

PENNYRAIL

June 2012

VOLUME 16 NUMBER 6



Chapter Chatter

**Next Meeting Monday,
June 25, 2012, 7:00 pm**

**Former Louisville & Nashville
Railroad Station,
Madisonville, KY**

**Our June Program
And Refreshments
By
Steve Miller**

**Join Us July 6
at Friday Night
Live-Madisonville
6-10pm**

See pictures of our team and display at the June 8th, Friday Night Live - We had a blast! Come out and join us July 6, old Courthouse lawn!

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.**

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Chapter, NRHS, Inc.

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Friday Night Live 2012
Downtown Madisonville, KY

Outdoor summer concert

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JUNE 8
JULY 6
AUGUST 10
FROM 6-10 PM

For More Information Contact The City of Madisonville
Office of Community Development at 270.824.2195
or visit online at www.madisonville.gov.com

Ricky's Replies

President, Ricky Bivins

Hello again NRHS Member, Welcome aboard the June, 2012 edition of our newsletter. I have several items of interest this month so let us get started.

WOW, what a fun and informative meeting we had in May. We all met in Hopkinsville KY. on May 21st for our regular meeting which was one week earlier than normal to accommodate the Memorial Day Holiday the following Monday. Our Hop'town friends set up a great program for us. We first met at the restored Louisville & Nashville Railroad Passenger Station in downtown Hopkinsville. Then we were treated to a guided tour of the L&N RR Freight Station across the street and across the track from the Passenger Station. Much of this building downstairs has been or is being renovated as living accommodations. While most if not all of the upstairs portion remains unscathed and intact. Moving around the various rooms and stairs, viewing the high ceilings and built in functions of the structure for me was great. I know I grinned a lot as I tried to imagine what it would have been like 75 year ago, working in this building. Many thanks go out to those responsible for our visit and for "saving" the structure. There are a lot of Restored or saved Passenger Stations in our world of Railroading, very few secondary structures such as this remain intact or in use. Great job Hop'town. After the business meeting we had some delightful snacks and then a "one on one" session with William Turner, Hopkinsville's noted Historian. William gave us an update on the future release of the History of the Cadiz

Railroad in a book format. A book that has grown and grown is size and scope. Kudos to William and his co-authors.

Our first Friday Night Live for 2012 in Downtown Madisonville KY went well, very well. We had several members present, Wally Watts was "under steam", Bill, Liam, and Joe Thomas were a BIG hit with their (Bill's) Mobil Garden Railroad, not to mention the TV/DVD combo from Bill (First Baptist Church). I stayed on the move, talking to event goers, talking on a WKTG/WFMW radio spot and meeting with Luke Short of SurfKY not to mention taking time out to hear and see my Nephew play drums (actually a trash can!) in the Grace Warehouse Stomp Team concert. I had a hoot people; I would like to see more members next month, which is the only improvement I can think of to make to the event.

The KY 68/80 Highway Bridge is back in service across KY and Barkley Lake's. This means Rich Hane and Thomas Bryan will be looking into setting a date for our trip to Mayfield and Paducah. Be sure to tell them your thoughts and ideas for this or any trip. Or better yet, arrange a trip!

Wallace Henderson should have the latest news from National.

We have a few openings for program and refreshments available. Step up and take the helm folks.

I am looking forward to seeing everyone at the meeting so let's High Ball to Madisonville, Monday June 25th.

Fred Ripley submitted (from the PRRT&HS courtesy of the fellow who owns the E8's) this shot of Bennett Levin's two E8's, painted in the late 1950's PRR broad-stripe scheme, and NS's PRR heritage GE 8102.



Photo Section - June Friday Night Live!



Beginning top left moving clockwise: Bill Thomas inspects his mobile garden railroad; Wally Watts tweaks a stationary steam engine for the crowd; Children enjoy watching Thomas the Tank Engine chug around the trailer railroad; Ricky Bivins, Chapter President, is interviewed live on WK TG by Steven Rickard.



Foreign Influence at CSX's Atkinson Yard, Madisonville, KY

Photographs by Bill Heaton

National Railway
Equipment Co.
EMD SW1500



According to the website Eastern Railroad News, the New York Susquehanna & Western SD60 3808 was on its way home to Binghamton, NY, via CSX and P&L, after being rebuilt at VMV, Paducah, KY

According to Railroad Pictures Archives net, the website is now part of CP's fleet. If anyone can offer more detail, please email me, bill@fbcmadisonville.com.



Rail Flicks

By Tommy Johnson



Title	The Milwaukee Road Volumes I, II, & III Combo DVD
Producer	Pentrex
Format	Full Screen
Playing Time	2 hr 46 min
Purchased From	TrainVideoDepot.com
Date Purchased	8/27/2009
Price Paid	\$22.96

If you found Gary Ostlund's presentation at our March meeting interesting, you will like this DVD. Some of the still pictures in his presentation were taken at the same locations covered in this video.

The video was shot during 1972 and 1973 and the action takes place on the electrified portion of the Milwaukee Road in western Montana and the Idaho Panhandle. The eastern end of the electrified rail was Harlowton, MT, and the western end was Avery, ID. There was another section of electrified rail in Washington State but that was not covered in

this DVD.

The image quality is surprisingly good considering the technology of the times in the early 1970s. Digital enhancement was used to great effect on this DVD. The narration is very informative.

We see box cabs, steeple cabs, and Little Joe's in the video and we are treated to some nice shots of RR action at the tunnels and trestles between the St. Paul Pass Tunnel on the ID-MT border and Avery, ID. This section of right of way has been converted into a bike trail, which I have ridden twice. It is a beautiful area.

You will like this one!

Crude by Rail

Crude-by-Rail Transportation is Growing...

In past months, KBT's Transportation News has reported on the recent increase of crude oil- by- rail transportation in Canada and the United States. Freight rail transportation of crude, in part, stems from opposition to new pipeline projects from Canada down into the U.S.

For instance, Canadian crude oil companies who had previously considered rail transportation as a short-term solution are now thinking of railroads as a long-term alternative, because railroads are ramping up track improvements and track speeds.

"What we are discovering as we open up our destination matrix is that rail can get to markets that pipelines don't serve now, and really have no intention of serving," said Tracy Robinson, a Canadian-Pacific Railway Vice President who has helped direct the company's crude oil ambitions.

Without question, pipelines are still dominant. And there are a raft of new proposals, which would

carry a vast amount of Canadian crude oil to the South, to the West and to the East, which raises the question whether trains are just a short-term solution.

And clearly, rail does suffer one important problem: it's expensive. In rough terms, rail experts believe it costs twice as much to ship crude oil by train, some experts say \$5 to \$10 more per barrel. Ouch!

However, some Canadian crude oils are thick and heavy, requiring an expensive thinner called diluent to move the crude by pipeline. When moved by rail, the heavy Canadian crude move undiluted, which evens out the playing field on transportation costs. And with rail, crude oil companies can rapidly switch markets, since rail networks reach most points of the U.S., including important

(Continued on page 6)

Barnett Retires from Indiana Railway Museum

Submitted by Chris Dees

Alan Barnett is retiring in July as general manager of the Indiana Railway Museum in French Lick, but he has no intention of completely separating himself from the career he has enjoyed since the 1970s.

And when Barnett talks about a future of growth for the scenic railway excursions that entertain visitors to the French Lick community, he still sees himself in the mix of people who will make that growth happen.

Although Barnett is giving up the general manager's position when he turns 65 in July, he will remain at the station. "I will be stepping down to a position called business manager and I can devote whatever time it takes," said the former Greensburg resident who came to French Lick in 1978 when the museum was moved to Orange County from Greensburg.

Among the museum's staff members are Rick Olsen and Teresa Richardson. Barnett expressed complete confidence in their ability to take the museum into the future. Olsen will become the general manager. Richardson, in addition to her duties at the station, assumed duties three years ago for another role that Barnett had filled. She is the executive secretary of the French Lick West Baden Chamber of Commerce, which operates out of the museum.

Barnett didn't want to separate himself from the museum at a time when major physical changes are planned for the facility and at a time when the philosophy behind the museum is changing.

In fact, he suggested the word "museum" doesn't quite capture what the train rides are about these days.

"We're basically trending over now to an operation calling itself the French Lick Scenic Railway," Barnett said, adding that it's a process. "We want to be able to maintain as much of the historic integrity of this equipment as we can," Barnett said. But he said, "Most people today, they want to be entertained more than educated. You can educate me, but entertain me in the process. ... I think we're doing a better job of that. We're beginning to offer them different venues."

For many years, success was built on taking tourists — and locals — on a rail travel experience that went from French Lick to Cuzco. Trips were offered seasonally with the train departing the station on select days at 10 a.m., 1 p.m. and 4 p.m.

As the years progressed, the economy of French Lick and its environs began suffering as long-standing tourism success began to fade and business dropped off dramatically at the French Lick resort hotel. Barnett was among many from the Valley who lobbied tirelessly for a casino to be built as a tool for rebuilding the tourism industry. The casino was built, the community's resort hotels were renovated and tourists indeed began returning to Orange County.

The change has brought the venues Barnett suggested had been needed. New opportunities include train excursions that link French Lick to Jasper. Also, a highly popular Polar Express, now in its third year, is available during the Christmas season.

"We're not doing the 10, 1 and 4 (schedules) anymore," Barnett said. "Now we're running only 1 o'clock," he explained. The cost of fuel and maintaining a crew dictated the change. "We're finding for the most part the passenger count is not dropping," Barnett said, adding that passengers have adjusted their schedules to fit the museum's needs. About 47,000 passengers per year ride the museum's trains.

It isn't just the way of thinking that is changing at the museum. "We've got a big program going now," Barnett said, explaining that a \$3 million rehabilitation effort is planned and will include moving the museum's shop and storage facilities to an area near the Springs Valley schools campus.

As the tourist railroad business grows in French Lick, Barnett intends to remain a part of the process. He's simply scaling back.

"Right now, I'm walking in here every day," Barnett said. "My plans are, after the first of July, not to walk in here every day." But he will continue to play a role. "I think I still have something to offer," Barnett said. "At least I hope I do. ... So I'm hoping to share the benefit of my years of experience with Rick and Teresa on a day-to-day basis."

He added, "Genealogy is my second love and I hope to be able to spend more time working in that area. I've been away from it now for 10 years or more."

Times-Mail Staff Writer Roger moon welcomes comments at 277-7253 or roger@tmnews.com.

Crude...

economic areas such as the Gulf Coast and California that pipelines from Canada barely touch.

We haven't lost our minds here. KBT recog-

nizes that massive quantities of crude oil are required to run the U.S. economy. Any massive shipment of crude oil will generally require pipeline connections. At the same time, it's a tribute to American ingenuity and the flexibility of America's amazing transportation network. Good luck to our friends in the rail industry!

Minutes Summary and Financial Report

Minutes approved of April meeting.

Treasurer's report approved.

OLD BUSINESS: None

NEW BUSINESS: The first Friday Night Live set for 8th June. Rick asked for volunteers. Need several. Proposed trips discussed-to Evansville museum, Mayfield, & Paducah. No dates set but a Friday was suggested. Advertising was discussed for the chapter, but dropped as being too expensive. Archives discussed and storage for videos at the back room of the station.

DIRECTORS REPORT: Wallace wont be at the June meeting. Dr. Ross will set on board of 25 new National Directors. Paper ballots to be mailed by June 1st. Need to be returned by 1st Aug. There will be a new Rail camp in Tacoma WA. Tacoma light rail to be involved.

Next meeting: Monday, 25 June at the Center in Madisonville with Steve Miller providing both program & refreshments.

THOSE PRESENT WERE:

1.Tom Johnson, Dave Millen, Wally Watts, Tom Steiner, Ricky Bivins, Thomas Bryan, Jim Bryan, Steve Miller, Chuck Hinrichs, Rich Hane, Wallace Henderson

GUESTS; Rebecca Downey, Cliff Downey, Chris Gilkey, Carla Jimenez, Clay Smith

Deferred Mantainence

...On the Maumee & Western in Defiance, OH - March 15, 2012. Caught this on railpictures.net.

No, this is not unlevel. No, this is not a derailment. Yes, the right of way needs some work. Here we see a Maumee & Western Railway westbound train stopped briefly to make certain they do not have any cars on the ground.

Luckily it was a "false alarm" in the words of a crewman. The train was amazingly able to continue west to the yard and CSX interchange at Defiance, Ohio.

The locomotive is M&W affiliate road Connersville & New Castle #5, a former Santa Fe GP7 rebuild.

The railroad is a former Wabash line from Toledo, Ohio to Woodburn, Indiana.

Submitted by Chris Dees

FINANCIAL REPORT

Report Date: May 21, 2012 by Wally Watts.

Beginning Balance 845.02

Income:

National Dues Received 43.00

Chapter Dues Received 00.00

Donations 00.00

Other: Royalty Neff Video 53.00

Total: **16.00**

Adjusted Balance 898.02

Expenditures:

National Dues Paid. 36.00

Supplies 00.00

Printing (brochures) 00.00

Other (Banner-American Prt) 109.18

Total: 145.18

Ending Balance: 752.84

Membership Statistics

Beginning Membership 41

National Members Added 1 National

Members Dropped 0

Chapter Members Added 0

Chapter Members Dropped 0

Ending Membership 42



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TIMETABLE #110
FOR THE GOVERNMENT OF RAILFANS ONLY

- **West Kentucky NRHS Chapter at Madisonville**
Friday Night Live - Friday, July 6, Courthouse Square, 6pm. Live stationary steam engines, videos, and portable garden railroad.
- **Illinois Central Historical Society** Annual Meeting - August 2-4, 2012, Greenwood MS.
<http://www.icrrhistorical.org/>
- **SummeRail at CUT** - August 11, 2012

Buy-Sell-Swap

I would like to revive our Buy/Sell/Swap feature in the PennyRail. If you have railroad-related items for sale or are looking for such, please email a description, and pictures of possible, to 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

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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>

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