

N R H S NEWSLETTER



West Ky. Chapter

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September 1995

Minutes of Western Ky.

Chapter N.R.H.S.

August 28, 1995

Meeting was called to order by President McCracken at 7:33 p.m. Minutes of the last meeting were read, and approved, with the exception: The National Convention in 1996 will be in Charlotte.

Treasurer's Report: Robert Metcalfe telephoned the following report to the Secretary:

Beginning Balance	\$476.73
Expenditures- flowers	27.50
Newsletter Printing	41.34
Postage	19.84
Balance	\$388.05

The Secretary forwarded Robert a check for \$37.00 on Aug. 29 for three memberships @ \$ 6.00 each, and \$ 19.00 for a raffle of an old I.C. Magazine, donated by Ron Stubblefield,. This now brings the balance up to \$ 425.05

Director's Report: Bob Vittitow reported briefly on upcoming conventions, and board meetings. The 1996 Convention will be in Charlotte,

.... '97 will be in Salt Lake City, '98 is still open, and the 1999 meet will be in Sacramento, Calif. The upcoming board meeting will be in Cincinnati Union Station, on the week-end of Nov. 10, 11, & 12 th. Reported National will have an update of the membership roster upcoming in 1996. The Union Pacific will provide a 19 car passenger train next year to carry the Olympic Torch across the country.

Publicity Report: Chuck Smith stated the newsletter can be printed in Hopkinsville, thus saving the chapter funds.

Old Business: Tony gave a report on the newsletter, indicating the expense incurred in printing the newsletter for the first issue, will be a one time occurrence, since arrangements have been made to have it printed in Hopkinsville, by Betty Smith. Our Thanks to Tony for a great job, as well as Dennis and all who helped him. Tony indicates 60 copies were made. Discussion followed on reducing the names on the mailing list, and several were removed. Don is taking ticket money for our upcoming Chapter trip to T.V.R.M. to ride on the private car "Eden Isle" on Sunday Oct. 22, Billy Byrd gave a brief report on the equipment there, indicating S.R. 4501 would be

running.

New Business: Don Clayton announced the annual open house, and joint meeting between the Owensboro and Madisonville Chapters, the meeting will be held at his home on Saturday, Oct. 28, at 7p.m. This year the Paducah Chapter will be invited,. Our Chapter will have its regular meeting as usual. The open house will be hosted by Don, and Wally. Don announced the L&N H.S. meeting in Lexington, as well as planned trips on the Whitewater Valley R.R., and trips possibly on the Bardstown Dinner Train. A drawing was held to supplement the treasury, of an old I.C. Employees Magazine, which was won by Billy Byrd.

New Members The Chapter welcomes *Ralph Jackson*, and *Marion Elliott* of the Owensboro Chapter. Ron Stubblefield hosted the membership of Dr. Howard Blackburn. This adds 3 to our Chapter roster. Members present: 24
Guests: 2

Next Meeting: Monday night Sep. 25, at 7:30 p.m. at the Badgett Center, hosted by Chuck Hinrichs, with refreshments by Betty Smith.

Meeting was adjourned at 8:20 p.m.

Sightings : Well , the Old Goat finally got moved, and he has probably found out that moving isn't much fun. oh well, any-way his sightings are kind of short this month, Just about the only spotting he's done , this month, is which box his Gold Bars are stored in. So your Editor is sorting through his notes this month. Well, here goes..... During our meeting in August, at 7:00 p.m. , **Q-647** Southbound came through on the Earlington Main, Power being 1 CSX C40-8W, 1 CSX C41-8W, 1 CSX C40-8. At 7:10 **VJJ3** Tradewater Turn Eastbound went through on the Morganfield Branch Power Being 1 GP 30, 1 GP 38-2, 2 GP 40-2, Train was loaded Hoppers

At 7:15 **R 597** was Southbound on the Atkinson Cut-off

At 7:30 **Q 595** Southbound on the Earlington Main. Power being 1 CSX C41-8W, 1 CSX SD 50.

At 7:45 **V591** was on the M.H.&E Branch, Empty Hopper Train. Westbound.

At 8:00 **R556** Northbound at Crofton, went through town on the Atkinson Cut-off

At 9:10 **K160** Ore Train on the Earlington Main Power: 4 CSX SD40-2's

Kinda slow, with only two Southbounds by the Depot.

And in between loading boxes, he managed to get in a few more sightings: 7/31/95 **Northbound Grain Extra**, Madisonville, 1 CSX SD40-2 #8462 with an SD45-2 body 2 CSX SD40-2's 1 CSX C70-7

7/31/95 **N R596** 2 CSX C40-8W's 1 N.S. SD40-2

8/3/95 **S R123** 1 CSX B36-7 1 CSX BQ23-7 #3003 only one with CSX Paint. 1 Seaboard System SD40-2

8/4/95 **S R123** 1 CSX B36-7, 1 Cotten Belt B40-8 1 CSX GP40-2

8/6/95 **N R592** 1 CSX SD40-2 1 CSX C30-7 1 CSX SD40-2 #8463 with an SD45-2 Carbody

8/7/95 **N Manifest** 2 U.P. SD40-2's 1 U.P. C36-7 # 9020

8/8/95 **Track Inspection Train N** 11:00 a.m. 1 CSX GP40-2 2 CSX Business Cars

8/9/95 **N Manifest** 3 B.N. Units at Earlington.

8/15/95 **S Q595** 2 S.P. B40-8's 1 CSX C40-8W *Thanks to Dennis for this Info.*

News From Louisville:

From **Jim Bergant**; On Saturday, Aug.26, we had a situation on the LCL Sub.[Short line] of the little [actually the big, NEW] engine that **COULDN'T !!** Listening on the Scanner in the early afternoon, I heard the Dispatcher conversing with Southbound **R573**. I could only hear the Dispatchers end of the conversation, but I did hear her repeat, "You say your stalled on a hill, after one of your two units has died, and you can't get it re-started?" As I discovered later when the train finally arrived in Louisville, the 2 units were a C40-8W, and a C44-9W. The dash 9 had died as they ascended the hill, and apparently the dash 8 couldn't make the hill alone. I never heard the tonnage, but the train was about 70 cars. I guess you could call this the case of the engine that couldn't, but at least tried. Now for the rest of the story, the Dispatcher had a trailing train **R313** drop its train, and take its units forward to push the stalled **R573** up the hill. This turned out to be also 2 units, another C44-9W and a trailing AC44CW, #24 Due to the delays, 3 Northbounds backed up with **R214** in the hole at Lagrange, **R270** in the hole at Pogue siding[just North of Anchorage] and **Q512** waiting at Whipps Mill crossing, just the other side of Anchorage [The last spot on the double track main where long trains can stop with-out blocking crossings]. on the Southbound end **R515** came up, and was waiting behind **R313**'s train. The Dispatcher had the 3 Northbounds remain in the hole until all 3 Southbounds had passed. It seems it was after 6:00

p.m. before all trains got moving. I was able to catch all 3 Southbounds on video as they passed **Q512** at Whipps crossing. **R515** came through with 2 SD40's, and 1 C30-7. All of the Northbounds had EMD power. A few cars back from the Engines of **R 573** was a G.M.& O. boxcar in the Green paint with white lettering, the only blemish to the original markings was a blacked-out G.M.&O., with Chicago Central painted in. The only regret I had was not throwing the camera [*Ouch, Ed.*] in the car, and heading for Pendleton to catch the push. I guess part of it, was that in only receiving the Dispatchers end of the conversation I wasn't sure where the train had stalled. Actually, I found out it was Pendleton, when I heard some of the Northbound Crews talking, That's all for now. *Thanks Jim .*

From **Bill Grady**: Mr Bill sent a report from the Courier Journal dated Monday August 14, 1995 of a CSX train from Louisville colliding into another CSX train, at the crossing Southeast of downtown Mitchell Ind. at 6:00 a.m. the 13th spilling about 8,000 gallons of diesel fuel, and causing an Estimated \$ 1 million in damage. The fuel caught fire from the four wrecked locomotives, and the Mitchell Fire Dept. spent 30 to 45 Mins extinguishing the flames. No homes or businesses were in danger, and there were no evacuations. Mitchell is located about 45 miles Northwest of Louisville. In addition to the four Engines, four cars left the rails, One car a tank car, was leaking Lubricating oil, Two crewman were treated at Bedford, Ind and re-leased . In the picture Bill sent , 1 train was on the old Monon coming from Louisville with 101 cars, and the other was on the old B&O from St Louis to Cincinnati with 72 cars headed East. Speed limits over the crossing is 25 Mph. The East, West line was expected to be re-opened on the 14th of August. [*Bill ,Keep us posted on any future developments of this accident, as I would like to know how 2 trains could meet , on signaled .Interlocked trackage .*]

From Wallace Henderson:

While returning from last month's meeting [July?] Chuck & I saw a Northbound led by #8, but the next unit was a 7700 series. On August 15th, R565 had a Cotton Belt B 40-8 leading a CSX C40-8W, and another Cotton Belt B 40-8 at Kelly, meeting R 596 in the hole with a C30-7 / SD40-2. In route to my Army reunion in Cleveland, I overnights at Crestlake., Here the former Pennsylvania Mainline to Chicago crossed the big four from Cleveland - Columbia/ St Louis line, and the tower is still standing, but not in use. West of Crestline the P.R.R. is now reduced to a single track secondary line. [a shadow of its former self] but is now being used by Roadrailer East from Fort Wayne. Arriving about 5 p.m., The first train I saw was a Eastbound Auto Rack, behind 2 G.E. wide cabs, just as I got into town, other Trains were : WB. TV-3..... SD50/ C40-8W/ SD50 EB. INBU-2 2 SD60's EB. INPI SD40-2/ SD60M, Eastbound on the Big Four, The next morning had SD60M/ C40-8W / C40-8W lashup, followed by BUCO..... C40-8W, GP40-2 / CSX C30-7 #7004.,, then TV-6 with 2 C40-8W's, then the Eastbound Roadrailer behind a lone C40-8W., then an Eastbound with a C40-8W / SD50 / GP40-2 combo, and WB.... PIAS, C40-8W / SD60M. Then it was time to leave for the Ohio Central and its tourist run from Sugar Creek thru Amish Country., Motive power is a beautiful ex- C.N. 2-6-0 with 63" drivers, pulling coaches of WWI era. Also Present, looking operational, but not in use were also S-1 #12, and S-4 # 1695. The O.C. hauls freight on this ex-Wheeling & Lake Erie line too, but I did not see a freight train.. Also back at Crestline, it is difficult to get train symbols on trains running on the Big Four, to and from Cleveland. However, On the former Pennsy, crews are changed at Crestline, where most of their trains go onto the Big Four West and you can hear the symbols called on your scanner.

On August 11th, Brian Grace and I

headed North to Illinois's "hot spots" for a hot [in more ways than one !] weekend of railfanning. We went North thru Evansville to Danville, Illinois, where we headed up the interstate to Peoria, and Chillicothe. We saw 6 CSX freights along the way, including a triple meet at South Decker. At Carlisle, Ind.,, we found ex-B.N. SD24 #6252 on a siding apparently used by a grain elevator., and at Terre Haute, we found SW-1, #12 of Graham Grain. We took our lunch to Haley Tower, but the only train in a hour or so was a CSX local with a Chessie GP40. At Danville, Ill. We went into the yard, and photographed a couple of former wrecker train passenger cars nicely painted in the new CSX scheme, and a former Seaboard combination car converted into a snow plow. Also on hand was SD40 #6860..... ex- R.F.& P. #126, still in R.F.&P. blue & gray. Our destination was the Santa Fe's Edelstein Hill just West of Chillicothe., We arrived at 5 p.m., and over the next three hours, we saw 8 trains., The hill was bathed in late afternoon sunlight, but only one of the eight was a Westbound up the hill, and we quickly learned that the Santa Fe runs mostly with the light, not against it, making photography difficult. We shot the Southwest Chief in Chillicothe running an hour late in twilight— 16 cars and an interesting lashup..... Genesis / P32 / F40. The next morning, we saw 2 Westbound Santa Fe's and waited around for Eastbounds, but nothing appeared, so we headed North for Trains Magazine's "Hot Spot" Rochelle, Ill., Where the B.N.'s twin cities main crosses the former C.&N.W. main from Chicago to Council Bluffs Ia. Along the way, we met a Southbound Iowa Interstate train on the former Rock Island Peoria Branch., This train had 3 units in 3 different paint schemes..... The first a Paducah GP8 still in I.C.G. orange & white, the second a GP7 [ex-B.N.] in I.I.'s color scheme, and the third ex-CSX GP16 #1860— the last GP16 built— in solid gray, and now I.I.'s #495. We arrived at Rochelle at 11:30 and until dark

about 8p.m., we saw 25 freights, plus the U.P. E-Units returning with a Chicago- Clinton ,Ia. Special., **Guys ! this is truly a hot spot !!.** At times there was a train every four or five minutes, and twice B.N. trains met on the diamonds. of the 25, 10 were B.N. including a Canadian National run-thru from Duluth to Chicago. While most U.P. trains had a mix of U.P. & C.N.&W. power, the U.P. power usually, but not always, led. The next morning, we were back at the crossing to catch the E-Units Westbound, and although not as busy as the day before { Saturday }, we still had 8 freights between 8:45 a.m. and 1p.m., plus the U.P. Special. Our journey home took us thru Streator, Ill., where we saw 5 Santa Fe freights in a hour and a half. We then caught a Northbound S.P. coal train on the former Alton at Dwight, Ill., behind 2 of their new G.E. AC units. [#116 & 188]. Next was the Southbound "Illini" on the I.C. main at Ashkum, Ill. The object of our Cross-Country drive over state highways, was the engine house of the Kankakee, Beaverville & Southern at Iroquis jct. Ill., near the Indiana State line, The K.B. & S. operates over a section of the former Big Four from Kankakee- Cincinnati main line [route of the James Whitcomb Riley] and the former Milwaukee Road from Iroquis Jct to Danville, and is all Alco!! Outside the locked-up 2 track engine house, we found ex-Green Bay & Western RS3m #308, and RS-11 #309 [still in G.B.&W. Red] #315, ex-L.&N. C420 [1315 ???], and high nose RS-11's 321, 318, and 312, all ex N. & W.. This was truly a fitting climax to a glorious train watching weekend, where we saw a total of 61 trains in three days., of those, 30 were either double stacks, piggy-back or a combination of both. Our thanks to Wallace for this info.

Upcoming events: ILLINOIS CENTRAL HISTORICAL SOCIETY

Saturday, October 7, 1995 Illinois Central Railroad Historical Society., Kentucky Division Meeting, Little

Castle Restuarant, Paducah, Ky. 11 a.m. for lunch, railfanning that afternoon. Contact: David Hayes [502] 756-1920 for details.

LOUISVILLE & NASHVILLE HISTORICAL SOCIETY

Friday- Sunday, October 13-15.....
L.&N. Historical Society Convention, Continental Inn, Lexington Ky., Registration fee is \$27.00., Contact L.&N. H.S., P.O. Box 17122, Louisville Ky.40217

GREAT AMERICAN TRAIN SHOW

Louisville Ky. November 4 & 5
Commonwealth Convention Center
221 4th Ave. Louisville, Ky. Adm. \$5.00 Adults , children under 12 free

N. M. R. A. MEET Louisville Ky.
October 28, Division 8 Swap meet/
flea market at VFW- Robert E.
Newman Post 4809 Poplar Level
Road. 11:00 a.m. to 4:00 p.m. Adm. \$3.00 Adults.

Editor's Switchlist

At the last meeting Rex Easterly handed me a book that was sent to him for review, since editors do that sort of thing. The book is titled the 1994-95 Official Locomotive Rosters & News. when I first saw this book, I thought as small as it is , there is no way it could hold all the information its title implied, Boy, was I wrong!! The reason I guess for the books small size, is that the author James W. Kerr thought of the Railfan lugging cameras & camera Equip., and came up with a information packed book that would be easily carried out in the field, when Railfanning Mainlines, as well as Shortlines, folks, its in here if it smokes & has flanged wheels. which is a boon to your Editor when he rides with the old goat railfanning, & needs to know what that shiney New Watchamacallit the S.P. has on the front of that manifest that just blew

through, because my Diesel vocabulary quits at anything above GP40. Two months ago, while in Florida on Hwy A1A in New Smyrna Beach, I came across what I thought was a GP-18 # 659, on the Florida East Coast , I would have liked to have had a closer look, but a water&cattail -filled ditch separated me from this unit. [*and down there you don't high-step in the weeds, on account of the pet 'Gators running loose.*] When I got this book , I looked up F.E.C. #659, and sure enough it was listed, but as a GP-9R , with 22 more on the roster built in 1954-57. Even Disney Worlds Railroad was listed. If you do a lot of on the road railfanning, or armchair reading for reference I recommend this book, Price \$19.95. I will try to find out the Author's address from Rex, and publish it in the next Newsletter.

Not on the Wheel Report;.....I.C.R.R. Several years ago, one bitter cold January night while my father was working in West yard,fulfilling his responsibilities as Conductor,, walking his train, taking down car numbers of the train they had just switched & made up, he found when he had finished that he was about 80 car lengths away from his jobs caboose, and being quite cold, and dreading the long walk back, he wished he brought along his thermos of coffee, when about that time he spied the Paducah jobs Caboose 2 tracks over. What luck! Warmth & coffee, before I start back he thought,..... However, as he made his way over to other Caboose, he thought it a bit odd as he climbed on the rear platform that the *lights were out inside*, but smoke was curling out of the stove flue pipe,, finding the door unlocked, he reached in to flip on the light switch. When he did, total bedlam broke loose on that hack, for in the floor, *running loose were 25- 30 baby piglets* alarmed at the light coming on suddenly., he remembered kicking one squealing back inside as it tried to make a run for it , quickly he slammed the door. After catching & cussing his breath, he looked through

the doors window to make sure he saw what he thought he saw. More than anything he remembered of this strange encounter was the scent that just about knocked him over. No warmer, and with no coffee, he trudged back down the track to his own caboose where he hoped there were no surprises waiting. Later the next summer, he found out why there was a farm on rails.... Its seems that the Conductor of the paducah job, when he wasn't railroading, ran a large farm down in Marshall County,and had made arrangements with a farmer friend in Hopkins for the purchase of the future hogs, and had them delivered to West Yard earlier that day..... Dad always said he had heard of a hogger on the front, but never did he imagine that they could *also ride in a caboose.....* Pardon me for my Indulgence, but the memories & stories are all that remain..... Tony..... Well, until next time.....