

PENNYRAIL

January 2014

Volume 18 Number 1



Next Meeting

Monday Jan. 20, 2014 @ 7:00pm
Former L&N Depot, Madisonville KY

Program & Refreshments by
President Tom Johnson

Don't forget to bring something
for Show & Tell!

NRHS 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 maintain and grow the organization

In this issue...

- Tom Johnson's "The Prez Sez"
- A Letter from the Editor
- Ricky's Replies
- Tom Johnson's DVD Review
- The Project Corner

Western Kentucky
Chapter, NRHS, Inc.

111 Reed Place
Madisonville, KY 42431

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Tom Johnson

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"PENNYRAIL" is the
official publication of
the Western Kentucky
Chapter NRHS.
Send news notes,
historical notes and
other rail information to:

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Time to Renew!

Please renew your NRHS membership as soon as possible. If you have not received your bill, please contact Wally Watts at 270-821-5136 or email at wallacewattsjr@att.net

Please send your digital photos and stories to info@westkentuckynrhs.org OR mail to:
**Matt Gentry; 5777 Spring Corner Rd.
Newburgh, IN 47630**

The Prez Sez

President Tom Johnson

Dear fellow rail fans and Chapter members:

I hope I do a good job as your new president. I accepted the nomination with great reluctance and since there was no one else who would accept the nomination, I won the job by acclamation. Regardless of all that, I do want to serve you well and I will do my best. I'm looking forward to a great year for our club in 2014.

Thank you, Ricky, for serving as our president these last three years. You did a fine job and you will be a tough act to follow.

Let's try to come up with some fresh ideas for the meetings, for the newsletter, and for other club activities. One thing that I hope we can accomplish this year is to increase the general knowledge among the membership in areas of railroading, past and present. I believe we have members who could share their knowledge with the rest of us and help us accomplish that goal. Maybe we could devote ten or fifteen minutes of each meeting and/or some space in the Pennyrail for volunteers to report on various railroading subjects. Maybe there could be a "question of the month" in the Pennyrail that would be answered in the next edition. I'm just tossing out these ideas for your consideration. Please help me figure out the best way to go about this.

Another concern I have that I hope can be put to rest in 2014 is our Audio-Visual situation at the

depot. We depend so heavily on properly functioning projection equipment for our meetings that we need to look into replacing the antiquated equipment we currently use or at least have a back-up system that we can go to. We had two meetings spoiled in 2013 because the AV equipment was not compatible with the laptops that were to be used for the presentations.

Finally, there is the matter of increasing our membership. If we do not bring in some younger new members, we are doomed to become extinct. Let's face it, there are just not that many young people in this day and age who are interested in trains; so how do we find those few who are interested and get them to the meetings? Of course, everyone is welcome, so we should always be on the lookout for older prospective members as well.

One last thing: let's be SURE to make our visitors feel welcome. If we ignore them, we will not see them again. I want to make it a formal part of our meetings to introduce visitors when we have some in attendance.

May the Lord smile on us and grant us His blessings as we enter this new year together as the West Kentucky Chapter of the National Railway Historical Society.

Your Prez,
Tom Johnson

WOW! THANK YOU, NORFOLK SOUTHERN!



We have raised \$2.1 million toward our \$3.5 million goal to restore the Norfolk & Western Class J 611 Steam Passenger Locomotive. We have received donations from 16 countries and every state in the nation underscoring the popularity of our iconic 4-8-4 around the world.

On November 22, Norfolk Southern donated \$1.5 million to the campaign, bringing us much closer toward our goal. Norfolk Southern has not only given us a generous monetary contribution, they are helping us make the operation of the Class J 611 possible. Thank you, Norfolk Southern, for helping to bring the dream closer to reality for the many fans of 611.

When will the engine move to the North Carolina Transportation Museum for restoration?

We are working hard to secure the \$3.5 million needed for our 611 restoration and maintenance facility. The Fire Up 611! Committee is busy behind the scenes visiting potential donors. The timeline to complete this campaign is based on getting to \$3.5 million. The 611 will move to the North Carolina Transportation Museum in Spencer, North Carolina for restoration as soon as we reach the \$3.5 million goal.

The Committee is not waiting for the move to start their preliminary work. They are reviewing engineering drawings from the archives of the Norfolk & Western Historical Society and the VMT. We want to be ready to go as soon as we reach our \$3.5 million goal.

From the Editor

The first time I really remember taking a good look at The Pennyrail was during my sophomore year in college, 2007-2008. I can remember working on a design project for one of my classes one evening and *ding*, the sound of a new email! I proceeded to open the attached PDF containing the newsletter and thinking to myself "You know, someday I would like to volunteer my efforts as editor of The Pennyrail..." I finished reading through the newsletter and went back to my school project without giving the editor position another thought.

The next month, I found myself in a similar situation, sitting at my desk working on another school project and *ding*, there it was again. This time as I was looking through, I asked myself "Why don't I ask about being the editor of The Pennyrail?" Then I let reality grab hold; I was going to school full time, when I wasn't at school I was working as a Graphic Designer at a local sign and banner shop, I wasn't allowed any time to attend the chapter meetings due to work, school and other life activities. I just didn't feel it was a viable option to take on responsibility of something that I felt needed more time that I wasn't anywhere near capable of dedicating to the publication!

I graduated college in May of 2010 (boy, I'm glad I have completed that!), and fast forward to the fall of 2012. I was not working in design, let alone at the sign and banner shop, but I had a job that allowed me to attend the chapter meetings. After being able to attend a few meetings at the end of 2012, I made it my goal to attend all meetings during 2013. And yes, I made it Birk Fischer's goal as well, whether he knew it or not (haha!).

On to May of 2013; unfortunately my job was not as stable as I had thought it to be and I ended up leaving it before it got way out of hand. So I found myself trying to expand my mowing business by finding more repeat customers and I started offering landscaping services. This ended up working well, in my eyes. I could get started working when I wanted and I could make my own schedule. But most of all, I could do more of what I really enjoy doing and that was spend more time with chapter members and chasing trains!

Now we find ourselves with 2013 winding down. Unfortunately, Bill Thomas' job situation would not allow him the time for being editor of The Pennyrail, and Ricky Bivins was going to make an attempt at it. It wasn't too long after that Ricky and I were conversing through text message that he asked what my thoughts of becoming the editor were. I shared with him that I had thought about it in years past and just did not have the time. But now I didn't

have anything really stopping me. So, it was at the November meeting that I accepted the position of the new editor of The Pennyrail.

Hopefully, I can continue to do the publication justice as my predecessors have done. I look forward to being able to share your submissions with the rest of the chapter. Remember, this is your newsletter. Without your submitted content, I don't have much more to share. So go through those old photos! If you have hard copies with coinciding information, I can scan the photos (no slides yet) for publication and return them to you.

Happy New Year West Kentucky NRHS!

Photos!

pg's 3, 4, & 6



In early 1967, the C&O's No. 3, the westbound "FFV" (the name playing on the initials for "First Families of Virginia", but meaning "Fast Flying Virginian") is seen coming and going at Huntington, WV, a couple of hours from its mid-afternoon arrival at Cincinnati.

The FFV was one of three named C&O main line trains (the other two being the "George Washington" and the "Sportsman"). The FFV specialized in handling Pullman traffic from the east (in addition to Washington, a number of through cars from New York via the PRR) to the famous Greenbrier Hotel at White Sulphur Springs, WV. The late evening departure from Washington was tailored for an early AM arrival at the Greenbrier, where several sleepers were dropped. To the west, No. 3 served as a daytime train for coach traffic across WV into OH, as well as a means of moving significant amounts of head-end traffic, as evident from the baggage cars and RPO. The last two cars in the consist are from the C&O fleet of 10-6 sleepers, all named for cities and towns along the main line

photos by Bob McCord, submitted by Fred Ripley



Ricky's Final Replies ...as president

Out with the Old and in with the New. Happy New Year everyone, may 2014 be a blessed year each and every one of us. Having decided to not seek re-election as President for the 2014 year brings about change, which will be a good thing. I have no doubt as to Tom being a productive and fun President. Change has come about for me as well; my Mother's passing in October of last year creates both a void and a need. I have always been close to my parents and now I will be keeping a closer eye on my Dad. My plans now are to take advantage of my work shop/train building that is coming along nicely. I will be having "The Guys" over a few times a month to enjoy model trains, real trains and train talk. I hope to create a pleasant environment for anyone wanting to join in. At this point I am finishing up the building and I already have some bench work in place (for the three rail trains). The grand-daughters enjoy riding their cars on the concrete floor so who knows what adventures one may seek there in!

As for Chapter activities, I plan to approach the Chapter with a few ideas and perhaps spearhead them as well. As President I felt the need to put wheels into motion to make things happen which was not always the case. As President I did not feel it was my duty to

"do them". I will take a more active role in getting things done on the Chapters behalf.

I recovered my artifacts from the Nortonville Museum. I had heard "through the proverbial grapevine" the new Mayor of Nortonville wants to do away with the museum, library and even the building which is the old grade school. I was afraid for my "stuff" being caught up in what "could" come about. I did however leave the a few things such as duplicate paper items and the old heavy glass and wood cabinet that I restored and donated years ago. While talking with "Miss Martha", which is always a hoot, she asked about Dennis! She was saddened and shocked to hear of his passing. Hopefully the Nortonville Museum has a long term future.

As we make our way through 2014 I will present my "ideas" for the Chapters consideration. I think some are good and some are better! It will be up to the Members to decide whether or not to adopt them. Meanwhile I hope everyone joins me in welcoming one of our newest members and this year's President, Tom (Da Man) Johnson.

Rick Bivins



Top left: Southbound at Mortons Gap KY 12/13/13

Left: Eastbound NS MOW ballast train. Princeton, IN 8/6/13

Below: Northbound manifest, Princeton IN 12/28/13

Photos by Matt Gentry



Above: Northbound coal drag at Mortons Gap KY 12/13/13



Right: Southbound coming out of the bypass. Mortons Gap KY 12/22/13



WKNRHS Christmas Dinner

The somewhat annual Western Kentucky Chapter, National Railway Historical Society Christmas Dinner was held December 13 (Friday the Thirteenth!) at 6:00 PM as planned. My lovely and understanding wife Kathy and I were both very apprehensive at first but as the evening went on we realize how nice and enjoyable it was to show off our home. The food being pot luck style was as expected, exceptional. The conversations and periods of entertainment (trains via CSX) was a lot of fun. I am very happy as to the results and efforts made by so many. While everyone said in one form or another, "Thank You", I am the one that must say Thank YOU, for a delightful evening.

Those in attendance were: (I think this is a complete list).

Donnie & Betty Knight	Birk Fischer
Bill & Mrs. Ferrell and Blair	Matt Gentry
Steve & Marilyn Miller	Tom Johnson
Rich & Karen Hane	Bill Thomas
Keith & Allyson Kittinger	Jim Pearson
Chuck & Shirley Hinrichs	
Jim & Kathy Kemp	
Ricky & Kathy Bivins	

If I left someone out please speak up at the next meeting.

Again, Thank You from Kathy and Rick Bivins



Minutes Summary of November 2013

- MINUTES: Approved
- TREASURERS REPORT: Approved
- OLD BUSINESS: Christmas Dinner at Rick's finalized for December 13th at 6PM. Assignments to several to bring drinks (coffee, tea, etc.) as well as other related items. Matt Gentry has volunteered to do the newsletter beginning in January.
- NEW BUSINESS: None
- DIRECTOR'S REPORT: None
- ELECTION: Election of officers held and is as follows:

President: Tom Johnson Vice President: Steve Miller
Sec/Treas: Wally Watts National Rep: Wallace Henderson

- No other business brought before the chapter. Next Meeting Monday Jan.20, 2014 at 7PM at the old L&N Depot. 38 W. Arch St. Program and Refreshments by Tom Johnson.
- Those present were:

1. Bill Thomas	7. Donny Knight	13. Wally Watts
2. Joe Thomas	8. Matt Gentry	GUEST
3. Steve Miller	9. Jim Bryan	1. Gary Ostlund
4. Tom Johnson	10. Rich Hane	
5. Birk Fischer	11. Keith Kittinger	
6. Betty Knight	12. Thomas Bryan	

November 2013 Financial Report

Beginning Balance:	\$1718.23
Income:	
Nat. Dues Rec.	429.00
Chpt. Dues Rec.	17.00
Donations	0.00
Other/Raffle	12.50
Total Income:	458.50
Adjusted Balance:	2176.73
Expenses:	0.00
Total Expenses:	0.00
Ending Balance:	\$2176.73
Membership Statistics:	
Beginning Membership	45
National Members Added	0
National Members Deleted	0
Chpt Only Members Added	0
Chpt Only Members Deleted	0
Ended Membership	45

Presented by Wally Watts, Treasurer

TOMMY JOHNSON PRESENTS: RAIL FLICKS

Title: Santa Fe 3751 Return to Steam

Purchased From: TrainVideoDepot.com

Producer: Pentrex

Date Purchased: 10/26/2012

Format: Full Screen DVD

Price Paid: \$24.95 for DVD which included

Playing Time: 1hr

"Santa Fe 3751 - The Restoration"

This DVD is a must have for those who love steam! It is a fantastic DVD in its own right but to get the full significance of it, the first DVD in this two part series should be viewed. The first video is titled "Santa Fe 3751 the Restoration." I reviewed that DVD back in April and I believe I also presented it as our entertainment that month.

We are shown in this video scenes from the maiden run of the 3751 after her ten year restoration. We follow the 3751 from San Bernardino to L.A., from L.A. to Barstow, from Barstow to Bakersfield, from Bakersfield back to Barstow, and from Barstow back to L.A. The trip began on Friday, December 27, 1991.

The highlights of 3751's distinguished history are as follows:

- May 1927 The 3751 was built by Baldwin Locomotive Works as the first 4-8-4 northern type locomotive to be purchased by the Santa Fe and the first one of its type to be built by Baldwin.
- 1936 The 3751 was converted from coal to fuel oil. At that time she had 73" drivers and her boiler had a steam capacity of 210 psi. Her tender had a 15,000 gallon water capacity and a 5000 gallon fuel oil capacity.
- 1938 She received a new tender with 20,000 gallons

water capacity and 7000 gallons fuel oil capacity.

- 1941 MAJOR rebuild included 80" drivers, increased boiler capacity to 230 psi, 30"x30" cylinders, and Timken roller bearings. This made her capable of 90 MPH and she and her sisters who had been similarly rebuilt were then used in run-through service from Kansas City to Los Angeles.

- 1953 The 3751 was retired from service.

- 1958 The 3751 was donated by the Santa Fe to the city of San Bernardino and placed in Viaduct Park.

The 3751 sat in the open in Viaduct Park from 1958 to 1986. Some preliminary restoration work was begun in 1981 by the San Bernardino Railroad Historical Society, which had been formed for the specific purpose of restoring the 3751. Things really started happening in earnest when the SBRHS bought 3751 from the City of San Bernardino for \$1.00 and moved her indoors to an abandoned steel mill building in Fontana, CA, in May of 1986.

Steam lovers, buy this video! Better yet, buy both this one and the one that shows the restoration, "Santa Fe 3751 the Restoration." Also, a visit to the San Bernardino Railroad Historical Society's web page would be worth your time.

<http://www.sbrhs.org/index.html>



10/23/13 Jacob II.
Photo by Matt Gentry

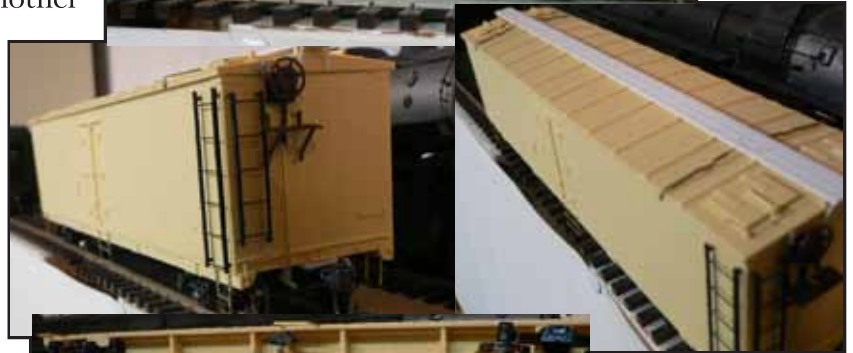
THE PROJECT CORNER

Spotlighting the work of
Bill Heaton

This kit was made by Cooch. It is of a 1928-29 FGEX refrigerator car that was shopped in 1948 and given a metal-sheath roof, AB brake system, reinforcement plates bolted to the bottom side channels, straight-bottomed end fascias, cast poling pockets and an unusual and odd-shaped metal bars to the roof to keep the hatches from hitting the roof when opened. Another unique feature of these cars was the use of 5 1/4 wide sheathing with a "V" groove in the middle. As the boards aged they shrunk slightly and the joints became more noticeable than the "V" grooves. All of these features are duplicated in this Cooch model.

The original paint scheme was yellow sides, Boxcar Red ends and roof with black underbody, ladders, hinges and steps. During the early 50's, the roof color was changed to silver and the sides, ladders, hinges and steps painted yellow also. I chose to model this later scheme.

The lettering I had came from Protocraft and was the original style. Normally,



these cars when modified in 1948 received the newer sans-serif style lettering. However, I was lucky enough to find a photo on page 32 of a book called Refrigerator Car Color Guide of this exact car with all the modifications, newer paint scheme but with the old lettering! I did have to make one change on the lettering to conform to the photo. The original LT WT data had a black background with white letters and numbers. The car I modeled just had black lettering and numbers like the rest of the data. I found some letters and numbers that matched in size and style and used them instead.

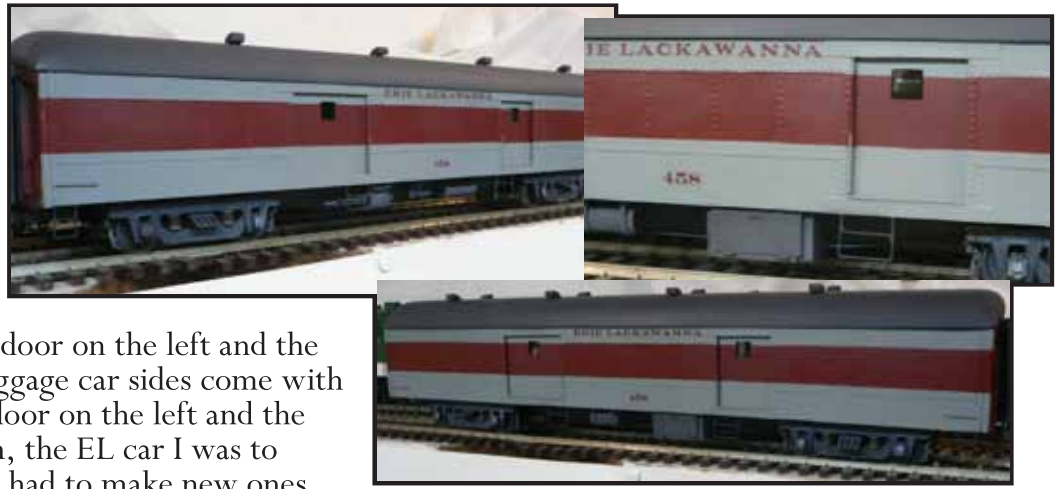
Other modifications I made centered on the steps. The kit gave me Delrin steps that were to be mounted under the sides. However, the photo I had of all these cars showed that the steps were mounted on

the sides of the frame. I fashioned all the steps from flat brass wire. I added the center step and soldered them in place. The step under the door was wider than normal in my photo so I modeled that also. I added Archer rivets to each step to simulate the bolts that held the steps which turned out to be a really good detail to add. The trucks are Yoders. I used a stain of natural wood for the roof walk although I could have used a metal roof walk had I had one on hand.

continued on pg. 8!

Project Corner Cont.

Just another baggage you say but you would be wrong! This is an AS kit that a customer wanted me to do as an Erie Lackawanna baggage. It didn't seem a big deal at all until I realized that the EL baggage car in the photo he sent me had the large door on the left and the small door on the right. All AS baggage car sides come with just the opposite having the small door on the left and the larger one on the right. In addition, the EL car I was to model had more modern doors so I had to make new ones. That was the easy part.



I wound up making 4 cuts to each side so I could swap the doors to end up with the correct large door on the left and small one on the right. I was able to cover the cuts I made with Archer rivets. All in all with my first attempt at modifying an AS kit, it worked out pretty well.

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.

Matt Gentry, editor

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

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/

<http://www.westkentuckynrhs.org/>

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