

# PENNYRAIL

March 2010

VOLUME 14 NUMBER 3

Please send your digital photos and story material to [bill@fbcmadisonville.com](mailto:bill@fbcmadisonville.com)

or mail to  
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Madisonville, KY  
42431.



## Chapter Chatter

**Next Meeting Monday,  
March 22, 2010**

**7:00 pm, The Center  
Former L&N Depot  
At Arch and  
CSX's Earlington Main  
Madisonville, KY**

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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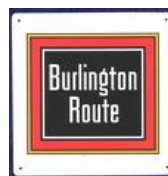
## March Program



## DVD

**Presentation by  
Tom Johnson**

**Refreshments by Tom Hurley**



## Rich's Ramblings

President, Rich Hane

Those of you that attended the February meeting were treated to a fine program brought to us by Bill Thomas and Dennis Carnal. It was an excellent video about the history of the Electromotive Division Geeps, their General Purpose diesel locomotives and it compared these with similar offerings from ALCO. The explanation and photography was excellent.

I saw an interesting article in the Feb. 8th issue of USA Today that described the progress that China has made in high speed rail transportation. They claim to have the fastest trains in the world and at an operating speed of 221 mph, they may have. On Dec 26th they had the grand opening of a new dedicated high speed rail line that connected the south China cities of Guangzhou and Wuhan, a distance of 664 miles. The new train can cover this distance in 3 hours for the express train compared to 10 ½ hours for the previous train. Many people prefer this quiet and comfortable means of travel with less security restrictions than air travel.

The Chinese government is spending massive amounts of money to keep the economy moving and the new rail system is a point of pride for many Chinese. Last year the government spent \$88 billion and now a total of 1,758 miles of high speed rail line are in place, the most in the world. The cost of building these new high-speed tracks is about \$20.1 million per mile. President Obama, in contrast, promised to spend \$8 billion on high speed rail in this country. Much of this will be spent on upgrading present lines to accommodate faster trains. The first radical upgrade announced is an 84 mile line between Tampa and Orlando Florida which will carry 168 mph trains. Many people are hoping that this will be an idea that catches on in other places such as the Midwest, East, and West Coasts. They would like to see much of these funds spent on true high speed rail lines instead of just the upgrading of present lines. But the reality of the situation will probably demand more affordable upgradings rather than new dedicated lines. These have shown to be successful so far, such as the Acela route in the Northeast Corridor.

One of the reasons that China is able to proceed at such a pace is that much of the country is set up for electrified rail lines whereas only a few sections of rail are electrified in this country. Also, their population density is generally far higher than is ours which makes the economics of the process much more favorable. Our trains tend to be heavier, and thus, slower, because they have to meet more strict safety standards than in some countries. This makes it more difficult to achieve the truly high speeds that are found in some countries. This seems to be a fair trade off to me, however.

The new Chinese trains even have car attendants dressed like air stewards who push snack carts down the aisles of the well lit, comfortable, and quiet cars. In the dining cars, only microwaved Chinese dishes and fast food is available but the cars are quiet and comfortable. The restrooms are far larger than on the average airplane.

China is spending large amounts on its infrastructure and this will probably pay off in the long run in more convenience, less air pollution, and a higher quality of life. China is learning from it's experience in meeting the difficulties of construction and it is hoped that the U.S. will be able to pick the best of the new technologies from China and other countries as we head into the new world of high speed rail.

Please remember to pay your dues to Wally if you have not yet done so and I hope to see all of your smiling faces at the next meeting on March 22d at 7 pm in beautiful downtown Madisonville at the Center.

## Thoughts and Prayers

For Chapter Members experiencing  
health challenges

These guys are on the mend, but keep them  
in your prayers - Jim Finley  
and Ron Stubblefield

If you know of others, please email me the information.  
bill@fbcmadisonville.com

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

This letter was received in January, 2010, from David Faulk, Museum Director of the Nashville, Chattanooga & St. Louis Depot and Railroad Museum in Jackson, TN. It expresses their thanks for our donation of the items listed below.

JERRY GIST, MAYOR



TONY BLACK, EXECUTIVE DIRECTOR  
RECREATION & PARKS

Nashville, Chattanooga & St. Louis Depot  
and Railroad Museum  
582 S. Royal St.  
Jackson, TN. 38301

Western KY. Chapter NRHS  
Dennis J. Carnal  
704 Choctaw Dr.  
Madisonville, KY. 42431

Dear Dennis and the Western Ky. NRHS;

Thank you for the fabulous donation, these items will be a wonderful addition to the Museum. Thanks to people like you and the NRHS who donate to our museum, we continue to grow with artifacts and visitors who enjoy them. These were so items that we did not have, We thank you and your group for thinking of us. The slides were wonderful, I will get prints made of them to frame and hang in the museum.

Sincerely

David Falk  
Museum Director

1. 4 colored signal lens
2. 6 IC window stickers
3. 1 IC 1970 rules and regulations book
4. 1 L&N 1982 agreement book
5. 2 lapel pens Brotherhood of locomotive engineers
6. 2 certificate of watch inspections
7. 1 NC&StL baggage ticket
8. 1 railway express receipt for charges pad -8
9. 1 NC&StL report of mechanical inspection of equip.
10. 1 NC&St.L COD tag for milk and cream container
11. 5 IC empty car bill for home/for loading
12. 2 C&EI coach diagram Georgian-Dixieland
13. 1 NC&StL 1952 receipt for copy of rules of the transportation department
14. 28 slides of NC and others in west TN.

N.C. & St. L. Depot & Railroad Museum David Falk, Museum Director  
582 South Royal Street Jackson, TN 38301 731-425-8223 Fax 731-425-8682  
E-mail: [thedept@cityofjackson.net](mailto:thedept@cityofjackson.net)

# PHOTO SECTION (spring-time shades of yellow!)



**Left:** This shot, I believe by Thomas W. Dixon, shows the C&O's eastbound "Sportsman" at Ivy, VA, in September 1958. Nos. 46 and 47 were one of the three traditional C&O passenger trains between Washington and Cincinnati (the other two were the "George Washington" and "F.F.V."). The "Sportsman" also featured a connection to Toledo and Detroit which split off Cincinnati section at Ashland, KY, and used the route followed by the bulk of the C&O's westbound/northbound coal traffic (which went to the Presque Isle docks on Lake Erie near Toledo). This view shows the "Sportsman" in its classic dieselized appearance, before the cuts and consolidations of the 1960's. This consist has two of C&O's classy E-8's, a good cut of heavyweight baggage cars, several lightweight coaches, a modernized diner, and at least two sleepers. Submitted by Fred Ripley



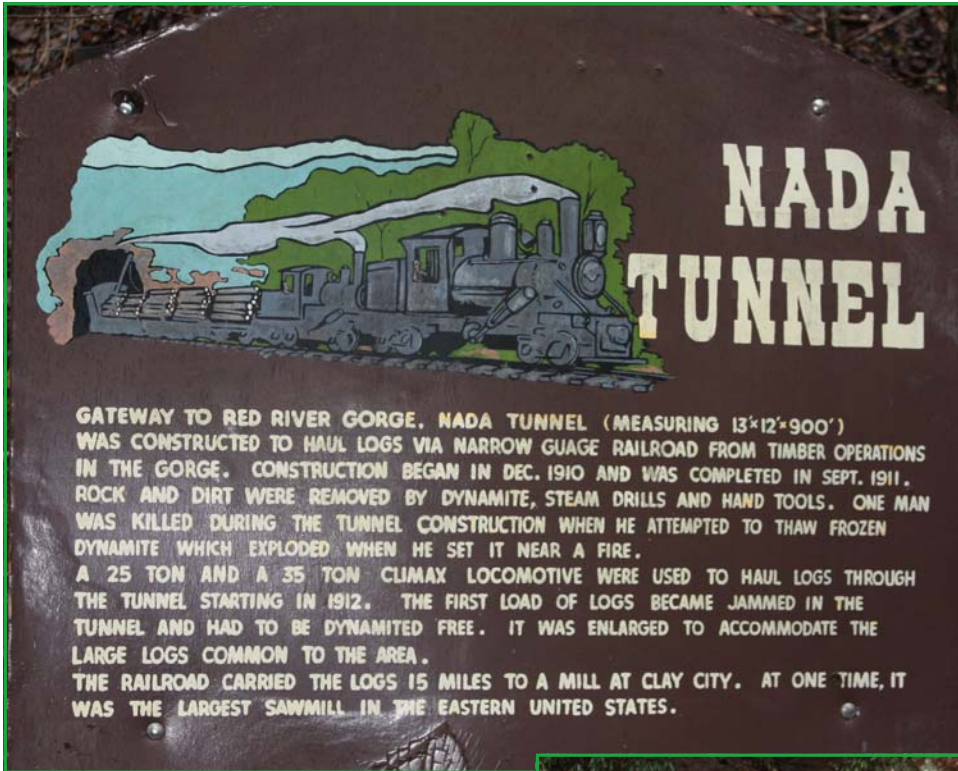
**Left:** Marion, OH, was (and is) a major crossroads of railroads in north-central Ohio. AC Tower, from which this shot is taken, controlled the crossing of the Erie main line and NYC's Cleveland-St. Louis main line (running together on an east-west alignment) and the C&O from Ashland, KY to Toledo and the PRR's Columbus-Sandusky Branch, both of which were major routes for coal and ore traffic. By 1966, when this shot was taken, the Erie had become the Erie-Lackawanna, and the PRR had sold the Sandusky Branch to the N&W, to facilitate the connection of the traditional N&W at Columbus with the newly acquired NKP at Bellevue. This eastbound is leaving the large E-L yard, and has a varied

lash-up typical of the E-L: a U25B, C425, F3B, and two E8A's. The C&O is being crossed by the diesels; the N&W is just east of the tower. Today, all lines through Marion remain busy, with the exception of the E-L, which was downgraded and eventually abandoned with the formation of Conrail in 1976. Photographer unknown, submitted by Fred Ripley.

**Right:** Chuck Hinrichs caught Northbound CSX Q688 and its road-side sentinel at Casky on a clear and crisp March 3rd afternoon.



# Where Climax Locomotives Once Chuffed!



June 27 - July 2, of 2010, I will have the opportunity not only to visit and minister to the people of Nada, KY, in Powell County, but I will get to rub shoulders with the bluffs, ridges, and valleys of the Red River Gorge where narrow gauge Climax locomotives once drug strings of log cars down the holler to Clay City, KY, once home of the largest sawmill in the Eastern United States. A team from First Baptist Church Madisonville will spend the week on several home "fix-er-up-er" projects. I'm the drywall/electrical guy. Scary!

On Friday and Saturday, March 12 and 13, I attended a mission trip project orientation meeting in Nada. My co-laborer, Bill McCann, asked if I wanted to see the old railroad tunnel. Need I tell you the answer?

West Portal into the gorge side of the mountain.



After my trip in June/July, I hope to have more photos and historical information to share about this line. It appears in [Ghost Railroads of Kentucky](#), authored by Elmer G. Sulzer.

East Portal! Blow your horn several times!

## Regional Rail Notes...

Submitted by Chuck Hinrichs

**Regarding the location of the new P&L office complex in Paducah. . . .**

The new headquarters will be built on Marine Way in front of Crounce Corp. and behind Phelps Farm Service. This location is a block from the Carson Center downtown Paducah. The city owns the land but will give it to P&L as an incentive for remaining in Paducah. The article also mentions the addition of 10 new jobs.

**An old - really old - NC&StL caboose** on the back lot of a house on Edwards Mill Road south of Hopkinsville and east from US41. This at one time belonged to Steve Johnson's father. Not sure who owns it now.



**Support Area  
Railway Museums**

<http://www.kyrail.org/>



<http://www.indianarailwaymuseum.org/>



<http://www.irm.org/>



<http://tcry.org/>



## Midwest High Speed Rail Association

Advocating for Fast, Frequent and Dependable Trains Linking the Entire Midwest

Here are a few updates:

Fantastic news. The first legislation to explicitly authorize a 220 mph high speed rail network in the Midwest has passed the Illinois Senate Transportation Committee. Sponsored and championed by Transportation Chairman Martin Sandoval (D-Chicago), the bill would create the Illinois High Speed Rail Authority, an independent agency tasked with developing a public-private partnership to build, operate, maintain and finance new tracks for passenger trains capable of traveling more than 150 mph. This is historic. The bill is SB2571 (amendment 3). More than 600 members emailed their legislators in support of the bill. Join them now as the bill moves to the floor of the Senate by clicking here.

Combined with Governor Quinn's support of bullet trains in his State of the State address, the momentum for a public-private partnership to build new tracks for true high speed rail is growing!

-submitted by William Corum

## February 2010 Minutes Summary

**Minutes** Approved for the January 2010 meeting.  
**Treasurer's Report** approved.

**Director's Report: Activities Report:** Wallace reports the major effort afoot to change the whole NRHS operation, and organization. There will be no board as we know it now. The directors will still be the liaison, between chapters and National. Board meetings would only be at the Conventions. The by-laws would have to be changed. He will have more later.

**Activities:** The May meeting will be in Hopkinsville, KY, hosted by the Hopkinsville crew for program and refreshments. (location will be announced in the April PennyRail)

**Old business:** No old business.

**New Business:** There is a possibility we will have to change our meeting location after June 2010 (pending sale of the former L&N depot). The Center may be sold to owners who would let us continue to meet there.

**Updates:** Chuck Hinrichs reports Jim Finley is up and going, back to work and apparently doing well. Thanks be to God! Ron Stubblefield is undergoing more tests, but is OK and doing reasonably well. Our prayers still go up for them.

**Guests:** We welcomed our guest for Hopkinsville, Clay Smith.

**Next Meeting:** Monday, March 22, 2010, at The Center. Program by Tom Johnson. Tom Hurley will provide refreshments. .

**Members Present at February 2010 Meeting:**

Wally Watts, D. A. Fraser, Ricky Bivins, Tom Johnson,

Rich Hane, Steve Miller, Thomas and Jim Bryan, Wallace Henderson, Bob Moffet, Danny Koeber, Tim Moore, Chuck Hinrichs, Bill Thomas, Keith Kittinger, Donny and Betty Knight, David Millen, and Dennis Carnal.

## February 2010 Financial Report

Report Date: February 22, 2010, by Wally Watts.

Beginning Balance 2241.67

**Income:**

National Dues Received 97.00

Chapter Dues Received 26.00

Donations 0.00

Other (Raffle) 6.00

Total: **129.00**

**Adjusted Balance 2370.67**

**Expenditures:**

National Dues Paid 00.00

Postage 41.15

Printing 57.56

Flowers 00.00

Supplies 00.00

Total: 92.71

Ending Balance: 2277.96

**Membership Statistics**

Beginning Membership 67

National Members Added 0

National Members Dropped 0

Chapter Members Added 0

Chapter Members Dropped 0

Ending Membership 67



The old station at Newstead is in really bad shape. Don't know how much longer it will remain upright. This line, long abandoned, was the Indiana, Alabama and Texas Railroad Company, then acquired by the L&N and finally torn out in 1934. - Chuck Hinrichs.

# TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- **WKNRHS** - Next Meeting is Monday, March 22, 2010, Program by Chapter Member Tom Johnson, refreshments by Tom Hurley.
- **WKNRHS** - April , program by Dr. Fred Ripley, refreshments by Donnie and Betty Knight.
- **WKNRHS** - May Meeting in Hopkinsville, at the Hopkinsville Historical Society.

- **Homewood, IL**, 7th Annual Rail Heritage Weekend, May 15-16, 2010.
- 27-28 19th Annual **Rock River Valley Division Train Show** – Rockford, IL, Jefferson HS, 4145 Samuelson Rd; Sat: 10am - 5pm, Sun: 10am – 4pm; Operating Z, N, HO, O & G scale layouts, Railroad Memorabilia displays, Railroad videos, Family Fun, 44,000 sq ft of displays: \$5, under 12 free w/adult; John Mann (815/332-2496)/Don Brindle (815/874-6095).

See more Midwest Railroad Events at <http://www.rrvd-nmra.com/MidwestEvents.pdf>.

**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](mailto:bill@fbcmadisonville.com)

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## National Railway Historical Society

[www.nrhs.com](http://www.nrhs.com)

## Railway Preservation News

[www.rypn.org/](http://www.rypn.org/)

## Kentucky Railway Museum

[www.kyrail.org/](http://www.kyrail.org/)

## Indiana Railway Museum and French Lick Scenic Railway

[www.indianarailwaymuseum.org](http://www.indianarailwaymuseum.org)

## Illinois RR Historical Society

<http://icrrhistorical.org/>

## Illinois Railway Museum

[www.irm.org/](http://www.irm.org/)

## Tennessee Central Railway Museum

[www.tcry.org/](http://www.tcry.org/)

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

## PENNYRAIL

% Bill Thomas, Editor

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