

PENNYRAIL

January 2009

VOLUME 13 NUMBER 1



Chapter Chatter

**Next Meeting Monday,
January 26**

**7:00 pm, The Center, (Former L&N Depot)
Madisonville, KY**

Program by Rich Hane

**“Santa Fe 3751, a
steam powered train
from Los Angeles to
Chicago”**

**Bring a guest and
something for
Show and Tell**

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Rich Hane

Vice President
Chuck Hinrichs

Secretary Treasurer
Wally Watts

National Director
Wallace Henderson

Director at Large
Bill Thomas

“PENNYRAIL” is the
official publication of
the Western Kentucky
Chapter, NRHS.
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other rail information
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This Issue

*Regional
Rail Notes
and
November
Meeting Minutes*

Rich's Ramblings

*Membership
Renewal
Past Time!*



**If you have
not sent in
your dues
renewal,
please do so
as soon as
possible.
Thanks.**

**From from our President
Rich's Ramblings**

I hope that everyone has survived the Holidays. We had a very nice time visiting the grandchildren and we were even able to get some rare mileage in that I am sure Wallace Henderson and Don Clayton do not have yet. Of course, they may not count urban light rail but the rails were 4 ft 8 ½ in. apart and standard gauge is standard gauge. We rode the Phoenix (Arizona) Metro Light Rail system about 3 days after it opened in late December. This system is about 20 miles long at this time and they hope to add to it in stages over time. The fare was \$1.25 to anywhere within 2 hours and 1 detraining. One can get an all day rail/bus pass for just \$2.50. The firm that my daughter works for (Sundt Construction, Inc.) constructed it so it was a thrill for her. It was quiet, smooth, and fast. The railcars are in pairs and receive power from an overhead catenary system using pantographs.

I am sorry that the Christmas Party did not work out but the weather just did not cooperate. Hopefully, we will have better luck this year.

Please remember to pay your dues to Wally Watts if you have not yet done so. This will make his job easier if he doesn't have to remind you good folks.

I am looking forward to seeing all of your smiling faces at the next meeting at 7pm, Monday, January 26 at The Center in beautiful downtown Madisonville.

***Let's be careful
out there!***

THE ROYAL DEESIDE RAILWAY

By Chris Dees

A few years ago, my cousin Martha Dees (known to the family as Marty) researched the family tree back some 14 generations to our 12th great-grandfather who left the ancestral home in Scotland to come to the new world. The region just southwest of Aberdeen, is known as Deeside and is along the River Dee – hence the basis for our last name. The area is rich in history, is the site of the Royal Bayoral Castle, and includes an interesting and very active historical railway group – the Royal Deeside Railway.



The story of the Royal Deeside Railway dates back to 1845, when the prospectus for the Deeside Railway was issued. This was to be a single-line railway from Aberdeen to the town of Banchory, following the north side of the Dee river throughout. The scheme was so well received that it was decided to extend the line from Banchory through Kincardine O'Neill to Aboyne, just over 29 miles from Aberdeen.

Authorized on 16 July 1846, the Deeside Railway was delayed by the construction of the Aberdeen Railway from Forfar, and the scheme was re-authorized on 28 May 1852, although the Aboyne extension was postponed to a later date. The Deeside Railway opened to traffic on 8th September 1853. Eventually the line was extended to Aboyne in 1857 and reached Ballater on 17 October 1866.

Amalgamated with the Great North of Scotland Railway by 1876, the Deeside Railway was one of the region's most scenic railway lines and for many years was travelled by members of the Royal Family en route to Balmoral Castle. Indeed, Queen Victoria's desire for privacy at Balmoral Castle was the reason why the Deeside Railway never continued as planned to Braemar at the top of the Dee Valley.

Although the Deeside Railway was one of the most scenic and picturesque lines in the Aberdeenshire area, the line was mentioned in the Beeching Report of 1963 as a loss-making railway, closing to passengers on 28th February 1966. Goods traffic to the Culter Paper Mills kept the line open for freight until 30 December 1966, when Class B1 Steam Locomotive No. 61180 became the last steam train to run on the Deeside Railway. Arnott Young Ltd. were given the task of dismantling the line and by 1972 the tracks of the Deeside Railway had been lifted.

From 1972 the route of the railway slowly began to be reclaimed by nature, although the former trackbed, station buildings and bridges remained clearly visible to the public. Over time portions of

(Continued on page 3)

Dees Continued

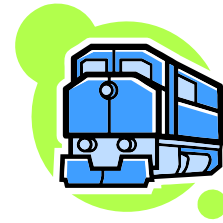
the route were converted for other uses, the trackbed between Holburn Street & Culter being surfaced as a popular cycle & walking route. Other changes were more dramatic, such as the removal of the Holburn Street Bridge in 1981, the demolition of the station site at Banchory for construction of housing, and the complete dismantling of the Blarnacrag (or Beltie) Viaduct between Torphins & Lumphanan. However the majority of the route is still easily visible some 40 years after the railway was closed.

The Royal Deeside Railway Preservation Society was formed in 1996 by local railway enthusiasts, initially concentrating its efforts at the Aberdeen end of the line, where part of the former Aberdeen Ferryhill Engine Shed was considered for use as a workshop & museum, along with heritage railway services on the section of former Deeside Railway trackbed adjacent to the shed site. Discussions on the acquisition of the shed site are continuing with Network Rail & Aberdeen City Council.

In August 2000 the society submitted plans to the local council for a reinstated railway operation between Banchory and Milton of Crathes, on the former Deeside Railway Line. Recent European Legislation required an "Environmental Impact Assessment" to be carried out, which was submitted in 2002. Approval for the majority of the scheme was received on 10th June 2003, work starting at the Milton end shortly thereafter.

The Society now has a number of items of rolling stock under restoration, including the unique "Battery Railcar" which ran on the line in the 1950s, and a historic collection of vintage Victorian coaches which are under restoration for use on the line. Regular summer excursions were started in 2008 and already the railway is beginning to come back to life.

Website address: <http://www.deeside-railway.co.uk/index.php>



Your 2009 West Kentucky NRHS officers left to right: Secretary/Treasurer, Wally Watts, Member at Large, Bill Thomas, President, Rich Hane, National Director, Wallace Henderson, and Vice President, Chuck Hinrichs.

Circus Train!



The Ringling Brothers Barnum & Bailey Circus train made a run down the Henderson Sub in November after a show in Evansville, IN. CSX P910-01 with 61 cars, Chicago to Orlando. Photos by Chuck Hinrichs.

Material Needed

Send to editor Bill Thomas, First Baptist Church, PO Box 607, Madisonville, KY 42431 or preferably by email: bill@fbcmadisonville.com

NRHS Mission Statement

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

Extreme Trains!



Meet Host Matt Bown

>> Check out his favorite Extreme Trains moments

TUESDAYS,
10PM/9C
On the History Channel

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*
bill@fbcmadisonville.com

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

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

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CSX 800-232-0144

NS 800-453-2530

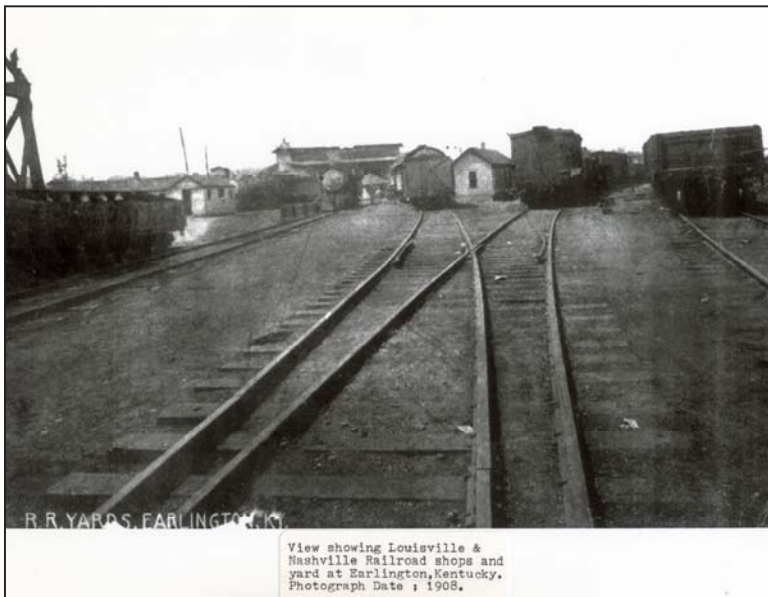
UP 888-877-7267

Amtrak 800-331-0008

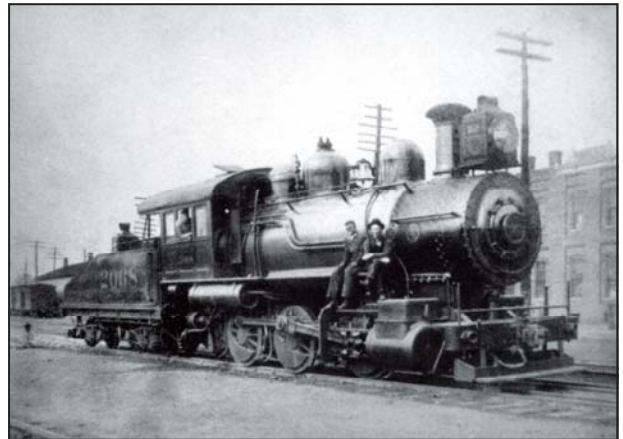
Photo Section



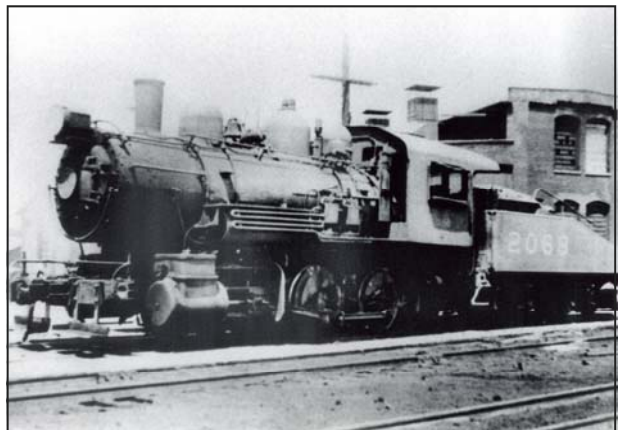
Above: CSX and R.J. Corman crews were busy just before Thanksgiving, November 25, 2008, after a loaded coal train derailed on the wye between the Earlington Main and Morganfield Branch, just behind Regional Medical Center in Madisonville, KY. Not sure of the number of cars on the ground - rumor had it at 10. Thank goodness for the 300mm lens. Photo by Bill Thomas.



Above: This photo was submitted by Dennis Carnal. The attached caption says it all.



Above and Below: L&N 2086 is pictured at Earlington, KY, and St. Louis, MO, in 1947.



Left: Can you name this spot?

Please send your digital photos to bill@fbcmadisonville.com or mail to Bill Thomas, First Baptist Church, PO Box 607, Madisonville, KY 42431.

Western Kentucky Chapter, NRHS

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

October Treasurer's Report was approved.

Beginning Balance \$2,437.27

Income

Nat. Dues	\$659.00
Ch. Dues	\$13.00
Donations	\$00.00
Raffle	\$7.00
Video	\$00.00
Other	\$00.00
TOTAL	\$679.00

Adjusted Balance \$3,116.27

Expenses

Nat. Dues	\$00.00
Postage	\$21.10
Printing	\$57.56
Video	\$00.00
Supplies	\$00.00
Other	\$00.00
TOTAL	\$72.66

Ending Balance \$3,043.61

MEMBERSHIP Total - 64

DIRECTORS REPORT: At the recent board meeting, Wallace attended. The Grant program is still open. Railcamp info is due in on January 15, 2009. It is reported 150 chapters have done very well in handling renewals, etc. with the new system, but a few have not done too well. Our chapter is handling it fine. Winter board meeting will be in Philadelphia on February 7, 8. Wallace will not attend this one. National Convention in Duluth in August. Engine 2719 will be run in Duluth then. Will also pull a dinner train. There will be an Amtrak Special as well. Spring meeting will be in Norwalk, Conn. in April. In 2010, convention will be in Scranton, PA. Dues will go up 3.00 in 2010. Website will be updated. Total membership is declining about 5-6% per year. Our chapter retains 2 votes.

OLD BUSINESS: All nominees were elected by acclamation. New officers are: President-Rich Hane; Vice President-Chuck Hinrichs; Secretary/Treasurer-Wally Watts; National Director-Wallace Henderson; Director at Large-Bill Thomas.

NEW BUSINESS: Dennis suggested something be done with the photo archives in case of fire. Jim Pearson agreed to put them on DVD and provide several copies of them to various officers and or members. Also may put chapter records and history

(Continued on page 8)

Regional Rail Notes

I am very excited to announce that shortly after seven Central Time tonight, the Mattoon (Illinois) City Council unanimously approved the following motion: Adopt Resolution 2009-2763: Approving the plans and specifications, and authorizing the call for bids for the restoration of the historic Illinois Central Depot.

With over seven years on this project already, I've learned that there are still plenty of challenges and disappointments ahead. However, the spending of the first dollar on actual restoration of the three story Illinois Central depot does finally seem to be within sight.

Thomas French

Project Depot Committee Mattoon, Illinois

<http://www.projectdepot.org>

- Submitted by Chuck Hinrichs

Photo from the above website.



Great Memories!

Undoubtedly, the hobby of rail preservation and/or model railroading gets much of its impetus from memories we have from childhood. As a child, teenager, and young adult, I was fortunate



to train-watch with my grandfather (Papaw), Burt Dean Rodgers, of Chattanooga, TN. Mamaw and Papaw lived between Red Bank and North Chattanooga, in the White Oak community, just off Dayton Blvd/Hwy 27. Papaw had been raised in Dayton and Soddy, TN,

(Continued on page 8)

As Seen on TV

The Today Show ran a short segment on the resurgence of model trains. Click the link below to view the clip or type the link into your web browser's address bar.

<http://today.msnbc.msn.com/id/26184891/vp/28050789#28050789>

Hard to Believe!



This is not a cropped photo. It is a blower off a freight train that this guy found at a junk yard. They did start the car with it on. With one blip of the throttle lifted the left rear wheel a foot off the ground and blew both head gaskets. - submitted by Jim Futrell

Interesting factoid - February 4, 1936, Vidette Messenger From the 'Round About section...

Approximately 7,000 tons of ice making up 275 carloads, has been harvested and shipped from Cedar Lake by the Monon Railroad company. More than 100 men have been engaged on the project, cutting the ice which was fifteen to sixteen inches thick. It was reported work was handicapped by a lack of sufficient men.

- Submitted by Chuck Hinrichs



Act Now!! Murray Scholarship Deadline Set for March 2 - The deadline will be March 2, 2009 for applications for the annual Susan C. Murray Memorial Women's Scholarship. The four-year college scholarship is named after Mrs. Murray--an executive at Commonwealth Business Media who was instrumental in the creation and early success of the ASLRRRA's annual exhibition--who passed away in January 2003.

The ASLRRRA scholarship is open to daughters and granddaughters of ASLRRRA Railroad and Associate Members in good standing. Past winners are: Amanda Dawn Simmons, granddaughter of Tommy Joe Alexander from Jefferson Warrior Railroad; Dina McKenney, daughter of Rob McKenney from the former Georgia & Florida RailNet; Kathryn Medlock, daughter of Mike Medlock from Klutts Equipment; Marion Joy, daughter of Christine Joy from Union Switch & Signal; Kristin Wegner, daughter of Mark Wegner from Twin Cities & Western Railroad.

Go to

http://www.aslrra.org/images/news_file/2009_Murray_Scholarship_Announcement_Letter.pdf, for the application form. Please contact Kathy Keeney (kkeeney@cbizmedia.com) with any questions about the scholarship program.

- Submitted by John Licht, Western Bluegrass Terminal, LLC

Got News?

Send it in! bill@fbcmadisonville.com

Meeting Minutes Continued

on disk as well.

ACTIVITIES: ANNOUNCEMENTS: Next meeting will be January 26, 2009, with Rich Hane presenting the program and supplying refreshments.

Members Present: Wally Watts, D.A. Fraser, Rick Bivins, Rich Hane, Dennis Carnal, Jim Bryan, Thomas Bryan, Steve Miller, Chuck Hinrichs, John McGee, Bob Moffet, Tim Moore, Bill Thomas, Jim Pearson, Wallace Henderson.



and was a Southern fan. I remember his stories about watching trains break in two to tackle the hill at Soddy/Daisy. My mother had lived through some of his “Sunday drives” which always ended up track-side. Somewhere between the ages of 8 and 14, I remember him telling me some interesting history of the line which passed in front of their house in White Oak. “This used to be a electric line with trolleys.” he said, describing the overhead wire and poles used. Not sure about the trolleys - but, having done some research on the line, it is true that the Chattanooga Traction Company was electrified up until 1941, when the new owner, Southern Rwy, dieselized the branch. The locomotive photo appeared in a past issue of *Trains* and caught Dennis Carnal’s eye, knowing I had a history in Chattanooga, my native city. Much of the same line survives today under ownership of Norfolk Southern. It’s a very cool thing to me and I realize it’s just another little branch to most. But, I’ll always think of Papaw every time I see the picture. Papaw, thanks for the memories! Here’s a photo of the Rodgers in 1979, on their 50th wedding anniversary, 9 years before they passed away.



TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- Mid-Winter Garden RR Gathering at home of Bill and Angela Thomas, 1025 Lakewood Drive, Madisonville. Saturday, February 7, 2009. Bring your large-scale equipment. Wired for DC, battery, or live steam. Snacks provided. Start at 2pm. Questions, call 270.339.9482 or bill@fbcmadisonville.com
- sHOW Modular Railroad Club Train Show, Bowling Green, KY - March 7, Bowling Green, KY L&N Depot, 10 am to 3 pm.

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

PENNYRAIL

% Bill Thomas, Editor
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