

# N R H S NEWSLETTER



## West Ky. Chapter

Chapter Address: 111 Reed Place, Madisonville, Ky. 42431

Editor: Tony L.Clark 133 E. Depot St. Greenville, Ky. 42345

# October 1995

Minutes of Western Ky.

Chapter N.R.H.S.

September 25, 1995

No report of the meetings minutes was sent to your Editor.

**Sightings: Greetings from the Old Goat.....** First, Let me thank Editor Tony Clark for filling in for me last month.. This was during our move from Earlington to Madisonville. We are settled in and having a great time at the new house. First , let me say the Railnews has been very slow the past month. No one has reported any action, or reported on any trips. This is the first time in two years, that we have not received any news for a month, this is not good. We need and must have reports from the membership. I now live about a quarter mile west of the Earlington C.S.X. mainline. I can hear the trains passing the highway crossing at the North end of Earlington, about a mile away. I can also hear the C.S.X. trains passing the road crossing, just North of the Paducah & Louisville overpass. But, the trains are out of sight from my

house. The Paducah & Louisville tracks are about 500 feet behind my house, thru the woods. When the leaves fall , I will have a good view of the tracks, just North of the North end of West Yard. During the past six weeks, I have enjoyed the sound of the Paducah & Louisville trains passing by the new house. [ **Ed. As I type this, I can also hear a P&L train passing through Greenville. ]** So you see, I'm still very close to the rail action in Madisonville. But, I cannot view very many of the trains that pass by. So more than ever, let me know what you see. I hope to hear from more of you in the very near future.

**Bits and Pieces of Stuff from the Old Goat.....** First of all, here's the Old Goats new Phone number, and address.....

**Phone Number: 502-825-0693  
Address: 704 Choctaw Drive  
Madisonville, Ky. 42431-3365**

I would rather that news be sent to the Earlington Post Office box Number, but if you would like to, you can send the information to the Madisonville Street Address.

The last N.R.H.S meeting in Madisonville back in September was attended by 20 members.. Only 1 C.S.X. train passed by the downtown

station during the meeting. It was Southbound C.S.X. manifest train ( Q595), power was 2 C.S.X. SD40-2's, and 1 C.S.X. C30-7. Folks, that was the only train period. Nothing else was moving on the C.S.X. Atkinson cutoff or the two branches, or the Paducah & Louisville,. Nothing !!!! We hope for more Trains next Month...

A bit of news, from the Western part of Kentucky, is that the Norfolk Southern has stopped running their thru Trains on the Illinois Central tracks between Fulton and Centralia. These Trains have been running on their old route thru Louisville since August. The reason given for this was, Norfolk Southern Trains were getting caught by the hog law ( dog law on the I.C.) due to the very heavy Illinois Central traffic on the line. Norfolk Southern can maintain better schedules on their own tracks. Thanks to Bill grady for this information

Upcoming stuff to remember.....

**On October 22,,** about fifteen members of the Western Kentucky chapter are taking a chapter trip to ride a steam Excursion from T.V.R.M. to a town in Georgia. Power should be ex-Southern Steam Eng. # 4501, with our own Billy Byrd on the \$ 4.00 dollar side of the

cab. The Old Goat would like a full report on this trip. Surely, one of the 15 members can write., Let's hear from someone.

**On Saturday, October 28th**, the annual open house will be at Don Clayton's home in Madisonville.. Members from Madisonville, Owensboro, and Paducah are welcome.. Bill Grady from Louisville may attend the meeting with a truck load of slides to show... That would be worth the price of admission. If he shows, the slides are guaranteed to be great.. Well, so much for bootlicking, on to something else.

**Also on Saturday, Oct. 28th**, the N.M.R.A. Swap meet will be in Louisville. Time 11:00 a.m. to 4:00 p.m. EST. Place: VFW Robert E. Newman Post, 4809 Poplar Level Road, Louisville.

**Then next Saturday, Nov. 4th, and Sunday, Nov. 5th**, the Great American Train Show will be in Louisville. Located in the Commonwealth Convention Center, 4th Street, Louisville. time : 12:00 noon till 5:00 p.m. EST.

Well, That's all for this edition of "Sightings". Like I said at the beginning of this edition, not much to report.. This makes for a short Newsletter. So remember to send your news reports, and recent sightings to me at the Earlington Post Office box or the Madisonville Street Address. Just send me your stuff!!!!!!!!!!!! Thanks for your past and future support.

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Earlington, Ky. 42410-0212  
OR..... 704 Choctaw Drive  
Madisonville, Ky. 42431-3365

Phone # 502-825-0693

*Chris Dees* send us this info from the West end of the P & L

One SD70MAC was painted early in Sep. in an experimental B.N.S.F. scheme, fortunately, the scheme was only a test. Imagine the B.N. cascade green & tan laid out in Santa fe's warbonnet style, YUK!!!!. Another unit later went out under tarp,

supposedly in the official scheme. P&L has recently placed a hotbox & dragging equipment detector at MP 206.4, near G.V. Junction. An interesting note is that this detector covers the double track main right before the start of CTC at G.V. Junction. In addition to the normal radio message, it also states "track 1 or track 2". I have yet to confirm which track number is North or South. Northbounds usually clear the detector & hear the message right as they come upon Kentucky Dam. The detector uses P & L road channel 160.740 MHz.

September 12 th brought 2 ex-Kennecott Copper Corp. GP-38-2 units to Calvert City, Haven't seen these highly modified units since.

Plaza Van Service of Metropolis, Ill. has been heard on the old MoPac repeater at West Vienna, Ill. using 160.515 MHz. Plaza Van takes care of taxi service for B.N, U.P., & I.C. in Southern Illinois, and Western Kentucky. Plug this Freq. next time you railfan around Cook Coal Terminal at Metropolis.

In addition to Plaza Van Service, plug 461.550 MHz., and 451.025 MHz in your scanner next time you go to Cook Coal Terminal's trackage. The first freq. is used by Track Tech., a track repair company that often maintains Cook Coal's trackage., The second freq is used by Cook's for security, operations, & train unloading., Listening to these additional freq.s can provide info when out railfanning. *Thanks to Chris for this info.*

## Editor's Switchlist

*You never know who's watching.*

Back when I was growing up , my dad had several sayings that he used to repeat when he was trying to get a point across, or teach a lesson in life. One of these I remember the most was "Always do the best you can, in your work, you never know who's watching" It seems he held on to this

one on account of an incident that happened early in his Railroading Career. After he had been working for the I.C. for about six months., he happened to be working on one of the late night Owl jobs as a rear Brakeman, when their train orders called for them to head in to a siding at a certain milepost in Hopkins Co. over on the Old Line. And to wait for a Southbound Passenger train to over-take and pass them. As the Coal Train Slowly Steamed in to the siding, my Father stepped off the Caboose steps to line & lock the switch for the main. Having done this, he jogged back up the track to catch the now stopping Caboose., As he made his way up the steps & across the platform, he reached up & turned the Kerosene Markers to "show the Green" which was to show the approaching train that they were in the clear, and all was well. Having done this he retired to the comfort of the caboose, confident that he had this Brakeman thing down pat.

Sometime later, off in the distance one of those distinctive I.C steamboat whistles could be heard blowing for crossings back down the track behind the train. Shortly the steady rapid pulse of an exhaust could be heard gaining on the waiting train. As the glow of an approaching headlight was breaking around a curve behind the train , the rapid exhaust was suddenly heard to go silent, and the un-mistakable sound of brake shoes biting steel. The Conductor on dad's job was heard to say "**what tha**": as he bounded out the back door of the Caboose, followed by my dad on his heels. Already the Passenger Train had just about ground to hard stop on the main behind Dad's train. When suddenly the Conductor launched into a profane sermon, on how a certain Brakeman had failed to turn the markers, like he was supposed to. My dad was at a loss for words, as to why for all the world to see, those markers were glowing **RED** to the rear. By now they were joined by the Conductor & Engineer of the Passenger train , and they let it be known in no uncertain terms of how *some brakemen were so green, that*

***if you stuck them in the ground,  
they would sprout.*** Dad felt that he  
was caught dead to rights, and this  
situation didn't look good. When out  
of nowhere stepped a well-dressed  
gentleman , packing a lantern,  
Everyone immediatly recognized this  
fellow to be a Division  
Superintendent. After an exchange of  
pleasantries this man went on to  
explain , of how on his authority, that  
after dad turned the markers and went  
inside, he quietly slipped up on the  
platform and turned the markers back  
to red. I think pop, at that moment  
felt 10 feet tall & bullit proof . You  
never know !!!!!

Well, until next time,. Tony.