rich Hane

Those of you that were at the last meeting were treated to a wonderful movie called "Danger Lights" presented by David Millen that had many interesting scenes from the Milwaukee Road from Montana to Chicago including trestles, mountains, roundhouses, and Union Station in Chicago. Thanks, David it was a delight. Also, if you missed the bike ride and/or walk along the scenic trail in White Plains on Saturday the 10th it was a beautiful sunny and cool day. Thanks, Rick, for setting up a nice short day trip along the Illinois Central track bed. A nice feature of these old track beds is that they have a very easy grade which is nice for some of us older guys. My wife had a great time, too.

John (Chris) Dees sent along a nice article on the recent progress that CSX has made in improving their fuel usage by cutting back on engines that waste fuel while idling. An average engine uses 4 gallons of fuel per hour idling and with 3600 engines transiting on the road at any given time there is a lot of downtime. Idling engines consume 30 mil-

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Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

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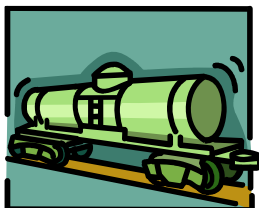
"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

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lion gallons of fuel per year and the new rules proposed will cut back the idling time by lowering the minimum time necessary to shut off an engine and lowering the temperature guidelines to a safe level while still ensuring that the engine coolant will not freeze. They anticipate a savings of \$28 million over the next three years. Good work, CSX!

Please remember that the meeting for May will be one week earlier and will be held in lovely downtown Hopkinsville near the tracks and featuring an old fire engine as a bonus. Hope to see all of your smiling faces there on Monday.



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!

Tennessee Central Excursion

This is a rare-mileage diesel excursion on the Nashville & Eastern (former Tennessee Central) from Nashville, TN, to Monterey, TN. Saturday, October 11, 2008. Train leaves promptly at 8:00 AM. This is a 216 mile round trip excursion and will arrive back in Nashville at 8:00 PM.

The trip is sponsored by the Tennessee Central Railway Museum. Ticket prices are: Regular seats (Dining car tables) \$60; First Class (Streamlined chair cars with reclining seats) \$80; Dome Seats (Only 20 seats available) \$150. Don Clayton has agreed to order tickets for our chapter as a group. Cars and seats are assigned.

Don must have your money by Friday, May 30, 2008. See him if you want a trip brochure or any other information. donald.clayton@kctcs.edu, 821-0731.

Rail Fanning North

By Chuck Hinrichs

A CHANGE OF PLANS...

I talked with Jim Pearson Friday (April 25) afternoon regarding the Hoot in Decatur, AL. The Hoot is a semi-annual railfan outing at the old Southern depot on the joint CSX-NS tracks. It's a great gathering of Mid-South railfans for a day of photography and renewing of old acquaintances. Unfortunately the weather outlook for Saturday was something less than perfect - showers and thunderstorms - with a slow moving system. I told Jim that the poor weather forecast and \$3.50/gal gasoline did not make for a good day of southern railfanning. Jim agreed.

Friday night was, as advertised, a pretty active weather event but Saturday morning (April 26) looked a bit promising at Hopkinsville and, according to the computer radar, even better to the north. Jim called and asked if railfanning was still a possibility and I agreed that a trip north might be very productive. I picked up Jim a bit after 10 am and we decided to head to Evansville and see if we could catch a little Evansville & Western action along with CSX.



Things were pretty quiet as we headed north on US 41 but finally a bit of scanner chatter indicated some action so we headed trackside at South Robards. We were not disappointed and caught one southbounder. (left).

The next stop was Howell Yard in Evansville. No action but lots of power at the roundhouse and at the south end of the yard. We caught a few shots of switchers (below) and then headed south to check on the Ohio River bridge approach. The roads were just drying out following the



spring floods but alas no trains. We headed back to Howell on the west side and spotted a 4 unit set of EVWR power (below left) near the yard office and picked up a bit of

scanner chatter that indicated an EVWR movement with some 80 cars. We staid put to see what was in the works. Finally a three unit



set of CSX power coupled up to the EVWR GP38s and after a couple of moves picked up the string of cars and headed west with the CSX units still on the point. We lost the train as it passed through west Evansville and finally headed north off of IN 62 on Coborn

(Continued on page 3)



Amtrak passengers boarding the City of New Orleans in Memphis ride buses from Central Station to the train which has to avoid a sink hole.

Submitted by Andrew Futrell -

It seems that Amtrak and the CN RR have come up with a satisfactory plan to cope with problem of the loss of the tracks south of Central Station by the "Great Memphis Sink Hole."

As we all know by now, Amtrak's City of New Orleans, trains # 58 northbound and # 59 southbound can no longer use its riverfront track-age route through Central Station because of the sink hole. Instead, the train is using CN's freight line (known as the LA belt line) from Woodstock (Fite Rd.) through midtown Memphis and onto Johnson Yards' new bypass line, where it rejoins its normal Y&MV (former Yazoo & Mississippi Valley RR) tracks into Mississippi.

This is where Amtrak busses its passengers from Central Station to board the train. Where the new Johnson Yard bypass track meets the Y&MV main is where the trains #59 southbound backs north a few hundred yards on the Y&MV to the grade level crossing of Rivergate Rd, just west of Riverport Rd and south of Mallory. The east side of Rivergate road is Amtrak's new temporary open air station. Amtrak even has a new

(Continued on page 4)

Rail Fanning North Continued

Road. A native said that no trains had passed recently so we set up to catch the westbounder. A headlight appeared over the hill and to our surprise, no CSX units, just the very clean 4 unit set of EVWR power. (left). We scurried back to IN 62 and caught the train again at Indian Mounds Road where the train stopped and set out



several cars on the siding just east of the road crossing (left).

We next caught the train setting out the coil cars and a few grain Hoppers at the River Port in Mt Vernon, IN. (photos EVWR02, 13 and 15). At the River Port we also caught a CGB remote controlled GP7 or 9 (below right)

spotting a coil car for later pickup. We then caught the train passing under a bridge in Mt Vernon (photo

EVWR11). The scanner indicated that the train was working somewhere in the MT Vernon yard but we failed to locate it until it's work was done and it was ready to head



back to Evansville as a light engine move (photo EVWR22). We headed back to Evansville and headed



south of Howell to try to catch some action on the Ohio River bridge in the perfect afternoon light.

A northbound snuck up on us and we caught only a few grab shots but the a southbounder (above left) gave us some very nice shots (photo ORBridge 03,04,05 and 06).

A delightful German dinner at Gerst's completed a near perfect day. Photos by Chuck Hinrichs



Rail fans! Don't forget to watch for trouble on passing trains! Emergency numbers on page 4.

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

Amtrak Continued

station code MEJ for this location. Memphis Train # 58 northbound turns directly onto the Y&MV, stopping at this crossing to load and unload passengers. After loading it backs onto the new Johnson Yard bypass line to again head north on the LA belt line. - photos submitted by the author.



Amtrak No. 59 passes under Jackson Avenue. Additional Photo in Photo Section



R.J. Corman got out its annual Derby Dinner Train this month for a ride from Frankfort to Louisville for the 2008 run for the roses.

-photo by Bo Gray,
Lexington, KY

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*

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PHOTO SECTION



An eight foot diameter brick storm drain under the tracks at Central Station, Memphis, TN has collapsed, a sinkhole has developed . The passenger train backed into the station from the north this morning from Fite Road! Track will be down for a while! Submitted by James Futrell.

Bill Heaton caught ex-Seaboard B36-7 at Atkinson Yard in Madisonville, May 2, 2008. Love those trucks! (editor)



Chuck Hinrichs got this nice nose shot of CSX, ex KCS SD40-2R just south of Howell Yard, Evansville, IN on his photo trip with Jim Pearson.



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

April 2008 Minutes Summary

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

April Treasurer's Report:

Beginning Balance	\$3,637.18
Income	
Nat. Dues	\$00.00
Ch. Dues	\$00.00
Donations	\$00.00
Raffle	\$09.00
Video	\$22.50
Other	\$00.00
TOTAL	\$31.50
Adjusted Balance	\$3,668.68
Expenses	
Nat. Dues	\$1,427.00
Postage	\$24.60
Printing	\$57.56
Video	\$00.00
Supplies	\$00.00
Other	\$25.95 (signage)
TOTAL	\$1,529.11
Ending Balance	\$2,139.57

MEMBERSHIP Total - 63

DIRECTORS REPORT: Wallace reported on the relation of the National office. NRHS had to be out on February 29, 2008. Advance rent was paid for the move. The photo collection is stored in Three rivers, MA, in a climate-controlled facility. This is a very secure place. The film and video archives are currently being stored in Phillipsburg, NJ. A long term storage facility for the library will be determined later. Wallace will attend the National convention in Ft. Worth, TX, June 16-22. Fall board meeting will be October 31-November 7, in Chicago. Next spring BOD will be in Norwalk, CT. Fall 2009, BOD will be in St. Louis, MO.

OLD BUSINESS: Rich reports that the handicapped sign at the ramp behind The Center is complete.

NEW BUSINESS: Wally presented some old and rare prints for the chapter members to review with the possibility of purchase. These were sent for our approval by a rare print archival firm in San Francisco, CA. No interest was shown, and they were returned to the source. Wallace reported R. J. Corman will have a public viewing of the new Chinese 2-10-2 this summer.

OTHER: Ricky Bivins reports the next meeting will be May 19, in Hopkinsville, hosted by the Hopkinsville WKNRHS members. Our White Plains hiking rail-to-trails day will be Saturday May 10, at 10 am, weather permitting. The KRM trip this summer will cost \$12 for children, \$18 for adults. A discount will be allowed for NRHS members. Engine 152 will be featured in the "Day of the Iron Horse" October 2008. It was suggested that this event be an official WKNRHS trip. Date not finalized yet. Chuck reports Chris Dees is putting together a 3 day photo trip to Lafayette, IN.

ATTENDANCE: Tim Moore, Dennis Carnal, Steve Miller, Rich Hane, Chuck Hinrichs, Tom Steiner, David Millen, Bob Moffet, Bill Thomas, Liam Thomas, Ricky Bivins, Wally Watts, Greg Utley, John McGee, Wallace Henderson, Thomas Bryan, Bob McCracken.

Name this Locomotive!



You locomotive hounds out there probably remember what this locomotive is, but the average or new rail fan may not have a clue. It was originally owned by Seaboard Coast Line and had 9 sisters numbered 5130-5139, later renumbered in the 3000-3009 series. Back in my college days, I spent a little time in the cab of one of these in Elizabeth (Marietta, GA), late one night, nosing around in the yard.

CSX Legal Mess

A bit of info regarding the ongoing conflict between CSX and TCI...

"CSX Corp. is hitting back against The Children's Investment Fund with a lawsuit alleging the fund violated federal securities laws. CSX also rescheduled its annual shareholder meeting. London-based TCI has been harshly critical of CSX's management and, with fellow hedge fund 3G, intends to nominate a slate of directors for the board at the 2008 annual meeting. CSX filed the lawsuit in federal court in New York, alleging that TCI has agreements with other shareholders who have agreed to vote TCI's way.

"In an effort to avoid the disruption and expense of a proxy contest we've spoken with TCI on a number of occasions in an attempt to find common ground," said Edward J. Kelly III, director of the CSX board. "Based on these conversations the board concluded that TCI is not simply interested in having a representative voice on the board, but instead is seeking to achieve effective control of the CSX board of directors and dictate company strategy." CSX' annual meeting is now scheduled for June 25 in New Orleans."

-Chuck Hinrichs



SummerRail at CUT

**Saturday, August 9, 2008
Cincinnati Union Terminal
Presented by**

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**Railroad Show and Sale
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For more information**

More CN/EJ&E Drama

CHICAGO — Facing a year-end deadline, Canadian National Railway Co. on Tuesday asked federal regulators to decide by Dec. 1 whether the company will be allowed to purchase the Elgin, Joliet & Eastern Railway Co., saying the deal could be jeopardized otherwise. The purchase, if approved, would allow CN to shift its freight traffic around Chicago's congested rail corridor via the EJ&E line running through outlying suburbs, most of which oppose the plan. But if the purchase falls through, CN said, the need to reduce rail congestion in Chicago won't go away. Thus, the EJ&E's owner, United States Steel Corp., would have "strong incentive" to allow CN or another railroad to use the EJ&E as a bypass anyway, increasing freight traffic through the suburbs, CN said. These alternatives "would not likely be as efficient or beneficial to the public interest" as CN's plan, the railroad said in its request for an expedited timetable from the U.S. Surface Transportation Board.

CN said its agreement in October with U.S. Steel to purchase the EJ&E for \$300 million has a Dec. 31 deadline. The railroad's hope for an April 25 board decision was quashed when the board ordered a full environmental impact study of the purchase. In its filing, CN said it is concerned that opponents of the deal will use a

(Continued on page 8)

Regional Rail Notes

Had an opportunity to visit one of PAL's newest customers, **Progress Rail in Mayfield, KY** today. Thanks to a little help with directions from lister Steve Wilhelm.

The scale of this facility and the amount of capital being invested is very impressive, and I don't think this place is getting enough press for what it will bring to the local economy. I had a chance to peak inside the open doors for a few moments to make a couple observations.

The amount spent in new track (holding yards, track into the shops, etc.) must be \$10-\$12 million. The shops themselves are very impressive. Very modern, and massive. There were five or six locomotives on two of the tracks, and there were two or three car-lengths between them. There was another track that runs 2/3 of the facility, and I believe another track at the far end of the shops (but I never went down there). If necessary, it appears they could work on 40+ locomotives at one time indoors.

On hand were several gensets, but there didn't seem to be much going on with them. I expected to find the two units that arrived a month ago with prime movers and possibly paint, but that was not the case. There were several CEFX SD40-2's, including CEFX 2783 and 2804 outside and CEFX 7112 and CEFX 7122 on hand inside the shops. Each of these was getting work done to them.

Cabs for gensets PRSX 2006 and 2007 were on the shop floor. PRSX 2005 was delivered at 3 a.m. the night before and had been moved inside. Also several prime movers on the east side of the plant getting worked on.

This will be a tough place to photograph locomotives once completed, but it was nice to see a very modern facility and is a fine example of how healthy the rail industry overall is today and how bright the future will be.

-Submitted by Chuck Hinrichs with permission by Joe Ferguson, author.

INDIANAPOLIS - The Indiana Rail Road will lease six SD9043MAC locomotives and 157 coal-service railcars from CIT Group Inc., the railroad has announced. Spokesman Chris Rund said the locomotives will go to VMV Paducahbuilt in Paducah, Ky., for service and paint; the coal cars are already on the property. Four of the six locomotives will work in pairs, with a pair each dedicated to coal trains bound for Indianapolis Power & Light and Hoosier Generating at Merom, Ind. The new aluminum cars, capable of both pneumatic bottom discharge and rotary dump, will replace a fleet of aging steel cars in service to IP&L.

Rund said the SD90s will wear a paint scheme similar to that worn by several four-axle locomotives the railroad has recently painted. He expects them to emerge from VMV in late July. The aluminum coal cars have CEFX reporting marks, a

Regional Rail Notes Continued

mark belonging to CIT. The locomotives currently wear CEFX reporting marks, and are Nos. 123, 124, 126, 131, 132, and 138.

CSX Could Save 28 Million over 3 Year Period - simply by changing policy on the idling and shut-down times of locomotives. According to an article submitted by Chris Dees, a quality team from CSX determined that an idling locomotive wasted an average of 4 gallons of fuel per hour. Stretching shut-down time and lowering the temperature at which a locomotive can be shut down is expected to save the company millions in the long haul.

drawn-out environmental review process "as a means to stall the transaction until it dies or to impose onerous mitigation that would make the transaction economically unfeasible." Two coalitions of communities along the EJ&E arc stretching from Waukegan to Joliet to northern Indiana have organized in opposition to CN's plans. They say train traffic in their communities would triple or quadruple, snarling grade crossings, slowing emergency response and reducing quality of life. Many other suburbs and Chicago, however, strongly support the project, saying it will reduce train congestion. CN is asking the board to complete a draft environmental impact statement on the deal by July 15 and to complete its final analysis by Nov. 3. That would give the board until Dec. 1 to reach a decision.

-submitted by James Futrell

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.

-**IC Historical Society 2008 Convention** - August 22-24, Paducah, KY, <http://www.icrrhistorical.org/>.

-**L&N Historical Society 2008 Convention** - September 18-20, Vonore, TN (near Etowah). Copper Hill trip.

-**SummerRail** at Cincinnati Union Terminal, Saturday, August 9, 2008

-**Crofton Picnic**, Saturday, October 4, Crofton, KY, lunch time

-**Tennessee Central Excursion**, Saturday, October 11

Buy, Sell, Swap!

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

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- Two **Illinois Central Passenger Cars**—MTH O Scale, 3-Rail wheels and couplers. Contact Bill Thomas, 339-9482

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

PENNYRAIL

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