

PENNYRAIL

January 2013

VOLUME 17 NUMBER 1



Chapter Chatter

**Next Meeting Monday,
January 21 2013, 7:00 pm
Former Louisville & Nashville
Railroad Station, Madisonville, KY**

**Program Host, Ricky Bivins
CSX Employee Speaker
Refreshments by
Ricky Bivins**

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 artifacts
5. To facilitate association and networking
6. To support preservation of memorabilia and artifacts
7. To maintain and grow the organization

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Ricky Bivins

Vice President
Steve Miller

Secretary Treasurer
Wally Watts

National Director
Wallace Henderson

Director at Large
Thomas Bryan

**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.**

“PENNYRAIL” is the
official publication of
the Western Kentucky
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Time to Renew!

**It is time again to renew our
dues to The National Railway
Historical Society. You
should receive a notice by
mail. Please send your up-
dated paperwork and check
to our treasurer Wally Watts
as soon as possible.**

Ricky's Replies

President, Ricky Bivins

A Belated Merry Christmas and Happy New Year my fellow Western Kentucky Chapter, National Railway Historical Society members. It would seem as though 2012 just went "swoosh" right out the door. But if we look back and reflect on Chapter activities, one quickly realizes what was accomplished. Each month brought us together for business, food, programming and most importantly, camaraderie. I personally enjoy the people aspect of our group most.

2012 also had other high lights to remember. Our trip to Hopkinsville KY. in May was an eye opener; the former L&N RR Freight Station tour was just fabulous. And I never tire of the restored L&N RR Passenger Station which is often our meeting place in May. Friday Night Live in down town Madisonville KY. found our members entertaining festival goes on all three nights, one each in June, July and August. The annual Trackside Pick Nick in Crofton KY. was yet again a very enjoyable October day filled with friends, trains and a few odd sights! We closed the year with a most wonderful evening as guests of Bill and Angela Thomas for a stupendous Christmas Diner. There was more throughout the year, I challenge members to reflect and remember for themselves.

So what can we expect of 2013? That is entirely up to the membership. Matt Gentry is working up a Calling Card for us to use at events such as Friday Night Live. Steve Miller is working on our Photo Archive and has a new idea to share. Thomas Bryan has several trip ideas to put in front of us. The list can go on. One thing remains, as a "group" we should function as a group. While Thomas as Activity Director or I as President can present an idea for Chapter consideration, Members must get on board to make things happen. If you have an idea, present it. Case in point: I suggested we not have a Christmas Dinner yet once a few Members spoke up, we had what I would turn out as one of the best Dinners EVER!

So, I close by reminding everyone, I only make suggestions, I "lead" as President based solely on input from the Members. Hence the ongoing name of my monthly submission to the Newsletter: Rick's Reply's. I cannot reply to a quiet Membership!

Rick Bivins



Pictured above are our 2013 Chapter Officers. Left to right: President Ricky Bivins, Vice President Steve Miller, Secretary Treasurer Wally Watts, At Large Director Thomas Bryan, and National Representative Wallace Henderson.

sHOW Bowling Green

Several Chapter members attended the sHOW train show in Bowling Green, KY last week. The event is held annually by the HO Modular Club of Bowling Green, at the Historic Rail Park.



Mystery Location - Where Are We?



Congratulations to Rich Hane for being first to correctly identify the Dawson Springs, KY, Depot in the November "Where Are We" feature. Looks like we ran right through December without the promised drawing of correct guesses for a prize. Maybe at the meeting next Monday!



Where Are We?

Known for its hams, this once-buzzing little town hosted several passenger trains on this crescent shaped line south of the Ohio river. Trackage rights with the L&N helped it reach its northern destination and the southern end included a junction point that served as a hub in all directions.

If you think you know the location (city and state) of our mystery photo, send your answer to me via email: bill@fbcmadisonville.com, or mail to Bill Thomas, 1025 Lakewood Dr., Madisonville, KY 42431. Correct responses will be placed in a pool drawing in December for a small but meaningful prize. Notoriety will also be included.

Sympathy Expressed

We want to express our sympathy to Gary & Justine Ostlund after their son Mitch took his own life on News Years day. Gary and Justine were joined by daughters Lisa and Kris and their families for a memorial in Lawton, OK.

Renew Your NRHS Dues Soon

Photo Section



Left: This bright and cheery GE-built GS44AC Locomotive was shot at Atkinson Yard by Bill Heaton, December 2012.



Center Left: KCS SD70MAC 3961 was part of the lash up at Atkinson also.

Below Right: CSX Q241 rolls southbound by the north end of Wapakoneta (OH) siding with the county court house in the background. Bill Grady took this shot on a December 30 railfan trip between Dayton and Lima, OH.



Rail Flicks

By Tommy Johnson



Title	Donner Combo: "Battle for Donner Pass" and "Across Donner Summit"
Producer	Pentrex
Format	DVD
Playing Time	3 hrs 17 min
Purchased From	RaifanDepot.com
Date Purchased	11/25/2009
Price Paid	\$24.99

I decided to review this particular DVD this month partly because it is available through February 28th at Trainvideodepot.com for \$9.95 plus \$2.98 for shipping via First Class Mail. If you add other videos to bring your total order up to \$20.00 or more there will be no shipping charge. There are other Pentrex titles also on sale, some as low as \$9.95 like this one, so it is a great time to buy some good RR videos.

Just the Battle for Donner Pass video alone is worth much more than the selling price but you also get Across Donner Summit for a total of 3 hrs. and 17 min. of entertainment. As you can see above, I paid \$24.99 for this combo DVD and consider that to be a bargain for all the entertainment provided by those two videos.

Battle for Donner Pass was shot in 1993, which was before the Southern Pacific - Union Pacific merger, so we see locomotives in SP colors and snow removal equipment with SP badging.

In Battle for Donner Pass we are given a very clear picture of what it takes to keep the tracks open and the trains moving over Donner Pass which is at 7000 feet in elevation, where snow accumulation is measured in feet and not inches. Fierce winds can pile the snow to tremendous depths and avalanches can bury the right of way.

We see Jordan spreaders and even rotary snow plows being used to clear the tracks. In most scenes heavy snow is coming down as the work goes on. The winter scenery is spectacular and the action shots put you "right there." We witness a derailment of the rear truck on a Jordan spreader and the front truck of the locomotive pushing it. We then watch as these pieces of equipment are re-railed.

Another battle that we probably would not have thought about is the battle to keep the tunnels free of ice. Ground water drips from the ceilings of these tunnels and seeps in through the tunnel walls. This causes huge stalactites of ice that hang from the ceilings and gigantic pillars of ice on the tunnel walls. Also, ice builds up on the tunnel floors and if not cleared would eventually cover the rails. We witness the employment of ice-clearing techniques that make use of prima cord for the tunnel floors and shotguns for blasting the stalactites on the ceiling.

Across Donner Summit, although lacking the drama of Battle for Donner Pass, is also a very good video and provides two hours of entertaining and informative viewing.

You simply cannot go wrong by making this purchase! You had better act before the supply runs out.

OOPS!

Left: NS Train 34N south of Logansport, IN after hitting a loaded low boy semi trailer stuck on a crossing. Credit for this photo is being withheld to protect the innocent!

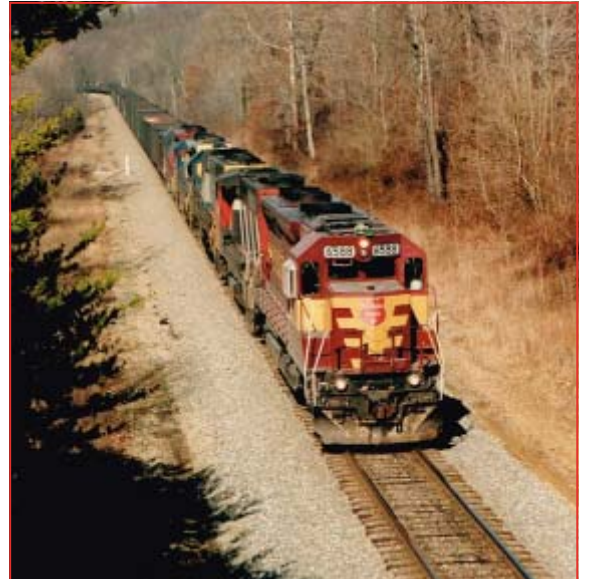


Down Memory Lane

By Wallace Henderson



In the late 1990s, Wisconsin Central and CSX began running taconite pellet trains between the Missabe Range and either Ensley Alabama or Rincon, Georgia. These trains ran as K-160, loaded or empty, and always had a pair of WC SD45s leading, sometimes with one or two CSX units usually but not always trailing. The WC owned 110 SD45s, 1 SDP45 and 7 F45s of Burlington Northern and Santa Fe heritage. Needless to say, these trains were much sought after by photographers for their always clean, colorful, and photogenic locomotives. After about four years, the contract was lost to BNSF while the WC was purchased by CN and the SD45s soon retired. But intercepting these elusive trains was a great while it lasted!



Minutes Summary of November Meeting 2012

- Minutes-Approved of the Oct. meeting, Treasurer Report-Approved.
- OLD BUSINESS: The mayfield-Paducah trip is in limbo at present. Late spring or early summer seems best bet. Calling cards still in design stage. Matt still working on it. Xmas dinner still on at Bill's for the 21st Dec. at 6PM. Members to bring side dishes. and or drinks.
- NEW BUSINESS: Wallace reports the Princeton Museum is on shaky ground. May be defunct in few months. We might consider something to help them later.
- NAT'L REP REPORT: Wallace had no report at present.
- CHAPTER ELECTIONS: All officers re-elected as follows: President-R. Bivins, VP -Steve Miller, Secy Tres-Wally Watts, Nat'l Rep-Wallace Henderson, Director at large-Thomas Bryan.
- Show & Tell: Joe Thomas had an unusual old resin loco to show. Bill had a wallet full of old I.C. passes.
- NOTE: Next meeting will be Monday January 21, 2013.
- The new meeting schedule will be on the 3rd Monday at 7PM. Program and refreshments this month will be by president Bivins.

Those present were:

- | | |
|----------------------|--------------------|
| 1. Wally Watts | 8. Keith Kittinger |
| 2. Matt Gentry | 9. Steve Miller |
| 3. Rich Hane | 10. Bill Heaton |
| 4. Rick Bivins | 11. Tom Johnson |
| 5. Wallace Henderson | 12. Tony Clark |
| 6. Chuck Hinrichs | 13. D. Millen |
| 7. Thomas Bryan | 14. Bill Thomas |



NRHS 2013 are due
If you do not receive a bill
from national, please
contact me, bill thomas,
electronic Chapter contact
for nrhs.

bill@fbcmadisonville.com or
billtrainthomas@gmail.com or 270-339-9482
or 270-825-4623 or Facebook

November 2012 Financial Report

WESTERN KENTUCKY CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
FINANCIAL STATEMENT
26 Nov. 2012

BEGINNING BALANCE:		\$ 658.26
INCOME:		
National Dues Received	\$ 677.00	
Chapter Dues Received	14.00	
Donations	110.00	
Other: RAFFLE	6.00	
TOTAL		807.00
EXPENDITURES:		
National Dues Paid	\$ _____	
Postage	_____	
Printing	_____	
Flowers	_____	
Supplies	_____	
Other: _____	_____	
TOTAL		000.00
ENDING BALANCE		\$ 1465.26

MEMBERSHIP STATISTICS:

Beginning Membership	_____	42
National Members Added	_____	
National Members Deleted	_____	
Chapter Only Members Added	_____	
Chapter Only Members Deleted	_____	
Ending Membership	_____	42

Wallace Henderson
Chapter Treasurer

Wallace Henderson got this shot of K160, Wisconsin Central taconite train, in the snow. Couldn't pass it up.



Gale Woodrome on the California Zephyr

Some time ago, after my wife (of 45 years) died, I decided that I would like to ride the "California Zephyr" West from Denver, through the "Moffat Tunnel", on West to somewhere, then lay over and ride it back the next day, and do it in the fall, when the Aspens were in their fall colors.



Well, late this summer, I decided, "This is the year"! So, I started making plans to do so. Well, when my brother-in-law, who lives in Springfield, Mo, heard of my plans, he ask if it would be OK if he went with me. Of course, I told him that I would love to have him along. So, on Oct. 8th, he drove to my place in Ottawa, Ks, and we left about 3PM, for Hastings, Neb. I had driven through Hastings several years ago, (On a trip to chase UP trains through Neb. on their triple mainline, you are usually passing a train, or, looking ahead, or behind, can see a headlight of one coming, of course, you can see each way for several miles, but that is another story), and checked out the depot, that they have a parking area where you can leave your car in while you are on your trip. I was just planning ahead a little. I did not find that feature in Lincoln, Neb, which would have been a little shorter drive for me.

Well, the CZ was due into Hastings at 1:47 AM, but, of course, was about 1 hour late. So we went through Denver, up through, isn't it called the ten curves on the East slopes of the Rockies, to gain elevation, through the 6.2 mile Moffat Tunnel, and down the West slope, to Glenwood Springs, Colo. I had reserved a motel there, that was 3-4 blocks (walking distance) from the depot. We stayed there overnight, then caught the East bound CZ, (which was on time, at that point), back East.

We lost some time over the mountains, meeting and passing trains, it is a very busy single track, especially since UP closed the line through Tennessee pass, Salida, the Royal Gorge, and on to Pueblo. A lot of coal trains. Then at Denver, they were removing one of the 3 diesel units, and while re-hooking-up, couldn't complete the air brake test, so we lost another hour while they worked on the problem! So, we got back to Hastings, about 2 hours late, early on the morning of Thursday, Oct. 11th.

A few comments about the trip, and the pictures, if I can remember which pictures I included. The conductor was on the train intercom quiet a bit over the mountains, with interesting pieces of information, and things to look for. On the East slope, we went through 27 tunnels in 31 miles, before we reached the 6.2 mile Moffat Tunnel, which took about 10 minutes to go through. He requested that no one move from one car to another, ie, don't open a door, to keep Diesel exhaust out of the cars.

We went through a total of 42 (I think it was) tunnels. I got a picture, (1, I think it was, I was also filming with a digital movie camera) of the canyon just East of Glenwood Springs, called Glenwood Springs Canyon. The RR runs on one side or the Colorado River, and when they put I-70 on the other side, they had to double stack the East bound, and the West bound lanes, into the mountain, and in that area, (I don't remember that the conductor said how many miles it was), it cost



27 million dollars a mile, to build! One of the most, if not the most expensive roads ever built in the US of A. Also, the picture of the 1

loaded coal train, on the left, and the empty one on the right at the GS's depot, the loaded one pulled out, away from us, (you are looking to the East,) and had pulled into another siding, a little ways further East. We passed it just a ways out of GS's.

An interesting sidelight, somewhere still on the Western slope, we pulled into a siding to meet the Westbound CZ, and the conductor said over the intercom that we had pulled into a siding behind a coal train to meet the Westbound CZ, and that after it passed, we would back up, back on to the main line and continue East. Well, we pulled into the siding, in a little while the Westbound CZ came by, and in a couple of minutes, we started backing back onto the mainline. This old guy sitting across from me (in the observation car) looked up, and around, and looked at me, and said, "Are we backing up"? I guess he had not heard the announcement. So I explained to him what was going on. That, in part, could explain why we were some late getting into Denver, when we were on time at GS's.

The picture of the train coming in was at Glenwood Springs. They do not allow smoking in any of the cars, but they do stop every 3 or so hours for 5-10 minutes, so smokers can get off for a smoke break.. (I do not smoke.) I thought that was thoughtful of them, to accommodate those who do, since they can't smoke in the cars. On the big picture I took of the train, I walked up to the front and took it on our smoke break at the Fraser-Woodland Park stop, just at the West entrance to the Moffat tunnel.

Some observations; the Railroads did a good job of scheduling the train so the most scenic parts are in the daylight hours, and the less scenic (like Nebraska and Eastern Colo.) are run at night. They smoked along at a pretty good clip at night on the flats, but didn't go too fast through the mountains, so we could see a lot of the scenery. Of course, that could be a safety factor, also, as a runaway passenger train in the mountains wouldn't be the best thing to explain. I didn't know what to expect concerning taking pictures, as I had heard some horror stories of RR and other police confiscating cameras, etc, but my brother-in-law and I both were taking moving and still pictures, as were several others, and were never bothered by anyone. The train

crew was friendly, and proficient. The other passengers, for the most part, were friendly. My brother-in-law, who has done a lot of camping, said that they reminded him of a bunch of camper people. Sure different than my experiences flying. My one complaint, when I first started contacting Amtrak about the trip, the round trip fair was around \$135, but when I went to purchase the tickets, I paid \$208.50 per ticket! I doubt if I will ever take the trip again, (You know, been there, did that) but I would recommend it to others that might be thanking about it. The California Zephyr leaves out of Chicago, that is just "Up the track" a ways from you.

Boy, didn't know I would be writing a volume when I started, but it just kept coming, so I just kept writing.

Now, to the second set of pictures, and I'll try to not be as long on them, the following Monday, a friend called me about 7:15 AM, and told me that he had seen on a Kansas City TV channel, that a "Steam engine" would be pulling into Paola, Kansas, about 8:30 AM. Well, Paola is about



(Continued on page 9)

TIMETABLE #110
FOR THE GOVERNMENT OF RAILFANS ONLY

- **West Kentucky NRHS Chapter Meeting** - Monday, January 21, 7pm, The Center (former L&N depot), Madisonville, KY
- **Gateway Garden Railroad Club Winter Meet**
The Marniner's Village, Carlyle, IL
Tom Wood 636.398.5130 , tomw@everwear.com

If you know of regional events we can put on the Timetable, please forward those to me, bill@fbcmadisonville.com.

California Zephyr Continued

30 miles East of where I live, so I grabbed my camera, and headed East. Back in "The good old days", Frisco, Missouri Pacific, and MK&T all ran through Paola. Of course, now, just BNSF and UP run through.

Well, I got there about 8:15, and I guess a lot of people had seen the report, or, had friends, who had called them. There must have been a good 200 people there. Of course, the train was, like, 45 minutes late, but I doubt if anyone left. It finally rolled in, and stopped, and some crew members got off, and oiled around some, and did some other maintenance work. As you can see, in the pictures, it was No.844, and it had a Diesel helper. It pulled down to a crossover track, and had to wait a few minutes for another train that had gone through, to clear, so they could get a green signal. It headed on South, down the old MK&T tracks, possibly through Okla, an on to Texas, possibly to Dallas/Fort Worth area.

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

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Railway Museum

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