

# PENNYRAIL

February 2014

Volume 18 Number 2



## Next Meeting

**Monday Feb. 17, 2014 @ 7:00pm**  
**Former L&N Depot**  
**38 W. Arch St. Madisonville, KY**

**Program by; Steve Miller**

**Refreshments by; Ricky Bivins**

**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 Visit to Johnny Dawson's
- Photos!
- Tom Johnson's DVD Review
- The Project Corner

Western Kentucky  
Chapter, NRHS, Inc.

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\* \* \* \* \*

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"PENNYRAIL" is the  
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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 [wallywattsjr@att.net](mailto:wallywattsjr@att.net)

Please send your digital photos and stories to [info@westkentuckynrhs.org](mailto:info@westkentuckynrhs.org) OR mail to;

**Matt Gentry; 5777 Spring Corner Rd.  
Newburgh, IN 47630**

# The Prez Sez

President Tom Johnson

Greetings, fellow Chapter members!

I think we got off to a pretty good start for 2014 with our January meeting. We had sixteen members present, which is a decent turn-out for us. Everyone seemed to enjoy the video that was shown, Santa Fe 3751 Return to Steam, and those egg salad and ham salad sandwiches that the “First Lady” made for our refreshments were a big hit.

It seemed that the idea of having a discussion for each meeting on a previously announced railroad related subject was well received. It was suggested that we announce the topic in the Pennyrail each month so that members will have a few days to gather some facts to share in the discussion.

The subject for discussion during the February meeting is “foreign power.” Why do we sometimes see locomotives far

from their home tracks in service on another railroad? What are some of the scenarios that would cause this to happen? How and when are these locomotives returned to their home tracks? How is the home railroad compensated when its locomotive is used by another railroad? I hope all will put some time into researching the answers to these questions and that we can have a good, informative discussion on the subject during the February meeting.

I hope to see all of you at 7:00 PM on Monday night, February 17, 2014, at our next meeting.

Your Prez,  
Tom Johnson

## A Visit to Johnny Dawson's

by Matt Gentry

I'm not exactly sure when I was talking with Ricky Bivins that he mentioned a trip to Hawsville, KY for a visit to Johnny Dawson's (member of the Owensboro NRHS) layout, but from what I had heard of the layout, I knew that I wanted to go.

Having his layout largely influenced by western railroads, mostly Union Pacific, I knew it would be right up my alley! What a lot of you may not know is that within recent years I have become infatuated with railroad super power; i.e. Cab Forwards, Challengers, Big Boys, Gas Turbine Electrics (all three variants), GE U50, EMD DDA40X, and so on. The size of Johnny's layout, that I had come to understand, had to be able to accommodate some of the locomotives! Rest assured, I was not disappointed.



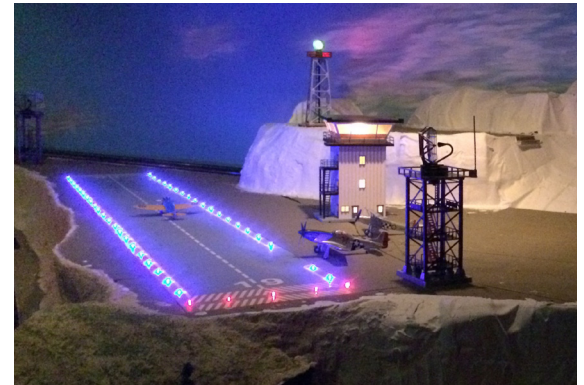
*The first view upon coming down the steps into Johnny's basement*



*The wall of locomotives on display.*

Upon entering Johnny's basement, a layout I can only describe as awesome, was laid out before my eyes! His layout, although not totally finished with scenery, was a sight to see.

The track work and track plan is wonderful! This is the first personal layout that I have been to with such use of grades from one level to the next, without the use of a helix, all on the same line. The bridges incorporated into the layout are incredible also, creating wonderful photo opportunities of a single train or of a meet.



*When the passenger trains can't get you to your destination, there is always the airport.*



*One of the long views down the layout.*

The next surprise was the wall of locomotives. That list of super power locomotives listed above? Yea, they are mostly all accounted for! This was the first time I have seen a model of the Union Pacific Coal Turbine in person. And true to the real monstrosity, this model is huge. I will have to be back and witness it in action. I am also very happy to

*Continued on pg. 3*

see Johnny's collection of modern day diesel locomotives, such as the Union Pacific SD70Ace Heritage units. (Honestly, I'm happy to see that Union Pacific and Norfolk Southern has a Heritage Fleet, period. I wish some other Class I railroads would do the same!)

In the end, I came away with many new ideas to incorporate into a layout of my own, whenever that day will come. I want to personally thank (again) Johnny Dawson for his hospitality and opening his layout and home for us to come for a visit. The next open house Johnny has, if you can manage, I highly suggest making the trip.



The engine yard

## CSX Announces Plans for New Rail Yard

Submitted by Steve Miller

JACKSONVILLE, Fla. (February 6, 2014) – CSX Corporation (CSX) today announced plans for its subsidiary, CSX Transportation, Inc., to build a new rail inspection yard in Hopkinsville-Christian County, Kentucky. The new facility will support hundreds of local construction and trade jobs while being built and will initially provide more than 50 on-site jobs servicing the growing freight rail corridor that stretches from the Southeast to the Midwest.

“More efficient rail service to Kentucky customers means a more vibrant economy and more opportunities for business expansion throughout the state,” said David A. Hall, resident vice president, state relations CSX.

The proposed facility will stage trains for inspection and fueling, primarily supporting coal unit trains servicing local Kentucky mines. The facility will expand the capacity and efficiency of the network, allowing CSX to serve the increased production levels of customers in Kentucky while also providing the infrastructure to support the expected ongoing growth of commodities along the entire corridor spanning Evansville, Indiana, Birmingham and Chattanooga.

“We are excited about CSX’s investment in Christian County as it will support our region’s growing economy,” said Christian County Judge Executive Steve Tribble.

Hopkinsville Mayor Dan Kemp agreed adding, “I am extremely pleased to see the continued growth of our local employment base with the addition of this important rail infrastructure and the high quality jobs it brings to our community.”

The CSX facility will initially create 50 to 70 jobs, with the potential to add more jobs as traffic volumes continue to grow. Hundreds of local construction and trade jobs will also be supported during construction.

“CSX’s project will also allow businesses to quickly and efficiently transport products to regional markets and beyond,”

said Pembroke Mayor Paulette Stewart.

Current yard development plans call for a multi-phase expansion that aligns with growing traffic levels. CSX expects to complete construction by 2015 to meet the increased demand. As plans for the yard are developed, CSX will work with the community to ensure the facility considers the needs of the community and local economy as well as CSX customers.

CSX already has a longstanding presence in Kentucky. It employs more than 2,400 people in the state and invested more than \$98 million in its Kentucky network last year.

source: <http://www.csx.com/index.cfm/media/press-releases/>



CSX drops rail plates in anticipation of replacing rail through Madisonville, KY with new and heavier rail. Dec. 28, 2014

photo by Bill Corum

# Photos!



*Q029 passes a southbound grain train in the siding at South Roberts, Ky on a snow covered December 11th. The grain train's leader SD40-2 8099 was originally delivered to the L&N  
-Thomas Bryan*



*Above: AVERY cold and snowy Saturday in Elkhart IN, NS D9-40CW #9953 heads east out of Robert Young RailYard. 1/18/14  
-Matt Gentry*

*Right: CEFX #1031 heads west into Robert Young RailYard with a mixed local. 1/19/14  
-Matt Gentry*

*Above Right: Q514 pulls into South Howell on a non Christmas like December 23rd. The train's second unit was set out at Rankin and left ES40DC 5280 to pull the 4500ft train the last 15 miles into HowellYard.  
-Thomas Bryan*





Left: NS #8080 (possibly #8060) heads west into Robert Young rail Yard in Elkhart IN in the snow on the evening of January 18, 2014.

There is actually a small story behind this photo. While I was in Elkhart for the weekend visiting some friends, I managed to get down to the depot in downtown Elkhart to watch some trains in the 18 degree weather. (I went to college, right? I should know better, right?) Later that evening while leaving a local eating establishment I realized that we were back downtown. The horn and crossing gates lowering clued me in, and I sprinted off down the street so I could get THE shot. I have been wanting a snow shot for quite some time. Luckily, my iPhone 5S takes great photos and this shot happened. It wasn't until I looked on my computer that I even realized that the moon was in the shot. I'm pretty happy with the photo.

Back at the car, my friends thought I was in the car and were preparing to leave before realizing I was gone. I'm glad they waited. I was not dressed as warm as I was during the day...and it was now ten degrees outside!  
-Matt Gentry

## Minutes Summary of January 2014

- MINUTES: Approved
- TREASURERS REPORT: Approved
- OLD BUSINESS: None
- NEW BUSINESS: Ricky reports Nortonville Museum may close. We still have a cabinet there. Discussion held about having cabinet moved here at the station. Motion made we do this and it carried. Accolades given to past officers for their work and jobs well done. Especially to Ricky for his past good job of work as President and to Bill for outstanding job on the Newsletter. Matt also received congrats on the first issue of the Newsletter which all considered outstanding! President Tom in his first meeting wants all to share knowledge, stories and memories of rail activity and history of this area.
- DIRECTOR'S REPORT: Wallace reported National is considering changing the way dues are submitted. Probably by E-mail or Pay-pal or some similar device. This will save on cost. Convention in June in Arkansas.
- ACTIVITIES REPORT: Thomas reports no activities planned as of yet. Weather too unlikely. May have something planned to report next month.
- SHOW & TELL: Jim Pearson brought an 1870 vintage railroad currency certificate and Matt Gentry brought 2 HO cars lettered for "Cook's Brewery" & "Falls City".
- Those present were:
 

1. Wally Watts	7. Jim Pearson	13. Rich Hane
2. Birk Fischer	8. Ricky Bivins	14. Thomas Bryan
3. Matt Gentry	9. Donny Knight	15. Jim Kemp
4. Chuck Hinrich	10. Bill Thomas	16. Tom Johnson
5. Steve Miller	11. Thomas Herron	
6. David Millen	12. Wallace Henderson	

## Minutes Summary of January 2014

Beginning Balance	\$2176.73
Income:	
Nat. Dues Rec.	350.00
Chpt. dues Rec.	5.00
Donations	0.00
Other/Raffle	10.00
Total Income	365.00
Expenditures	
Nat. Dues Paid	0.00
Postage	9.20
Supplies	0.00
Other	0.00
Total Expenditures	9.20
Ending Balance	\$2532.53
Membership Stats:	
Beginning Membership	45
National Members Added	0
National Members Deleted	0
Chapter Only Members Added	0
Chapter Only Members Deleted	0
Ending Membership	45

*Presented by Wally Watts, Treasurer*

# Tommy Johnson Presents: RAIL FLICKS

**Alaska Volume 2 Seward and Whittier Subdivisions on the Alaska Railroad**

**Producer: Pentrex**  
**Format: Full Screen DVD**  
**Playing Time: 45 minutes**

**Purchased From : TrainVideoDepot.com**  
**Date Purchased: 1/22/14**  
**Price Paid: \$9.95**

The Alaska Railroad consists of 500 miles of single track main line running from Seward to Fairbanks. The Seward Sub is included in this video and it runs from the southern terminus of the Alaska RR in Seward north to Anchorage. The Anchorage Sub then runs north to Fairbanks but it is not covered in this video. We also see the 12 mile long Whittier Sub, which ties into the Seward Sub at Portage.

We see mixed manifest trains, passenger trains, and shuttle trains in this video. The shuttle trains run between

Whittier and Portage. Cars, trucks, and buses are driven up onto flat cars and are transported between these towns with their passengers in them. Some of this video was shot from inside the cab of a pickup truck that was being hauled on a flat car of the shuttle train. The railroad is the only way to travel from Portage to Whittier by land.

At Whittier we see railroad cars loaded onto and unloaded from barges that transport them between Seattle and Whittier.



Top: A UP coal drag heading south on the Chester Sub cuts off the main to head north to Mt. Vernon IL while a north bound BNSF oil train heads north on main #1 at Gorham IL. 7/25/13  
-Matt Gentry

Above: Amtrak Heritage unit 66 leads Lincoln Service train 304 past Lenox Tower in Mitchell, Illinois. The train has just started its mid afternoon run to Chicago. 12/30/13  
-Thomas Bryan

Above: CSX #7765 heads south at Nortonville KY on the Henderson Sub. 10/12/12  
-Matt Gentry

# THE PROJECT CORNER

## Spotlighting the work of Ricky Bivins

### In The Corner: *With Rick Bivins*

Why “In The Corner” as the title of an almost monthly new letter column? Because as a kid, I have firm memories of several corners within the house where I grew up! And, I almost always end up working myself into a corner...somewhere.

As most of you know, I have a fondness for three rail O Gauge trains. After building a layout in the upstairs room of the house I decided and was greatly encouraged by my lovely wife Kathy, to build a building for my trains. Well, it has only taken



me two years to build a 16' by 27' pole building and an addition (lean-to) 8' by 27' of which 18' of is enclosed (lovely wife Kathy said to build it bigger... I will learn to listen to her one of these days). All of which

is sheathed, insulated and has a concrete floor. As you can see from the pictures I have started to build the layout. The start date of January 9th is significant. My Grandmother Opal Bivins passed away seven years ago on this date. So... my goal is to have trains running by February 9th which at this writing is five days away! I will be able to answer “yes” or “no” to that by meeting night. Here is the plan...sorta!

Lionel is near and dear to my heart so it all starts with Lionel Track, old school tubular rail track, traditional style scenery and accessories. And of course the obligatory PlasticVille structures will adorn the layout. Traditional stops there. The track plan is a point to point,



*The first section of benchwork. Always a milestone!*



*Benchwork mounted on the south & north side walls; respectively*

no round and round running which is fine and fun but



some of the layouts others are building and the ones we see in the magazines. The best part? People! I plan to have run sessions and theme nights such as: all New York Central or Penn Central or South West RR's or GP-7/9 night etc. Variety and interesting scenarios will be “the norm”.

So... while I am building it “my way” I hope others will find “their way” to my place on run nights. Run nights will be at this point planned for the first Monday and third Thursday of each month at 6:30PM. That is of course subject to weather and holidays but I will try to keep things “on track” for those nights. Maybe you can join me “in my corner” of three rail bliss!

Rick Bivins



I want to venture into a little different territory. Well, different for O Gauge three rail anyway. Trains will run with command control, CTC signals, a dispatcher, a car card/waybill system and at some point a fast clock. Scenery will be as stated; traditional to a point. I hope to use a little more ground cover than days of old but not as radical as

#### *Editors Note;*

*To appease my want to keep “The Project Corner” a monthly article, I decided to have Ricky’s first “In The Corner” column be this month’s highlight. After this submission, Ricky’s column will have space outside of “The Project Corner” when he a story to submit.*

*-Matt Gentry*

# FREE

Amtrak timetables and brochures from the 70's, 80's, 90's and 2000's along with Official Guides and assorted magazines. If interested, pay a visit to Don Clayton. He is house cleaning and eliminating clutter!!!



Right: NS ES44AC #8069 heads west into Princeton IN. 7/11/13  
-Matt Gentry

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.**

<b>BNSF</b>	<b>800-832-5452</b>
<b>CN/IC</b>	<b>800-465-9239</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>
<b>Amtrak</b>	<b>800-331-0008</b>

## 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/)

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

## PENNYRAIL

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