

PENNYRAIL

November 2011

VOLUME 15 NUMBER 11



Chapter Chatter

**Next Meeting Monday,
November 28, 2011,
7:00 pm
At the former L&N Depot
Madisonville, KY
Program by
Wallace Henderson
Refreshments by Dr. Jim Kemp**

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

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President
Ricky Bivins

Vice President
Steve Miller

Secretary Treasurer
Wally Watts

National Director
Wallace Henderson

Director at Large
Danny Koeber

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

**or mail to
Bill Thomas,
First Baptist Church,
PO Box 607,
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“PENNYRAIL” is the
official publication of
the Western Kentucky
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Ricky Bivins made this
telephoto lens shot
looking south towards
Morton's Gap, KY, on
the CSX Henderson
Subdivision.

I always marvel at how
the changes in grade
and rail irregularities
are exaggerated with a
long lens.

Ricky's Replies

President, Ricky Bivins

November 2011

HAPPY THANKSGIVING!

Let us not forget what we are and should be thankful for as we go about our daily routine. I know I have much to be thankful for as I am sure you do as well. Last month was a very good meeting. Several members were on hand for Chapter Nominations for Officers for the upcoming 2012 year. At the end of nominations last month, there were no nominations made other than current officers holding their respective office. This month I will once again call for nominations from the floor THREE times for each office. At that point I will ask for a vote for each office. Remember, if someone wants to be an officer...speak up, a member can nominate one's self as well.

I think everyone enjoyed the DVD presented by Tim Moore as the October program. I for one greatly enjoy the old footage of any railroad. Even if the railroad is not a favorite, the scenes and equipment of the era is always fascinating. One thing I notice time and time again about railroads in the 1920's through the 1950's is the rights of way. Most if not every railroad right of way is vastly different than what we see today. For example: Seldom does one see ballast to the top of the ties. Nor is the ballast heaped up the sides of the ties. The rails are "closer to the ground" if you

will think of it that way. And the foliage seldom seems to encroach the rights of way. These points stick out to me as I usually look for modeling ideas when viewing a video. I think it is wonderful to have these resources on hand and available to us, which is why I have pushed to establish our archive!

And to that end I would like to inform the Chapter of a new and recent development with our meeting place. I have talked to the City of Madisonville Administration about securing and using the rear most room of our beloved L&N RR Passenger Station. This room is eleven feet by 28 feet in length and is accessible via a locking door from inside the upstairs floor. We will have sole access to this room where in we can archive, research and study materials available to us. HEY...we could even build a model train layout if so inclined! (I ask that very question while meeting with the City Administrator, Mike Franklin.) As the Chapter might expect, I will somewhat spearhead and oversee the "room". Even if the Chapter does not want to get involved or use the space, I plan to use it. But of course it will be available at any time for Chapter use as well. I will have more on this at the meeting.

I hope to see everyone at the November meeting on Monday November 28th. We will be at the former L&N RR Passenger Train Station on West Arch Street, right behind Madisonville City Hall. Be sure to bring an item for show and tell and a guest.

You Tube Pick



**Chapter Christmas
Dinner - Monday,
December 5, 6pm, at
The Center**

Well, after 4 years, I finally caught this guy on the move leaving Alcoa/Vectren. He normally doesn't leave til 11:00-12:00 as I can hear it, although faint, from my house, and doesn't return til 2:30-3:00am. Thing is I went down to where it normally sits off Eble/Sharon Rd. and there was another one sitting on the main and not the siding. He was all lit up and ready to move too. Waited for a bit but he didn't move, so I left. Hope you don't get motion sick, took the video on my phone :)

Thought this would be neat to share with the group as it's not common for anything to move on this set of track anymore. I can only assume they started using rail to haul the coal in back in 07-08 due to high cost of fuel and therefore using trucks to bring it in. Matt Gentry

<http://www.youtube.com/watch?v=uo0eqgZD6kQ>

Photo Section



Left: Bill Heaton took this photo of CSX Snap Track loaded in gons, ready for action at Atkinson Yard, Madisonville, KY.. This would be a simple, but effective modeling project in any scale.



Right: Here's a shot Scott Wartchow (friend of chapter member Fred Ripley) took of east-bound "Franklin Industrial Minerals" train on former Tennessee Central trestle east of Crossville, TN. A very lucky catch!

Second Photo Section

Right: Thought you all might like to see a couple of photos of the new connection between the Chicago and Matteson Subdivisions in Matteson. Former IC Chicago Subdivision with 2 Metra Main Tracks alongside on the upper portion of the elevation, with the former EJ&E below. They had to relocate the Matteson Subdivision with a little curve in it to accommodate the loop track. James Futrell.



Above and Left: Here are pictures of this morning's derailment in Fulton. More photos on the next page. Submitted by James Futrell.

Third Photo Section



Left: This photo was taken at noon Thursday after R. J. Corman had started the cleanup. The derailment (we know now) started at a broken rail the car derailed and took out some MOW equipment stored on an adjoining track. As the car continued under the bridge it took out several switches and rail before coming to a stop south of the bridge. In the preceding morning pictures you can see a group in the lower left corner of one shot assessing the situation before cleanup began. I'm told that the north bound Amtrak had just cleared this track before train 194 used it going south and derailed. The amount of work performed between 8 AM and noon is nothing short of amazing. It looks like chaos but everyone has probably done this many times before and hit the ground running. The 5 or 6 train backlog was gone by noon.



Left: Jim Pearson gave me a heads up and I caught this train at South Latham. It's G150, a southbound grain train with some interesting power - CP 9767 (GE AC4400CW) on the point with IC&E 6410 (SD40-2) trailing. Chuck Hinrichs.

Fourth Photo Section



Left and Below: Rex Easterly sent in a few photos of his new garden railroad in Springfield, MO. A Missouri Pacific passenger train crosses the Ron Stubblefield Memorial Bridge (these bridges formerly resided on Ron's garden railroad in Marion, KY). Rex hopes to have the water feature finished this spring. I smell a road trip!

Regional Rail Notes

New Railcar Deliveries To Keep Growing; Railroads Keep Hiring - This past Sunday, October 16, KeyBanc Capital Markets released an analysis predicting continued growth in new railcar deliveries in the remaining quarter of 2011 and for the entire year of 2012. The analysis was based, in part, on dialogue with rail industry leaders. KeyBanc's Steve Barger and Alexander Walsh noted "we expect new railcar deliveries from 2011 to meet or exceed our estimate of 38,000 cars, and we are increasing our 2012 delivery estimate to 55,000 new cars, from our previous estimate of 50,000 cars." "In our view, the industry is in the early to mid-stage of a meaningful earnings per share ramp up, as production increases and the OEMs begin working through the healthier part of the backlog with respect to pricing. Additionally, based on recent channel checks, coupled with the on-going strength in many of the railcar leading indicators (which include loadings, train speed, cars in storage, utilization rates, and lease rates), we think the availability of tank cars and most types of covered hoppers remains tight," Barger and Walsh contend. "In our



view, that dynamic is primarily being driven by increasing oil & gas production in the shale plays, which is driving incremental order activity for both low-cube hoppers used to transport frac sand and tank cars for crude oil, they concluded." And equally encouraging is the continuing stream of employment opportunities that Class I railroads predict for 2012. "In 2011, we were looking to hire 15,000 people," says Ed Hamberger, who heads the Association of American Railroads (AAR). "My prediction is 2012 will be at least 15,000 more." U.S. Class I railroads are finally chugging out of the recession tunnel. After steep drops in freight shipments during the worst

Minutes Summary and Financial Report

October 24 2011 Meeting

Minutes of September meeting approved.

Treasurer's report read and approved.

Director's Report: Wallace will be going to Wilmington, DE, for next board meeting. Discussed the electoral districts. There are 160 chapters at present. Two were added this year, and five have been lost. One has converted to an NMRA chapter. Newest chapter is in Alabama. A proposal has been put forth for a part time executive director. Wallace believes this proposal may be defeated. The 2013 convention will be in Anchorage, AK, September.

Old Business: Ricky reports that Steve (Miller) is still working on the archives. Ricky challenged the chapter to be more proactive in preserving the archives, especially the younger members who will benefit most from them.

New Business: Our Christmas Dinner/Meeting will be held at the Center, Monday, December 5. Wally will contact Ballard Catering to confirm the date. There will be no regular meeting in December and no formal program for the Christmas dinner. There may be a guest speaker. Members are encouraged to bring show-and-tell items as in years past. This is primarily a fellowship event.

Nominations for the 2012 officers are:

1. President - Ricky Bivins
2. Vice President - Steve Miller
3. Secretary/Treasurer - Wally Watts
4. National Representative - Wallace Henderson
5. Director-at-Large - Bill Thomas (non-elected position)

Regional Rail Notes Continued...

of the financial crisis, the AAR reports that railroads in the U.S. are running at about 90% of their peak before the recession. Despite of a unsettled and wobbly national economy right now, 2011 is on track to be the rail industry's strongest year since 2008, when the American rails moved nearly 21 million carloads. But not only is demand for railroads rising. The workforce of U.S. Class I railroads is also aging. In fact, nearly 30% of the workforce of Class I railroads will be eligible for retirement over the next five years. The employees who are fortunate enough to replace the veteran railroad workers will receive excellent wages and excellent benefits. "These are jobs that are not going to be out-sourced and shipped overseas," says AAR's Hamberger. "These are American jobs. They pay well." Working on railroads is not for the faint of heart. Employees must withstand long hours, arduous travel, inclement weather conditions, and random government-mandated testing for alcohol and drugs. Prospective railroad workers must be extremely disciplined, which is one reason many Class I railroads hire military veterans returning from the

Next Meeting: Monday, November 28, 7pm. Program by Wallace Henderson

Members Present: Danny Koeber, Wally Watts, Thomas Bryan, Jim Bryan, Rick Bivins, Chuck Hinrichs, Wallace Henderson, Rich Hane, Bob McCracken, David Millen, Keith Kittinger, Tom Johnson, Tim Moore, Bill Thomas, and Steve Miller.

FINANCIAL REPORT

Report Date: October 24, 2011 by Wally Watts.

Beginning Balance	620.22
Income:	
National Dues Received	00.00
Chapter Dues Received	00.00
Donations/Raffle	9.00
Other (Royalty-Neff Video)	00.00
Total:	9.00
Adjusted Balance	629.22
Expenditures:	
National Dues Paid.	00.00
Supplies	00.00
Printing (brochures)	00.00
Other (Annual Corporation filing)	00.00
Total:	00.00
Ending Balance:	629.22

Membership Statistics

Beginning Membership	48
National Members Added	0
National Members Dropped	0
Chapter Members Added	0
Chapter Members Dropped	0
Ending Membership	48

Middle East. Submitted by Chuck Hinrichs.

Indiana Rail Road's carload count reaches 2 million
Tomorrow, the Indiana Rail Road Co. (INRD) will hold a ceremony at the Senate Avenue Terminal in Indianapolis to mark its 2 millionth carload of freight since the railroad was formed in 1986. It took the 500-mile regional 18 years and nine months to haul its first 1 million carloads, from March 1986 to December 2004. But it took only six years and 11 months to reach the second million, INRD officials said in a ceremony announcement.

The regional — which marked its 25th anniversary in March — hauls various industrial and consumer products for shippers in central and southwestern Indiana, and central Illinois. The 2 million carloads is equivalent to diverting more than 8 million truckloads from highways, according to INRD. Submitted by Chuck Hinrichs

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- **West Kentucky NRHS Chapter Meeting** - November 28, Madisonville L&N Depot (The Center), 7pm.
- **Kentucky Railway Museum** - Santa Express Train Excursions December 3 and 4, 10 and 11, 17 and 18. Polar Excursions 2, 3, 4, 9, 10, 11, 16, 17, 18. For more details go to <http://www.kyrail.org/christmastrains.asp>
- **Marion (IL) Santa Train** - December 3, 4, 10, 11, 17, 18. On the Crab Orchard & Egyptian RR. 11 am, 1, 3:30, and 5:30 pm. Trips depart from Crab Orchard and Egyptian Railroad at 514 North Market St. Tickets can be bought on the day of trips, or online, <http://www.marionsantatrain.com/>
- **The Bardstown Dinner Train** - North Pole Express Dinner Train for Children and Adults December 4 and 11. Have Yourself a Merry Little Murder (Murder Mystery) December 17, 5pm. For more details visit http://www.rjcorman.com/dt_events.html.
- **Bluegrass Railroad Museum (Versailles, KY)** - December 10, 11, 17, 18, Santa Claus Train. Visit <http://www.bgrm.org> for more details.

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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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

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