

PENNYRAIL

February 2012

VOLUME 16 NUMBER 2



Chapter Chatter

**Next Meeting Monday,
February 27, 2012,
7:00 pm
At the former L&N Depot
Madisonville, KY
Program by Ricky Bivins
Refreshments by Keith Kittinger**

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
Bill Thomas

**Please send your
digital photos and
story material to
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“PENNYRAIL” is the
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Ricky Bivins, Chapter President, smiles proudly in front of his O gauge layout in Morton's Gap, KY. Ricky built his new house with the layout in mind for the 2nd floor area. Making the house location doubly nice for Ricky and failfan friends, is the fact it is located about 100 feet from CSX's Henderson Sub main, near the cut-off switch. We will hear more about Ricky's layout as it progresses.

Ricky's Replies

President, Ricky Bivins

Well hello again fellow Chapter Members. As the last meeting drew to a close January 23rd, a lot of points concerning our Chapter had been made. Better than half of the thirteen members present were at one point or another, involved in what turned out to be a very constructive discussion. I am very aware that several members were not so entertained. Others said the meeting was positive. One member said it was long overdue. It is not easy to please everyone on every aspect of being a "club" of any type. We have a singular interest, as Bob Moffet pointed out when he said, "I like trains".

Near the end of the meeting, Chuck Hinrichs made a very good point, one that I vividly recall having been made several years ago when a discussion ensued over lengthy business portions of our meeting night. Chuck said to the effect "...then let the Officers meet before the meeting to decide issues...that's what we elect them to do".

The Officers will meet on February 23rd at my house at 7:00PM! The results of the meeting and decisions made there in will be presented to the members present on the 27th and if a vote is needed so it will be done. All members are invited to attend this first pre-meeting meeting. CSX may provide some entertainment just across Railroad Street and I do have some trains running on my Lionel Layout in the upstairs bay.

I asked for a volunteer to take charge of programs and coordinate trips, events etc. and to bring new event ideas to the members for consideration. No one was willing to do so! After the business portion of the meeting was over I ask 7 members at random if they had read the newsletter. I was disappointed but not surprised to learn only two had done so....one of the members asked that had not is an officer!!!

If we are to function as a "Society" and are to move forward, we must take time to be informed. If we do not "function" as a group we are destined to either fail or founder. I hope to gain member support and move the Chapter forward, to function as a group and to be able to take pride in what we do or have done. At one point I brought to light our declining membership statistics. To which someone replied, "...can't always measure success with numbers". That is very true. But declining membership and as Wally Watts said "apathy" will undermine any success we have or will be able to have.

As President on our...OUR...Chapter I must uphold a promise. A promise made to the Members of this Chapter and to National. If moving forward and/or growing is not in the Members favor, I will step down as President if asked to do so.

You Fellow Member are the Conductor of this train.....You must select which track we travel!

As I said in last month's Replies....."I need to be told what to do."

Check out this neat website dedicated to the history of interlocking towers and related plant locations.

http://northamericaninterlockings.com/introduction_1.html

Submitted by Chris Dees

Next Month

If This Lamp Could Talk

Excerpts from Railroads Illustrated May 2009.

Photos from The Chattanooga and Chickamauga Railroad

by Bill Thomas

New Power for the Nashville & Eastern

brickerpr@yahoo.com

North American Interlockings

★ INTRODUCTION ★ CREDITS ★ OVERVIEW ★ SITE NAVIGATION ★ INTERLOCKING MACHINES

Welcome to North American Interlockings. Please take the time to read the printed material especially site navigation. This will explain how and why the site is set up.
Dan Maners
brickerpr@yahoo.com

Photo Section



Above: CSX Q226-05 is 5 miles North of Worthville, KY in the Eagle River Valley making good time. It is approaching Sanders, KY at m.p. T60 on the former L&N "Short Line" towards Cincinnati. Photo shot January 5, 2012, by Bill Grady.

Right: CSX Q133-05 has the railroad at Sparta, KY as this is the now hottest train on the former L&N "Short Line". This is the first week of the new Intermodal train. It departs Cincinnati at 1000 and arrives at the new Louisville Intermodal Center at 1500. 5 hours is fast for the up and down profile of the "Short Line". Photo by Bill Grady January 5, 2012.



Second Photo Section

CN 301 on the Wainwright Sub, derails on the Fabyan Bridge over the Battle River near Wainwright, Alberta, Canada, January 2012. Photos submitted by Andrew Futrell.



New Feature!

Rail Flicks

By Tommy Johnson



Title	Rocky Mountain Snow Plow
Producer	Greg Scholl
Format	full screen
Playing Time	1 hr 30 min
Purchased From	Trainvideodepot.com
Date Purchased	01/04/12
Price Paid	\$27.95

This is a very enjoyable video that shows the narrow gauge Cumbres & Toltec Scenic Railroad being cleared of snow in early May of 1997 by a steam powered rotary plow. The C&TS RR runs the 64 miles of track between Chama, New Mexico, and Antonito, Colorado. This is a section of what was once Denver & Rio Grand trackage that ran from Alamosa, CO, to Durango, CO, and was abandoned in 1968.

The viewer is given a very informative tour of the features and the controls of the rotary at the beginning of the video.

Even though it is early May, there is still 4 to 6 feet of snow over the track near the summit of Cumbres Pass, which is at 10,015 feet in elevation.

The scenery is great and the camera work is very good, capturing the snow plow from all angles. There are good, tight shots of the rotary in action and also some nice vista shots.

This is a good video and is worth the price.

Southern Belles

Railfanning The Gringo Way by Chris Dees

My job with TRW Automotive Commercial Steering Systems in Lafayette involves being the technical liaison between several TRW manufacturing locations and over 200 different component suppliers. While most of these suppliers are in the Midwest region of the United States, occasionally I get to travel outside the states to foreign locations. In the last days of January 2012, this Gringo headed south to our manufacturing facility in Queretaro, Mexico facility to work on a new product launch.

Please understand that on trips like this, the most important thing is not railfanning. However, if you drop enough hints and ask around, occasionally you'll get treated to at least a small glimpse of railroading in such faraway places. In preparing for this trip, I did a fair amount of research on the internet,



Triple track always means heavy traffic – no matter where you are. On January 26, 2012, triple track meant a couple of true “Southern Belles” as Kansas City Southern de Mexico ES44ACs 4710 and 4718 thunder through Queretaro, Mexico en-route to Mexico City with one of the numerous intermodal trains that ply the rails daily through this central Mexico town. Photo by Chris Dees

including the popular and most helpful MEXLIST yahoo group. After a couple hours of browsing, I had enough information on the local area to be able to know about a great railfan spot close to where I stayed – and that place was the main train station in Queretaro.

Although my trip to Queretaro was delayed a few

(Continued on page 6)

Southern Belles Continued

hours due to rain in Houston, I made the most of the delay by hanging out with a couple of old TRW friends from my days in Jasper, Indiana, when I supplied ABS modules to TRW's braking division. It was good to catch up with the guys, break bread together, and relive the "good old days". The older I get, the more the words of wisdom from Stubblefield and Carnal ring true – enjoy life and make friends with everyone you meet – you'll never know when you'll see them again. Thanks Ron and Dennis!!!

Queretaro is located about two hours northwest of Mexico City and the location of a major intermodal and automotive loading terminal serving the large industrial areas around the city. A small regional airport

makes travel from Houston quite easy. Kansas City Southern de Mexico's former NdeM main north-south line is the major player in town, with Ferrosur's former Ferromex line coming into town from the west. Train activity is quite heavy with a nice

Below: Besides Kansas City Southern de Mexico, Ferrosur operates into Queretaro from the west. ES44ACs 4423 and 4409 arrive for some switching before heading to Mexico City on January 26, 2012. Note the anti-vandalism feature over the front windshield.



mix of intermodal, automotive, chemical, general manifest, and grain both inbound and outbound to the U.S. In addition, Queretaro is far from any of the civil unrest and drug wars, with a safety rating better than most major U.S. metropolitan areas. My co-workers from the plant were most helpful with all phases of the trip.

My other hobby, amateur radio, also was enjoyed tremendously. For this trip, I decided to pack up the GRE PSR-500 scanner and take it along to enjoy some railroad related radio monitoring as well. Now the thought of taking a scanner across the

(Continued on page 7)

Regional Rail Notes

February 14, 2012-Indiana Rail Road 'Signals' Impact on Economy. Other than hearing the occasional distant horn or driving over a crossing, it's likely Indiana's rail industry is rarely on the mind of the average Hoosier, despite their widespread economic contributions to the state. But while Indiana Rail Road Company leaders say they aim to be a "behind the scenes" operation, they're taking one opportunity to toot their own horn. It recently celebrated the movement of its two-millionth carload of revenue freight—a testament to the importance of Indiana's rail industry and the company's role in it.

"People might not be aware how their lives are impacted by railroads every day," says Chris Rund, Indiana Rail Road Company's vice president for corporate services. "Every time you turn on a light or a computer, eat fresh fruits or veggies, drink a glass of orange juice or milk, get into your car and drive—railroads have had a direct role in keeping all of those essential conveniences available for all of us."

Rund says reliable, quality rail transportation is critically tied to the state's ability to compete economi-

cally—and Indiana has distinct advantages. Advanced manufacturing and logistics initiative Conexus Indiana says the state ranks 4th nationally in total freight railroads and 9th for railroad mileage.

Indiana Rail Road, based in Indianapolis, is a regional rail carrier that moves mostly industrial and consumer products for companies in the central and southwestern part of the state, and in recent years, has experienced what company leaders call a "meteoric" rise in business. It took the carrier nearly 19 years to haul its first million cars of revenue freight, but recently hit the two million mark—just seven years later. Listen

Operating 500 miles of rail in Indiana and Illinois, Rund says the resurgence of the coal industry in southwest Indiana is driving the increase; Peabody Energy selected Indiana Rail Road as the exclusive carrier for its Bear Run Mine in Sullivan County, the largest surface mine in the eastern U.S.

For the full story go to <http://www.insideindianabusiness.com/advanced-manufacturing.asp?ID=1156&Detail=True>.

Minutes Summary and Financial Report

January 2012 Meeting
Minutes of W.Ky chap meeting-23rd Jan,2012

1. Minutes approved of Nov,2011 meeting
2. Treasurer's report-Approved.
3. Director's report: Wallace had no report at this time
4. Old business Discussion held on storage facility in back room of the station. Steve still working on the archives, has found some better photos. Some good & some bad. Some are Dennis' including some DVD's. Steve will continue to report on progress. Thanks Steve for your efforts!
5. New Business: Discussion held on declining membership and attendance including apathy amongst members. Rick says we need a program director to coordinat activities. We need input from members. Chuck will contact Jim Pearson on options & ideas on improving website, and to see if he needs help. Ricky will approach city about our participation in "Airport Days". He emphasized we need a program director.
6. Ricky asked officers to have a committee meeting once a month in week prior to regular meeting to iron out any questions or problems prior regular meeting. Feb, meeting at his home on Thursday evening Feb 23rd at 7PM.
7. Next meeting Feb 27 at the Center 7PM, Program by Ricky Bivins & refreshments by Keith.

Those present were: Wally Watts, Tom Johnson, David Millen, Steve Miller, Rick Bivins, Wallace Henderson, Bob Moffet, Thomas Bryan, Jim Bryan, Keith Kittinger, Rich Hane, Chuck Hinrichs, Bill Thomas, There were no guests.

Southern Belles Continued

border may make several people cringe, but with a copy of my amateur radio license and the necessary regulatory paperwork there was no issue at all. Just like the United States, the country of Mexico has their own railroad frequencies – although a bit less in the number of channels. My Spanish was just good enough to understand some communications, and dispatcher tone-ups sound the same whether in Queretaro or in Mortons Gap.

Mexico Railroad Frequencies

Channel	Frequency	Use
01	171.4750	Road / Dispatcher Channel
02	171.9500	Road / Dispatcher Channel
03	172.4500	Road / Dispatcher Channel
04	172.8750	Road / Dispatcher Channel
05	173.6000	Road / Dispatcher Channel
06	173.2250	Yard Channel
07	173.3250	Yard Channel
08	173.6000	PBX Channel

FINANCIAL REPORT

Report Date: January 23, 2012 by Wally Watts.

Beginning Balance	1282.22
Income:	
National Dues Received	392.00
Chapter Dues Received	35.00
Donations	62.00
Other:Raffle/Dinner	134.00
Total:	623.00
Adjusted Balance	1905.22
Expenditures:	
National Dues Paid.	00.00
Supplies	00.00
Printing (brochures)	00.00
Other (Christmas Dinner Catering)	219.95
Total:	219.95
Ending Balance:	1685.27

Membership Statistics

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

09	172.7250	PBX Channel
10	172.7250	PBX Channel
11	171.9250	Road / Dispatcher Channel
12	172.1250	Road / Dispatcher Channel

Overall, it was a great trip and the work efforts are paying off with major cost savings with a new supplier. Food was excellent, I drank the water (albeit bottled), and I enjoyed a little ferroequiology de Mexico in the process. So the next time you travel, railfan the gringo way – you won't be disappointed. Saludos!!!

Long before NAFTA, steam still ruled the rails in central Mexico. Now stuffed like the Burrito Mucho Grande at Queretaro's Gran Hotel, NdeM class MR-6 Pacific-type steam locomotive #2520 sits in all its glory at the restored passenger depot in downtown Queretaro. The locomotive and depot are



nicely restored and kept up by volunteers, railroad retirees, and a very active model railroad club. An excellent HO scale layout is also on display. Photo by Chris Dees.

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- **West Kentucky NRHS Chapter Meeting** - Monday, February 27, 2012, L&N Depot (The Center), Madisonville, KY, 7pm.
- **Boeing Employees Railroad Swap Meet**, Greensfelder, Recreation Complex at Queeny Park, 550 Wiedman Rd, Ballwin, MO 63011 63011, Saturday, March 12, 2012, 10 AM to 3 PM, Admission - \$3, Children under 12 free
- **Tuesday, March 20** - Operating schedule resumes for French Lick Scenic Railway (Indiana Railway Museum).
- **West Kentucky NRHS Chapter Meeting** - Monday, March 26, 2012, L&N Depot (The Center), Madisonville, KY, 7pm.
- **Day Out with Thomas** - Kentucky Railway Museum, June 2, 3, and 9, 10, 2012.



Photo-shopped? Who knows - at any rate, it's an amusing shot. "The caption read: Italian Cruise Capt. Francesco Schettino began his new job as a train engineer."

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

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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

Illinois RR Historical Society

<http://icrrhistorical.org/>

Illinois Railway Museum

www.irm.org/

Tennessee Central

Railway Museum

www.tcry.org/

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

PENNYRAIL

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