

# PENNYRAIL

March 2013

VOLUME 17 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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## Chapter Chatter

**Next Meeting Monday,  
March 18, 2013, 7:00 pm  
Former Louisville & Nashville  
Railroad Station, Madisonville, KY**

**Program Host, Tom Johnson  
Video Presentation of**

***Rotaries,***

***Avalanche on the Mountain***

**See Tom's Video Review on Page 5**

## 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
5. artifacts
6. To facilitate association and networking
7. To maintain and grow the organization

### *In this issue...*

- ♦ Words from our president
- ♦ Mystery location revealed
- ♦ Photos from the membership
- ♦ Regional Rail News

Western Kentucky  
Chapter, NRHS, Inc.

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

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Ricky Bivins

Vice President  
Steve Miller

Secretary Treasurer  
Wally Watts

National Director  
Wallace Henderson

Director at Large  
Thomas Bryan

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## ***Renewal Info***

2013 Renewals are in to NRHS  
From this point you will be considered a new member if we receive your 2013 dues.

## Ricky's Replies

President, Ricky Bivins

Spring is in the air, (rain), flowers are blossoming (pollen), March Madness (round ball) and rail excitement abounds.....WHAT? Well three out of four isn't bad! Welcome to the March edition of our news-letter. Hopefully the time change didn't cause issues for our members. I like the time change myself; it gives me time to accomplish something in the evenings! As for Chapter functions, it is time to get excited, Matt has sent a "re-do" of our calling card project based on member input from the February meeting. The digital scan looks really good. Hats off to Matt Gentry for his work and time spent on this project.

After prodding the members to send in their dues and waiting as long as possible, Wally Watts Jr. and Bill Thomas have completed and sent the membership spread sheet to Fernley & Fernley. Fernley & Fernley being the agency NRHS National uses to handle membership tasks. Wally will have a full report this month as to membership numbers etc. If you have not renewed and plan to do so, send it in by meeting night. Bill and Wally will have to put forth additional efforts to keep late members on the roster but it can be done. However, March 31st is the deadline. Meaning, any dues received by National after March 31st will be considered a NEW MEMBER. If someone waits too long they will lose their seniority! Thanks Again to Wally and Bill, the hard work is much appreciated.

## Modeler's Corner

Bill Heaton submitted these shots of 2 C&O passenger cars he has detailed for a client.



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The membership needs to focus on the upcoming events involving our Chapter. Friday Night Live, downtown Madisonville KY. will be held the months of June, July and August. It would be nice to have even more involvement from the membership this year than was had last year. I hope Wally will have his steam engines again, Bill will hopefully have his Mobil Garden Railroad available, perhaps a video "viewing booth" could be made available....and any other idea's the membership has are welcome. This is a great opportunity to share our enjoyment with others, spread the word of our Chapter and just have a good time seeing reactions of the kids, young and old as the stroll past our booth. So get to thinking members, what can we add this year? What can YOU add this year?

The booth in Parkway Plaza Mall is still available; it is free and would be a semi-permanent way to make our efforts known. As I said last month, I could fill it up but I would like for other members to participate as well. I would like to set this meeting as a deadline to decide what and who will assist in this project. Again, start thinking about what can be added to this project. If you have something to add, bring it to the meeting Monday March 18th. We will move forward from there.

OK Members the meeting will be held Monday March 18th at 7:00PM at the former Louisville & Nashville Railroad Passenger Station, 38 West Arch Street, Madisonville KY. Bring a show-n-tell and a friend.



## Mystery Location - Where Are We?

Well, a couple of folks got close to our mystery location in the February 2013 Pennyrail. The “exact” location, is Emerson, Georgia, on the former Western & Atlantic mainline, just South of Cartersville, Georgia. What you don’t see in this photo is the long steel and concrete bridge which now carries the main and siding over interstate 75. If those B units are NC& StL, I’d guess this shot taken before or right after the NC&StL/L&N merger of 1957. The NC&StL reached Atlanta via the state-owned W&A. This segment is also where the Great Locomotive chase (The General and The Texas) occurred during the Civil War. The chase began just a few miles south of this point, in Kennesaw (Big Shanty), Georgia. As for the kudzu, most of us from the deep south have learned to live with the invasive vine. It does produce lovely purple blooms, but it can take over a few acres in a short period of time.



RailPictures.Net - Image Copyright © Collection of Ron Flanary

Unfortunately, there was no submission for March 2013.

## Down Memory Lane

By Wallace Henderson

For charity trips out of Clarksville on January 29, 2000, R.J.Corman brought their "My Old Kentucky Dinner Train" from Bardstown and we got a chapter group together to go over there and ride it. The recent snow was still on the ground and it was a frigid evening. But we had a delicious dinner and a good time, altho the train didn't actually go very far (it sat on the Cumberland River bridge while we ate). It was pulled by Corman's ex-Southern Railway FP-7s and a GP-16 was on the rear to pull us back.



Chapter group before boarding.



Don Clayton,  
Wallace Henderson,  
Shirley & Chuck  
Hinrichs



On Board: Mike Keipp, Wally Watts,  
Chapter President Bob & Jackie  
McCracken

Arriving in  
Clarksville

More  
pictures on  
page 5



# Photo Section



**Left:** How appropriate are the colors in this shot of Sperry Rail Services's vehicle? Location is Morton's Gap, KY. Photo by Ricky Bivins

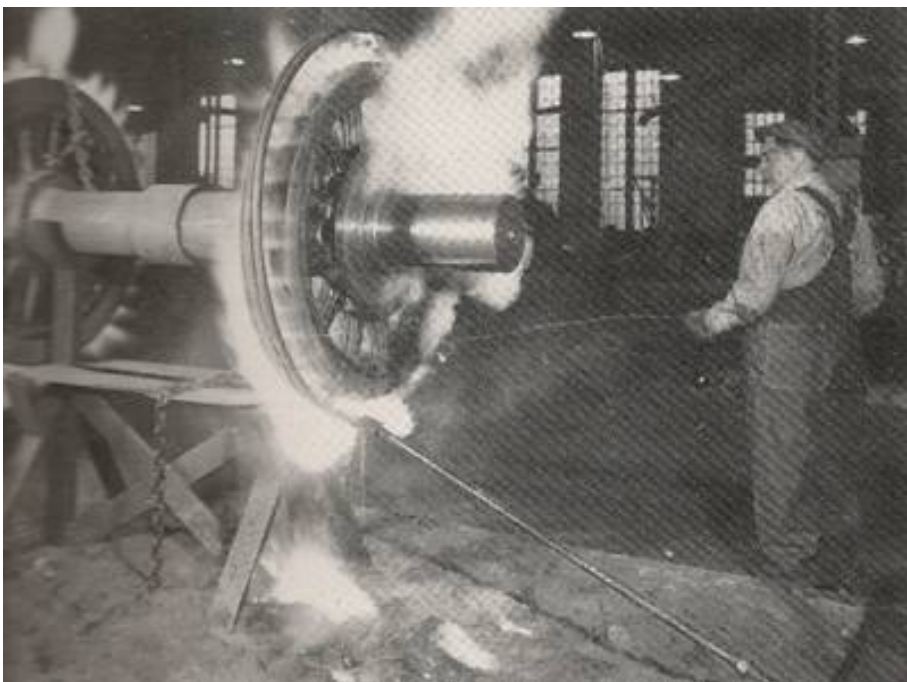
**Below Left:** Back a year or so we saw how the wheels could develop flat spots from sliding along the rail. Those flats pots cause that Whoomp, whoomp, when a train goes by. On a freight car it is relatively simple lifting the car off the wheelset, remove the guilty wheels and axle, replace it or turn it on a lathe. Since the wheels on the axle rotate as a unit both will be flat.

But, woe be the engineer that lets flat spots develop on his locomotive. Now you are talking serious issues. The master mechanic and road foreman will have his hide. The loco goes to the back shop, where all the drive wheel/axles must be removed. If one drive wheel has a flat spot, all will because they are connected and work together.

A gas fired ring heats up the tire. You can see the axle is secure in a cradle, and the heat will expand the tire enough for a machinist to sledge hammer it loose. A safety chain will be looped through the spokes. The process is reversed for applying the new tire.

The importance in not allowing the loco to slide along the rails, ever, is best explained by the fact that a train has two sets of brakes. One system is for the locomotive only, the other for the train. A smart engineer will use only the train brakes while operating out on the mainline, and bringing the train to a stop. Once stopped, he can apply the engines to secure the train.

Books have been written on train brakes. The above is only "RR Brakes 101." - Gary Ostlund, submitted by Jim Futrell.



# *Rail Flicks*

By Tommy Johnson



Title	Rotaries, Avalanche on the Mountain
Producer	BA Productions
Format	Wide Screen DVD
Playing Time	1 hr 3 min
Purchased From	TrainVideoDepot.com
Date Purchased	11/2/2011
Price Paid	\$27.89

This month's review is going to be a re-run of my August review. I'm doing this to promote the entertainment that I have planned for our March 2013 meeting. I plan to show this DVD at that time and I am very excited about sharing it with all of you. You will not want to miss this! Here's the review I submitted in August 2012 for this video...

Fellow Railfans, this one is a must for your collection of RR videos! If the contents of this DVD do not excite you, then you had better check for a pulse.

The location is Donner Pass, where the Union Pacific RR crosses the summit of the Sierra Nevada Mountains, and the time is late March of 2011. There has been record snowfall and more snow is coming down. The battle to keep the rails cleared of snow so that trains can get through is being lost.

At Donner Pass the order of battle is to first deploy the flangers, which are rail cars with belly blades to plow the snow. The flangers cannot push the snow very far and become ineffective when the snow gets very deep.

When the flangers cannot get the job done, the Jordan spreaders are then deployed. These machines have enclosed cabs and sport huge front-mounted blades that can be adjusted to throw the snow to either side. They also have retractable wings that work in conjunction with the blades to push the snow even further from the

tracks. The spreaders are pushed along by trailing locomotives. For the vast majority of winters, the Jordan spreaders are able to keep the rails cleared.

Last to be deployed in the order of battle are the rotary snow plows. Very rarely a winter will come along in which the snow depth exceeds the capability of the spreaders, and then it is time to call out the rotary snow plows. In this video we see the rotaries put into service for the first time since 1998, the first time in thirteen years! What a rare treat!

The rotaries are nothing short of amazing in their ability to remove snow and watching them in operation as they throw snow high into the air is a joy to behold. We see them in this video clearing snow that appears to be all the way up to the cab.

We are taken inside the cab to ride along with the crew and we are also shown spectacular scenes from outside the rotary as it eats its way through the deep snow. There are some great night scenes.

You simply cannot go wrong by adding this one to your collection. This is probably going to be the video that I share with you guys the next time I am scheduled for entertainment but don't wait for that; get one ordered for yourself. I promise you, you will watch it over and over again.



Train at the Clarksville station awaiting a 5 PM departure.



# Re-Run

## Excursion Opportunities

### Excursions on NS!



As part of the Norfolk Southern 21st Century Steam Program, the Tennessee Valley Railroad Museum (TVRM) will be offering a limited number of public excursions. General admission seating will be provided in climate-controlled coaches with comfortable seats and large windows. Don't miss this opportunity to ride a vintage train in many areas long removed from passenger service. Power is scheduled to be ex-Southern Railway 2-8-0 #630 built in 1904 and recently restored to service by TVRM in Chattanooga.

The Tennessee Valley Railroad Museum (TVRM) is pleased to offer public train excursions during the spring as part of Norfolk Southern's 21st Century Steam program. Announced trips include:

March 2 ~ Chattanooga TN to Attalla AL

March 9 ~ Bristol VA to Radford VA

March 10 ~ Bristol VA to Bulls Gap TN

March 16 ~ Roanoke VA to Walton VA  
& Lynchburg VA

March 23 ~ Norfolk VA to Petersburg VA

April 13 ~ Spencer NC to Barber Junction NC

April 20 & 21 ~ Asheville NC to Old Fort NC

For more info go to <http://tvrail.com/pages/21st-Century-Steam> .

### Fort Wayne Ry Historical Society Excursions

The Fort Wayne Railroad Historical Society (FWRHS), in partnership with Norfolk Southern Corporation, will host 21st Century Steam excursion trips in Ohio and Pennsylvania in the Spring of 2013. Ticket reservations may be made by calling (260) 267-5765 or writing [tickets@fwrhs.org](mailto:tickets@fwrhs.org). Information on online ticket ordering, departure locations and passenger car consists will be available soon. First class and coach amenities will be offered on all trips.

This year steam locomotive no. 765 will return to Horseshoe Curve, offering the first public passenger trips behind a steam locomotive since the 1970s, and operate public trips on the former Nickel Plate Road between Rocky River and Bellevue, Ohio. An expanded operating schedule and additional information regarding no. 765 will be released later in 2013.

Get news and information as it's released by signing for our online newsletter here:

<http://fwrhs.us2.list-manage.com/subscribe?u=04f43446890be4432b556a67b&id=3e47e28f0f>

May 12 - Rocky River, Ohio, to Bellevue, Ohio.

May 25, 26 and 27 - Lewistown, Pennsylvania to Horseshoe Curve, Pennsylvania

**IF YOU HAVE PHOTOS OR ARTICLES FOR THE  
NEWSLETTER, PLEASE FORWARD THEM TO ME  
FOR NEXT MONTH'S ISSUE.**

**DEADLINE FOR APRIL IS THURSDAY APRIL 11.**

## Minutes Summary of February Meeting 2013

- Minutes of meeting of 18 Feb. 2013
- Minutes of Jan meeting approved
- Treasurer's report approved
- OLD BUSINESS: Matt reported on chapter business cards. Has 2 formats for card use. Printing to be done by outside printer. Colors discussed. Starting up a chapter E-mail account was brought up. Paducah-Mayfield trip still works.
- NEW BUSINESS: Buying new A/V equipment was brought up.
- WALLACE'S REPORT: Reported on upcoming spring board meeting. Advisory council meeting also. Meeting to be in Cincinnati on April 8th.
- No raffle held.
- NEXT MEETING: Monday 18th March at the Center with program and refreshments by Tom Johnson. The Secretary wishes to thank Thomas Bryan for taking minutes during

Those in attendance:

- |                    |                       |
|--------------------|-----------------------|
| 1. Rick Bivins     | 12. Wallace Henderson |
| 2. Bill Thomas     |                       |
| 3. Keith Kittinger | Guests                |
| 4. Steve Miller    | 1. No Guests          |
| 5. Donny Knight    |                       |
| 6. Tom Johnson     |                       |
| 7. Birk Fischer    |                       |
| 8. Matt Gentry     |                       |
| 9. Rich Hane       |                       |
| 10. Thomas Bryan   |                       |
| 11. Jim Bryan      |                       |



## February 2013 Financial Report

WESTERN KENTUCKY CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.  
FINANCIAL STATEMENT  
*18 Feb. 2013*

BEGINNING BALANCE:		<u>1822.26</u>
<b>INCOME:</b>		
National Dues Received	\$ <u>92.00</u>	
Chapter Dues Received	_____	
Donations	_____	
Other: <u>RAFFLE 1-21</u>	<u>19.00</u>	
<b>TOTAL</b>		<u>111.00</u>
	ADJ. BAL.	<u>1933.26</u>
<b>EXPENDITURES:</b>		
National Dues Paid	\$ _____	
Postage	_____	
Printing	_____	
Flowers	_____	
Supplies	_____	
Other: _____	_____	
<b>TOTAL</b>		<u>0.00</u>
<b>ENDING BALANCE</b>		<u>\$1933.26</u>

### MEMBERSHIP STATISTICS:

Beginning Membership	_____	<u>42</u>
National Members Added	_____	
National Members Deleted	_____	
Chapter Only Members Added	_____	
Chapter Only Members Deleted	_____	
Ending Membership	_____	<u>42</u>

*Crady Scott*  
Chapter Treasurer



Chapter members enjoy some fellowship and discussion time before the February meeting.

# Regional Rail News

**Norfolk & Western Class J 611 Restoration and Return to Excursion Service - The "Fire Up 611!"** Study will research what it will take to restore, maintain and operate the iconic locomotive. A Fire Up 611! committee has been formed to examine the costs and feasibility of restoring the locomotive so she can once again thunder across the landscape. The Fire Up 611! committee will announce its findings within 90 days. February 22, 2013 – ROANOKE, VIRGINIA – The Virginia Museum of Transportation announced today that it is studying the feasibility of returning the iconic Norfolk & Western Class J 611 Steam locomotive to operating condition.

**New Frequency for Fredonia RR - Respondek Railroad**, operator of the Fredonia Valley Railroad, has recently been issued a FCC license for several locations for their U.S. operations. 160.8750 Mhz is now licensed for several mobile radios. Railfans will want to program this one in their scanner when trying to chase and photograph the trains of both this operation, and their operation in southern Indiana around Yankeetown. Submitted by Chris Dees.



## Chapter Assists with Railroad Radio Feature Story

Several chapter members were involved in the process of making the recent public radio feature "Kentucky High Iron" which aired Sunday morning, March 2, 2013, on WKMS public radio on the campus of Murray State University. The NPR station is giving CD copies of the story to new subscribers. Although the spring campaign ends Saturday, March 16, you might still get a copy by contributing to WKMS, 1-800-599-4737, or go online to [www.wkms.org](http://www.wkms.org).



**TIMETABLE #110**  
FOR THE GOVERNMENT OF RAILFANS ONLY

- **West Kentucky NRHS Chapter Meeting** - Monday, March 18, 7pm, The Center (former L&N depot), Madisonville, KY
- **Indiana Railway Museum** - French Lick, IN - First Ride of 2013 - Tuesday, March 19.
- **Kentucky Railway Museum** - New Haven, KY - Excursion season opens March 20.

If you know of regional events we can put on the Timetable, please forward those to me, [bill@fbcmadisonville.com](mailto:bill@fbcmadisonville.com).



You could have had a picture published here!  
Send them to me!  
[bill@fbcmadisonville.com](mailto: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](mailto: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

**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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