

PENNYRAIL

November 2009

VOLUME 13 NUMBER 11

Please send your digital photos and story material to bill@fbcmadisonville.com

or mail to
Bill Thomas,
First Baptist Church,
PO Box 607,
Madisonville, KY
42431.



Chapter Chatter

**Next Meeting Monday,
November 23, 2009**

**7:00 pm, The Center
Former L&N Depot
Near Arch and Main Streets
Madisonville, KY**

**DVD Video Program by
Wally Watts**

***Journey Across America
The West Coast***

San Diego to Seattle with Side Trips

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

Refreshments by John Licht

**This Month
Election of Officers**

**No PennyRail in December!
Merry Christmas!**

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Rich Hane

Vice President
Vacant

Secretary Treasurer
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:

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*Chapter members
enjoy some fellowship
before the October
meeting*

Rich's Ramblings

President, Rich Hane

Last month we were treated to a truly excellent program on the Louisville and Nashville Railroad by Ron Flanary and presented by Chuck Hinrichs. The photography was excellent and the program did a great job in showing the human side of running a railroad. Our thanks go to Ron and Chuck for presenting this program for our enjoyment.



Remember that we will be holding our annual election for Chapter officers for the coming year. Also, it is still possible to put your name in the hat for an office if you would like to serve. Elections are the bedrock of democracy.

One very interesting thing recently in the news was the announcement that Warren Buffet will be buying the BNSF (Burlington Northern Santa Fe Railroad). Mr. Buffet is a well known stock investor whose moves in the marketplace are avidly



watched by many people worldwide. His company, Berkshire Hathaway, will be paying either \$26 Billion or \$34 Billion, depending on the story you read, for the remainder of the stock that they do not already own. This move is looked upon by many people as a vote of confidence in the American economy and a

sign that we may be moving past the recent recession. Hopefully, this will be true.

I noticed a story in the media where some reporters asked Mr. Buffet why he was buying the railroad and he reportedly said that he was doing it because he always wanted a model train setup and his Dad would not give him one when he was a kid. He was smiling when he said this but the same story said that Mr. Buffet was a collector of Lionel model trains and that the third floor of his house has a layout and an extensive collection of trains. Well, if this is true it is a cute story and I can certainly understand the his love of Lionel trains.

I hope to see all of your smiling faces at the next meeting at 7pm at The Center in beautiful downtown Madisonville on Monday, November 23, 2009.

Rich

If you know of chapter members with health issues, please let me know, bill@fbcmadisonville.com.

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

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

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/

I've Been Working on the Railroad...



Jim Futrell sent in this shot of a CN hi-rail work truck with the following caption: - **McComb Subdivision - Employee Injury** - At 0815-27, CN employee had track authority protecting contract workers placing concrete riprap on the lakefront protection levy. The employee was in a hi-rail truck passing a track hoe when the hoe turned and struck the cab of the truck, causing a laceration to his right arm. He had communicated with the workers that he would be passing through the area, but not all employees heard the instructions. EMS transported the employee to North Oaks Medical Center on Ponchatoula, LA, where he underwent surgery and will remain for 7 days.

Chapter Christmas Banquet

Monday, December 14, 2009
The Center

(Former L&N Depot)

Madisonville, KY - 6:00 pm

Catered by Ballard's Catering

**Menu: Roast Beef or Chicken Cordon Bleu,
Green Beans, Mashed Potatoes, Sweet and
Un-sweet Tea, Pecan Pie**

\$8.00 per person

Please call Rich Hane for dinner reservations no
later than Monday December 7, 2009.
270-825-3429; 270-836-6169; or email
rkhane@newwavecomm.net

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
5. artifacts
6. To facilitate association and networking
7. To maintain and grow the organization

**Don't Forget
Your NRHS Dues!**

Campbellsburg, KY Depot Destroyed by Fire

According to reports submitted via email the old L&N depot at Campbellsburg, KY, was destroyed by fire October 26, 2009. It is believed that this was the last surviving depot on the short line between Louisville and Cincinnati. If anyone has more info on the depot, please email me at bill@fbcmadisonville.com. Thanks.

PHOTO SECTION

Chuck and Bob Moffett were out to see Gum Lick trestle (a bit of a disappointment as it isn't visible from any close roadway) and caught a southbound unit train of 3 bay hoppers (GLIX reporting marks, Georgia Power Co) loaded with crushed limestone. They saw the train at Crofton and then hustled south to catch it again at the bridge just north of North Kelly. Information from Keith Kittinger and Steve Miller indicate that the train originates on either the P&L or the Fredonia branch off the P&L and heads south from the CSX connection at Madisonville. "I thought I heard a muffled train ID on the scanner and I think it was K146." - Chuck



Photos on the Henderson Subdivision
Chuck Hinrichs
and Bob Moffett



Got News?

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

Photo Section Continued



Certainly not the greatest fall shot I've ever taken, but interesting enough to make me chase it down the Morganfield Branch to get a shot of it behind People Plus on 41A, just west of Madisonville. For quick shots in a pinch, the i-phone does ok. This is simply a front-end-loader with small rail wheels attached to the bucket's bottom. The rear tires seemed to have no guidance devices other than possibly being a little under-inflated to keep them centered on the rails. Not sure.

-Bill Thomas



You got to love the bright blue November sky in Kentucky! I caught this north bound in Madisonville one morning after dropping Liam off for School at West Broadway, Madisonville. A couple of the old homes in the background are supposedly scheduled for demolition. Just imagine the trains they've seen and the whistles they've heard.

-Bill Thomas



Everyone knows that a day of railfanning can build up a hearty appetite. I remember riding with Rex Easterly, Ron Stubblefield, and Keith Kittinger down to Chattanooga several years ago for a chapter trip to TVRM. Somehow along the way we picked up a dozen Dunkin donuts, a large Pizza Hut Super Supreme Pan Pizza, and a family box of Hardee's fried chicken. It's good to know that the legacy of railfanning and good food continues to this day. With both RJ Corman and Buffalo & Pittsburgh crews pulling heavy freights in the Clearfield, PA area, Denny's Beer Barrel Pub is a great place to hang out after a day of railfanning in the Allegheny Mountain region of northwest Pennsylvania. The 100-pounder costs only \$380, but is free of charge if you can finish by yourself in 6 hours. As of yet, many of tried, and all have failed. However, their Wall of Fame includes one lady that woofed down the 3-pound version in only 20 minutes!!! - Chris Dees

Random Rail Stories...

Submitted by Chuck Hinrichs

When the tri and bi levels were open, at night one would see folks riding in style. The keys are in the vehicles and some gas in the tanks. In the summer the vehicles were running, with the a/c, in the winter, the heaters, along with radios/stereos and dome/interior lights on at night, some folks reading, what I can only assume, to be the Wall Street Journal. Tractors and combines with enclosed cabs were also a good choice.

Once got a call from Thatcher Plastics on the Island in Muscatine, that they had problem with a covered hopper load of plastic pellets. The carman and I went down to do an OS&D. Seems someone decided it would be a smooth dry ride on top of the plastic pellets, with having dug out enough of the pellets to be low enough in the commodity that he/she could close in the inlet cap.

This decision also included using that load of pellets as their personal waste basket and bathroom. Needless to say, the load was deemed contaminated and rejected.

Another incident involved the police calling the Depot, stating a rail car had a fire in the rail car. We got the hoghead to whoa that rail car in front of the Depot. Found one of the rail riders had started a fire in a wooden floored gondola and just his luck, the floor caught on fire. The fire was put out and the rail rider then started, left, right, left, right.

Just another day in that wild and wacky world of railroading.

I saw a couple of kids try to hop on a westbound near the trailer park just west of the Newton yard west switch, but it was going just a bit too fast for them.

James Norman Hall of Colfax, who co-wrote Mutiny on the Bounty, wrote in the book, My Island Home about he and a friend catching a ride at night on the pilot of a locomotive when a Rock Island train stopped for water in Colfax and riding to Grinnell, and then how they caught a westbound home. Grinnell had a large hobo jungle south of

the CRI&P/M&StL Jct near a pond. Hall also reported that when a Rock Island coal train would stall or have to double the hill on the grade up to Mitchellville, the locals would avail themselves to free winter fuel.



Back in the twenties a local reporter, who was trying to be politically correct for the time, wrote that a "negro tourist" described the wreck of a Rock Island freight on which he was riding that was speeding down grade into Kellogg and derailed. There's a culvert a few hundred yards west of the Newton CRI&P depot known as bum's tunnel.

Another hangout was under the West 8th Street "overhead rainbow bridge" in Newton and a transient was killed there by the eastbound Rocky Mountain Rocket in the middle of the night. My father said there used to be hobo shorthand there telling the hobos that they could get a free meal at his grandmother's house just east of Washington School on 1st Ave W in Newton. Dad said she would serve them a sandwich and coffee on a table in the backyard. This was back in the twenties.

-John Nelson, Kellogg, IA

ILLINOIS CENTRAL RAILROAD HERITAGE ASSOCIATION

2009 Annual Meeting plans finalized!

WHEN: Saturday, November 21, 2009.

WHERE: Whistle Stop Restaurant (former IC freight house), 701 Main Street, Mendota, Illinois (just south of Amtrak station and Mendota Union Depot Museum)

PRICING: \$25 per person for entire event. Includes entrance to swap session, dinner, and evening show. \$2 for those attending only the swap \$5 table fee for vendors

SEND CHECK OR MONEY ORDER TO: ICRHA
2009 Annual Meeting, c/o Mike Hogan, 15408 Pine Drive, Oak Forest, IL 60452-1623.

October 2009 Minutes Summary

Minutes approved for the September meeting.

Treasurer's Report approved.

Director's Report: During the BOD meeting held in St. Peter, MO, a government committee was formed to consider changes in the National structure and to possibly reduce size of the board of directors. Next meeting will be in the first week in January, 2010, in Charleston, SC. Rail Camp was oversubscribed this year, and was a good success. NRHS is in an income slump due to decreasing membership, while expenses appear to be increasing. Credit for the slump also attributed to declining interest in investment. There will be cost cutting in grants and other features. The cost of the year book is \$39,000, so the BOD voted to cut budget for the bulletin and the year book. National budget is in a deficit. The bulletin appears the largest expense. Spring meeting will be in Huntington WV in early April.

Activities Report: No report.

Old business: Ricky reported on the shirts for the chapter will vary in cost according to style, material, logo, etc. Dennis has the emblem logo on disk. Bill Thomas made motion to purchase the shirts for charter members and allow Chuck Hinrichs and Ricky Bivins to handle the details.

New Business: The upcoming Christmas dinner was discussed with suggestion made we have it at The Center with a catered meal from a local vendor. Tentative date is Monday, December 14, 6 pm. (Alternative date is Tuesday, December 15). Nominations for 2010 officers: President - Rich Hane; Vice President - Tom Steiner; Secretary/Treasurer - Wally Watts; National Director - Wallace Henderson; Director at Large - Bill Thomas; Chuck Hinrichs was appointed Historian. Rich brought some 8mm films and slides along with some VHS tapes which have been unclaimed or unused for several years. Ricky Bivins suggested a inventory listing in the newsletter for possible purchase. Bill will take care of this. (look for it in January PR)

Next Meeting: Monday evening, November 23, at 7 pm, at the Center, Wally Watts will have the program and guest, John Licht, the refreshments.

Members Present at August Meeting: Bill Thomas, Liam Thomas, David Millen, Thomas Bryan, Dennis Carnal, Steve Miller, Fred Ripley, Donny Knight, Betty Knight, Wally Watts, Rich Hane, D. A. Fraser, Tom Steiner, Ricky Bivins, Tom Johnson, Wallace Henderson, John McGee, tom Hurley, Jim Pearson, Bob Moffett. Guests: Joe Thomas.

October 28, 2009 Financial Report

Report Date: October 26, 2009, by Wally Watts.

Beginning Balance 1919.07

Income:

National Dues Received 46.00

Chapter Dues Received 00.00

Royalty from Neff Video 00.00

Other (Raffle) 18.00

Total: **64.00**

Adjusted Balance 1983.07

Expenditures:

National Dues Paid 00.00

Postage 22.00

Printing 103.12

Flowers 00.00

Supplies 00.00

Total: 125.12

Ending Balance: 1857.95

Membership Statistics

Beginning Membership 68

National Members Added 1

Chapter Members Added 0

Ending Membership 69

**New Address for Stubby!
Ron & Kay Stubblefield
323 S College St
Marion, Kentucky 42064**

Regional Rail Notes

CN orders 70 new high-horsepower locomotives from GE and EMD - New diesel-electric locomotives will increase fuel efficiency, improve customer service and cut greenhouse-gas emissions. MONTREAL, Oct. 21, 2009 — CN (TSX: CNR) (NYSE: CNI) announced today orders for 70 new high-horsepower locomotives from GE Transportation, a unit of General Electric Co. (GE), and Electro-Motive Diesel, Inc. (EMD). CN will acquire 35 ES44DC locomotives from GE starting in the fourth quarter of 2010, and 35 SD70M-2s from EMD beginning in January 2011. The GE locomotives produce 4,400 horsepower and the EMDs 4,350 horsepower. The new units are part of CN's multi-year locomotive-renewal program aimed at continuously increasing fuel efficiency, improving service reliability for its customers, and reducing greenhouse-gas emissions. The new locomotives are 15-20

(Continued on page 8)

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- **Madisonville Head-quartered and Energized Railroad Buffs (MH&E RRB)** - Monday, December 14, Evening time and location to be announced via email and chapter website. All are welcome!
- **Oklahoma City Train Show**, 1313 W. Britton Rd. OKC, OK 73114, 405.842.4846; 9am to 5pm, Saturday, December 5, 2009; 11am to 5pm, Sunday, December 6, 2009; Travel & Transportation Building; Oklahoma State Fairgrounds; Admission is \$7.00; Children 12 and under are FREE! Join us this year for the GREAT TRAIN SET GIVEAWAY.
- **16th Annual Christmas Toy Train Show**; Sponsored by Music City Chapter Train Collectors Association; Tennessee State Fairgrounds Agricultural Building; Wedgewood exit on I-65 South; Plenty of free parking available; Nashville, Saturday, December 12, 2009; Open to the general public; Opens at 9 AM; Closes at 4:00 PM; Admission \$7.00 Per person – Children 12 and under free!
- **West Kentucky Chapter NRHS Christmas Dinner - Monday, December 14, 6pm**, At The Center (Former L&N Depot), Madisonville, KY. Meal catered by Ballard's Catering.



Regional Rail Notes Cont.

per cent more fuel-efficient than the ones they will replace and will comply fully with the latest regulatory requirements for reduced locomotive exhaust emissions. In addition, the new GE and EMD locomotives will be equipped with distributed power (DP) capability. DP enables remote control of a locomotive or locomotives throughout a train from the lead control locomotive. DP provides faster, smoother train starts, improved braking and lower pulling forces at the head-end of a train. This enables CN to run fewer and more efficient trains and to take advantage of the productivity gains from its extended siding program. With more optimum matching of motive power to train weight, DP locomotives also allow CN to reduce fuel consumption and reduce emissions. CN is the green, energy-efficient choice for shippers. Rail has been shown to be up to six times more energy efficient than heavy trucks, because rail consumes a fraction of the fuel to transport one ton of freight one kilometer. In fact, we can move one tonne of freight almost 200 kilometers on just one liter of fuel. CN has a comprehensive corporate environmental policy and works closely with the rail industry in Canada and the United States and government agencies on ways to reduce its emissions. The company's innovative Precision Railroading model, and partnership agreements with other railroads to share assets and deliver interchange traffic at the most efficient gateways, have also reduced fuel consumption and emissions.

Submitted by Chuck Hinrichs

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

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% Bill Thomas, Editor
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