

# N R H S NEWSLETTER

## West Ky. Chapter



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## January 1996

Minutes of Western Ky.

Chapter N.R.H.S.

November 27, 1995

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Meeting began at 7:30 P.M., and was called to order by President McCracken.

Minutes approved of the October 23 meeting.

**Treasurer's Report:** The Secretary did not receive a report this month from Robert Metcalfe. However on December 14, I did receive a note from him indicating he would have an up to date report before the January meeting. The balance as of the October meeting was \$387.25, which was in the report given at that meeting.

**Director's Report:** Chuck Hinrichs reported briefly on the Director's meeting which he recently attended. Reported good attendance, reported on excursions forthcoming, and on the Cincinnati Union Terminal, and the anniversary of the Cincinnati Chapter. Also listed some appointments. Bob Vittitow is now the National Director of Operation

Lifesaver for N.R.H.S.. Bob intends to involve all Chapters in his O.L. Work. Chuck gave information on a new chapter organized in N. Carolina.

**Old business:** Ricky Bivins has been officially appointed as Chapter Historian. Eddie James gave the final date for the Owensboro Christmas dinner as Saturday Dec. 9th, at the Shady Rest Restaurant in Owensboro. The program is to be by Carol Sulanky. Eddie mentioned the dues notices from National are delayed on account of a computer failure. Robert in his note of Dec. 14th indicated he had received word from National that the mailing would be on Dec. 11th, and he would forward to me (the Secretary) as soon as possible.

**New Business:** Rex Easterly gave a report on the Nashville Garden Railroad of which he is a member. Billy Byrd donated a video of the T.V.R.M. chapter trip, to the chapter. Chuck Hinrichs gave information on a donation of slides taken by Jerry Mart (?), Don gave information on an upcoming excursion next summer, called the "Madison County Zephyr" and the cost is \$695.00. This is a private car train.

**Next Meeting; Monday evening January 22nd at the Badgett Center, with Bob McCracken**

providing both the program, and refreshments.

Those present were:

1. Don Gregory 2. Tom Beumel 3. Bruce Cox 4. Eddie James 5. Dennis J. Carnal 6. Marion Elliott 7. Bob McCracken 8. Billy Byrd 9. Tony Clark 10. Bob Vittitow 11. Don Clayton 12. Ricky Bivins 13. Ron Stubblefield 14. Wally Watts 15. Betty Smith 16. Chuck Smith 17. Keith Kittinger 18. Rex Easterly 19. Greg Utley 20. D. A. Fraser 21. Chuck Hinrichs 22. Wallace Henderson

Guests:

1. Harold Kniffen 2. Michael Keipp

Total Present: 24

### *Sightings*

Greetings from the Old Goat..... Hope everyone had a very nice Holiday Season. It's somewhat sad to see all the Christmas lights taken down. But, I'm sure some people will be putting their lights and other decorations back outside, before the first of October. So, it will be just 10 months till Christmas time again !!!!! Well, the Railroad news has been coming in during the past two months, so let's see what we have to report.

**N.R.H.S. Meeting Report.....**

The November meeting of the Madisonville Chapter N.R.H.S. was on the evening of the 27th, with 24 people at the meeting.

C.S.X. helped with the entertainment by running a few trains through Madisonville. The first train was loaded unit Coal Train (V236) on the Atkinson Cutoff Southbound for Nashville at 7:00 P.M. Next, on the Earlington Mainline was Southbound loaded Sulfur Train (K552) at 7:45 P.M. Power was two C.S.X. C40-8W's, and two CSX SD40-2's. Then on the Atkinson Cutoff was Northbound Manifest train (R596) at 8:00 P.M. The next train was on the Earlington main, it was Southbound manifest train (Q595), power was two CSX C40-8W's. Passage of this train at 8:25 P.M. closed out the rail action for this meeting night.

The Madisonville Chapter then had its Christmas dinner meeting at the Day's Inn on Dec. 4th. After the dinner, the members returned to the regular meeting site downtown for the program. Around 22 members attended this meeting.

The next meeting to report was the Owensboro Chapter Christmas Dinner meeting at the Shady Rest Barbecue Restaurant on Dec. 9th..... 6 people from Madisonville attended this meeting. After a good meal, we were treated to a very nice program by Thom and Carol Sulanke. The slide program was in three parts. The first was a river boat ride from Louisville to Cincinnati on the Belle of Louisville for the tall stack Festival in Cincinnati. The next part of the program was the coverage of the 1991 N.R.H.S. Convention in Huntington. Lots of good stuff !!!!! The final part of the program were slides showing the Santa Claus train of the Indiana Railroad in the Bloomington area. More good Stuff !!!!! Members that missed this meeting, missed a very nice evening. Eddie James reports that 43 people attended the dinner. This was the second highest number of people at the Owensboro Christmas dinner ever. the highest # was 46, a few years

ago. This is great, because the weather was bad, that night. There was about 6 inches of snow on the ground, and the temp was around 6 above,... From the members from Madisonville, Thanks.....

**CSX Locomotive Paint Scheme Update.....** The number of Locomotives wearing pre-CSX paint schemes keeps getting less and less everyday. As of Dec 1st 1995 over 2/3rd of CSX 2,738 Locomotives were wearing the new CSX yellow nose paint scheme. The following is list of remaining pre-CSX schemes.....

- L&N.....6 note: all units are GP38s & GP-38-2's
- B&O.....5
- B&O Sunburst.....1
- C&O.....1
- Chessie System.....75
- Seaboard System.....71
- Family Lines.....46
- Seaboard Coast Line... 13
- Guilford.....9
- D&H .....4
- Reading.....1
- R.F.& P.....6

As you can see, not many older schemes remain. Get your shots now !!! It's still possible to shoot several of the older locomotives at one time. An example, on Sat, Nov. 4th at Atkinson Yard was the following locomotives. One of the CSX Mof W " Pumpkin Orange". GP-40 # 9710, one of 42 units painted "Pumpkin Orange". Also on hand was ex-L&N GP-38 #2131, ex- Reading GP-39-2 #4316, last unit in Reading colors. Other units were an ex-Chessie System GP30, and an ex-Seaboard System U23B. Plus There were 5 or 6 CSX GP40-2's, and GP38-2's parked around the shop area. For the last two weeks in December, and the first week in January, Atkinson has hosted an Ex- D&H GP39-2, still painted in full D&H colors, with only a small CSX on the cab side. This is only one of four units of this type on CSX. Better get your shots, while you can !!!!! *Thanks to Bill Grady for the information.*

Special Holiday Express Train on CSX Mainline Subdivision..... Nieman-Marcus leased 11 passenger cars from American Orient Express, and 2 Amtrak F40 locomotives for 30 days, starting

Nov. 15th till mid-December. The Train toured 10 cities starting in San Antonio, and ending in Indianapolis. The Train made stops in Memphis, Nashville, Louisville, Cincinnati, and Indianapolis in our area. The train ran on CSX from Memphis to Nashville, then ran to Louisville via the CSX Mainline Subdivision. The train was in Louisville on Dec. 4th. It left for Cincinnati via the CSX Short Line Subdivision. Note, the train ran at night, while moving from city to city. too bad for the area railfans. It was a nice looking train. anybody get some photos ???.

**Bits and Pieces of Sightings.....**

On Nov. 2nd, CSX ran a special light engine movement from Atkinson Yard to Waycross, Georgia. The "Train" was one CSX unit, three EMD Leasing GP40-2's, and one Helm Leasing SD40-2. The EMD Leasing and Helm Leasing units were from VMV in Paducah. The units were ran light from Paducah to Madisonville via P&L. Why, the special movement? Who Knows? Spencer Brewer sighted a Northbound manifest train in Earlington, with this lashup.... One EMD Leasing unit, One GE ex-Santa Fe unit and one Helm Leasing Unit. Has CSX merged with Southern Pacific ? This lashup looked like something S.P. would run together.

On Nov. 10th, CSX ran a Southbound Roadrailer test train from Chicago to Jacksonville. The train was tote train (R125), but with Roadrailer trailers in the consist. The CSX Dispatchers had orders not to delay this test?

On Nov. 12th, Don Clayton sighted a Northbound manifest train in Madisonville with 2 Conrail units as power. Burlington Northern had a major derailment on the Southern Illinois Line to Paducah. The derailment happened on Dec. 18th, between Vienna and Marion. This derailment happened on the joint Burlington Northern/ Union Pacific Line. The derailment was 27 loaded hoppers of Coal for the Cook Coal Barge Loadout, West of Superman's hometown. The cause was a hot box

(!!!) on one of the hopper cars.

Speaking of Burlington Northern, as of Midnight, Jan. 1st, 1996, this line to Paducah became part of the new Burlington Northern Santa Fe Railroad, based in Fort Worth. Let's hope for lots of Santa Fe Warbonnets in Paducah. Hey Jim Futrell, have you seen any Santa Fe units at Cook, yet?. When you do, let us know !!!! Warbonnets in the snow !!! Let's go Around the first of Dec., I sighted the ex-Norfolk Western Caboose parked on a short piece, next to a house in Anton. The location is beside the old Green River Coal Mine, along Hwy.85, East of Madisonville. This is the same Caboose sighted earlier in 1995, parked at the farm center siding in Anton. Anyone know who lives at this house, and why do they have the Caboose.

On Dec. 5th, The Old goat was passing through Shawneetown, Ill. and noted that all Peabody Coal, Eagle #2 Mine locomotives have been cutup for scrap.. There had been 5 locomotives at the mine when it closed in 1993. The units were a rare Alco RS27, one of only 27 built, between 12/59 -10/62. another unit scrapped was an Alco RS3, this unit was lettered Erie Western, and had sat beside Route 13 for years. 3 EMD Geeps were scrapped, One Paducah rebuild GP10, plus 2 GP9s. These 2 GP9s had been moved from other Peabody mines to Eagle #2 during the past few years. One of the units was from the old River Queen Mine near Greenville Ky., The other was from the Dugger Mine near Dugger, Indiana. Both of these units were hi-nose, and had not been re-built. It was also noted that all trackage from the mine-site to the river dock had been removed for scrap, around 25 100- ton hoppers were scrapped at the time.

Keith Kittinger reported on Dec. 20th, 2 Conrail units passed through Madisonville, these units were Northbound on a manifest train. One unit was an EMD SD60M, and the other was GE C40-8. Keith also reported that on the same date,

Paducah & Louisville had delivered to CSX at Atkinson Yard a Meridian & Bigbee Railroad Geep, fresh from VMV. The Meridian & Bigbee runs from Meridian, Miss. to Myrtlewood, Ala. Total Trackage of 51 miles. The Railroad has a Roster of 7 units, 4 GP7s, 2 GP9s, and 1 CF7. Two of the units were bought new, the others came from the Illinois Central Gulf, New York Central, Southern, and Santa Fe. Thanks to the above named people for this information.

**Paducah & Louisville Sightings.....** Since moving to Madisonville, The Old Goat doesn't see too many CSX Trains passing his house, but he can hear them passing about two blocks away.. If you can believe this, just as he was writing this, A Southbound CSX Train ( Grain Extra G-123) passed through Madisonville. But, This section is about P&L stuff, not CSX. The P&L tracks pass about 800 ft. behind the Old Goats House, so he gets to see what P&L does from time to time. Here's some recent sightings..... On Nov. 9th a P&L Northbound Manifest train was sighted with six P&L Geeps. What's so strange about this ?? Well, five of the Geeps were painted in the first P&L paint scheme of Black & Green. The Old Goat had never seen more than two of the Black & Green at one time, before this train. How many of the units were painted Black & Green?? Anybody know? On Nov. 10th, a Northbound P&L loaded hopper train was sighted being pulled by one P&L GP10. The hopper cars were the CSX bathtub hoppers, rated 100 tons each, the Old Goat started counting the train and thinking, "How many loaded hoppers can one Geep pull?". Well, the train was 90 cars long, but that one Geep had a little help., 5 more Geeps were pushing on the rear. The Old Goat has since found out from Ricky Bivins, the story of this train. the train loads on the old Century Spur, west of West Yard. The switch Lead Faces only to the South (*no Wye at that location..... Ed*) This train runs to a TVA power plant at Widows Creek, Alabama,

between Stevenson, and Bridgeport, Ala. This train runs via CSX at Atkinson Yard in Madisonville. The P&L Interchange with CSX faces Northward from the Century Lead. With Crew , and units on both ends of the train, they speed-up the movement from P&L to CSX in Madisonville. Plus this movement looks neat to watch trackside. The Old Goat has noted this movement several times over the past few weeks.

On Dec. 20th, the Old Goat noted a Southbound P&L loaded hopper train, with all Illinois Central Hoppers. The power was 2 Helm Leasing ex-Copper Basin Railway, Ex- Southern Pacific SD39's, and 1 Illinois Central SD20. The Copper basin Railway is a 70 mile railroad from magma to Winkleman, Arizona. these 2 SD39's were half of 4 SD39's on the roster four years ago. Wallace Henderson reports, these 2 units are now parked at VMV in Paducah. Folks, these 2 units were a long way from Arizona. Plus, 6-axle power is not seen very often on P&L east of the lakes area.

Later on Dec. 20th, the Old Goat noted at about 4:30 P.M., a Northbound Doublestack, and Piggy back train, with about 30 cars, over half of the car stacks on the P&L. The power was 3 P&L Geeps. A train of stacks sure looks strange, being pulled by Geeps. This train was either very early or very late that day. this train usually passes through Madisonville very late at night, after midnight, to see it in the daylight is rare indeed.

**Fulton Railfan report from Jim Futrell.....** On the 2nd of Dec., Jim took a quick trip to Fulton to see if any thing was cooking. gratefully, action was immediate, and lasted throughout the morning. At 8:30 a.m. a Norfolk Southern coal Drag was leaving Fulton. Power was 1 Norfolk Southern SD50, and 2 Norfolk Southern SD60's. the 100- plus aluminum hopper cars all had DEGX reporting marks. The next 30 minutes were spent chasing the coal train

South through Martin, Tenn., Where he was able to shoot some good video of the train. Returning to Fulton, Jim sighted a Southbound Illinois Central grain train, removing the engines from the train on the Bluford Mainline, North of the crossing, and proceeding to the yard office. After changing crews, and refueling the 2 new Illinois central SD70's, they returned to their train. Before this train could pump air and proceed south. Jim was surprised to see Amtrak's "City of New Orleans" moving through the yard and stopping at the yard office, before heading North. This was about 10:00 a.m. so this train was about 9 hours late. The lead unit was new GE Genesis followed by a GE PH32-BH. The train's consist was 1 baggage car and 7 Superliner cars. A nice change from the black of Illinois Central, and Norfolk Southern. Back at the yard, that southbound grain train was finally on the move with a consist of all new aluminum bodied grain cars. These cars were lettered (JAIX) and had none of the traditional outside bracing, but did display a lot of rivets. Jim wants to know if anyone knows anything about these cars?. No sooner had this train departed, when the Union City turn came into the yard. The train was only 1 Illinois Central GP38-2 and a caboose in tow. Hard on the heels of the union city turn came a northbound Illinois Central freight train (NOPC) headed by an Illinois Central SD40-2 and two more of the new SD70's. A check with Chris Dees reveals that this train will probably be handed over to Canadian Pacific in Chicago. After some quick switching and a stop for a crew change, it looked like this train would make it's 11:00 a.m. called departure time. Not today !! no Way !!!! According to the radio traffic, the crew couldn't build air pressure to release the brakes. A roving Engine repair crew out of the Memphis Roundhouse was called to find the problem. While waiting for the experts from Memphis to arrive, a couple more trains were sighted by Jim. The Cairo Turn came in about

12 noon. In the lead was an Illinois Central GP10, and a I.C. GP11 followed by 20 or so cars. This train was quickly followed by the departure of the Paducah Turn (FPF) headed by 2 I.C. units, one GP10, and 1 GP38-2. By now, the repair from Memphis had arrived. A quick check of the locomotives led to inevitable radio message, "The problem is in the train" This was followed by the equally inevitable response from the carknockers, "The problem ain't in the train". And so it goes !!!! Jim left these good folks to "Fellowship" and headed for Mayfield. Not a bad 5 hours in Fulton. Thanks Jim, for sending in this report of your field trip to Fulton. Nice to hear from you. If you would, let us know whats happening on Burlington Northern, Santa fe around Cook Coal Dock. Are any Santa Fe units being seen on these coal trains? Myself, Chris and Stubby might have to twist your arm, to spend an afternoon railfanning with you. Thanks again for this report. Later Dude.....

**Railfanning Report From Wallace Henderson.....** On Nov 17th, Wallace and Chuck Hinrichs were at Hopkinsville, along the CSX Henderson Subdivision, where they sighted the following action, during a period of 2 hours from 2:00 to 4:00 in the afternoon. The first train through was Northbound manifest train (R592). they didn't see the power on this train. F.Y.I., the Old Goat was passing through Mortons gap and saw (R592). Power was 2 CSX C40-8W's., Surprise !! Back at Latham Siding in Hopkinsville, a work train powered by one of the CSX MofW "Pumpkin Orange" GP40 #9710. This train was meeting a Northbound. the Northbound was empty molten sulfur train (K810). The power was one CP America SD40 #5537, in fresh paint with the United States/ Canada logo on the side. the other unit was CP Rail SD40-2 #5964. these were the first CP units sighted on the Henderson Sub. by Wallace or Chuck. The Old Goat hasn't seen or heard from

anyone else ever sighting a CP unit through Madisonville before either. Nice Catch !!! Surprise !! Surprise !! Surprise!! They were able to shoot this train several more times before the train left them behind. Seems that the train in front of train (K810) went into emergency south of Crofton. The FRED fell off and was lost. The Old Goat had noted that train (R592) didn't have a FRED, when he saw (R592) pass through Mortons Gap, but didn't know the reason.

After shooting the CP units a few more times, Wallace and Chuck waited for the next train to showup. It was Northbound manifest train (R596). Power was 1 CSX C40-8W, next Seaboard Coast Line GP40-2, and 1 CSX B36-7. This train was followed by Northbound tote train (R120). Power for (R120) was 2 CSX C44-9W's. The usual power for all CSX tote trains. A rather exciting 2 hours on the Henderson Sub. Wallace reports, that the iron ore contract for CSX was finished on Oct. 14th. No more ore trains will be delivered to CSX in Chicago for shipment to Birmingham till after the start of the new year. A trip to Paducah on Nov. 25th, a Southbound military train (W855) with 45 loaded flat cars, and 7 auto racks. Power was one CSX C40-8W, and one CSX B23-7. Following this train was Southbound tote train (R123). Power was one CSX C40-8, and one General Electric Leasing (GECX) B39-8 #8002. On Dec. 1st, Wallace was back in Paducah. he sighted the two Helm Leasing (HATX) SD39's #353 and #353 (ed note... Dennis you wrote the same # twice) ex-Copper Basin at the P&L enginehouse. Also on P&L was a loaded Illinois Central Hopper train for BRT at Kentucky Lake, with 2 Illinois Central SD40-8's for power. At Chiles Jct. on the I.C., West of Paducah, Wallace sighted a Northbound empty I.C. hopper train., power was 2 more SD40-2's. Wallace heard 2 Burlington Northern Coal trains across the Ohio River at Cook Coal Dock on the radio. returning to Hopkinsville, he noted a P&L hopper train unloading a BRT a Kentucky

Lake.

Wallace has heard that 36 of I.C. new SD70's will be painted at VMV in Paducah. The I.C. had 40 SD70's on order. Thanks to Wallace Henderson for sending this report.

**Remember to send in your dues as soon as possible, it's that time again.** If anyone would like to give a chapter donation, please do so. Our Chapter dues don't leave us with much money, after postage costs for the newsletter. If you can donate a little more money, thank you. Well, that's all for this edition of "sightings". Please send railnews or reports of your railfanning to me at either of the following addresses. remember, I have moved to Madisonville, but, i still have a Post office box in Earlington. thanks for your past and future support !!!  
**Dennis J. Carnal P.O. Box 212  
Earlington, Ky. 42410-0212 or  
Dennis J. Carnal 704 Choctaw Drive  
Madisonville, Ky. 42431-3365**

**Ph.# 502-825-0693**

**Subject: 1996 Union Pacific Excursion Program.....** here is the 1996 UP excursion program, given final approval in Omaha recently. Note that these will be the only excursion trips approved for 1996 (as of now) Both will be sponsored by Pacific limited.

Trip series #1, over the former C.N.&W. Sat Aug. 24... Council Bluffs to Cedar Rapids. With intermediate stops Sun Aug 25... Cedar Rapids to Chicago (Proviso Yard) with intermediate stops The train will layover in Chicago from 8/26 to 8/30th, with some equipment used to support activities associated with the Republican Nat'l Convention

Sat Aug 31 Chicago to Milwaukee, roundtrip via the new line Sun Sep 1st Chicago (Proviso) to Union , Ill. (Illinois RR Museum Railfans W/E) If 844 can be turned at Belvedere, and if bridges can carry the weight.

Mon Sep 2nd Chicago to Clinton (Probably 1 way unless the 844 can be turned on the Clinton Wye)

Tue Sep 3rd (Tentative) Clinton (or Chicago) to Des Moines, probably a dead head move

9/4 to 9/6 layover in Des Moines Sat 9/7 Des Moines to Boone in support of Puffer Belly Days. This will be a round trip, If the 844 can be turned at Grand Jct, Iowa, If we can't turn, this too will be a bus trip back. power is expected to be the 844

The proposed trip to Minneapolis was canceled

Trip Series 2, Ozarks Fall Foliage

Thur Oct 24 St Louis to Poplar Bluff Mo. Via Chester Sub. Fri Oct 25 Poplar Bluff to Little Rock Sat Oct 26 Little Rock to Russelville, round trip Sun Oct 27 Little Rock to ??? (Maybe McGehee) round trip Mon Oct 28 Little Rock to Branson, Mo. M&NA from Diaz Jct

9/29 & 9/30, layover at Branson, with many activities planned, both Railroad, and non-Railroad Fri Oct 1 Branson to Kansas City Power not yet determined. Use of 844 will depend on the ability to turn the engine at Little Rock and Russelville. The MN&A would like to have us bring the 844 into Branson, but there is a concern about the weight limit on bridges on that line to carry the 844's weight. The entire former C&NW passenger car fleet is being sold to the state of North Carolina, so our consist will be smaller next year. Tickets will go on sale in Mid-January. Fares are being worked up now. Hal Lewis.... Pacific Limited Group **Thanks to Don Clayton for Supplying this info.**

And now to the Chapter trip on Oct 21 and 22, please see the insert supplied by Billy Byrd..... I would have liked to have used the picture of 4501 to format this article as a lead in to this story by Bob McCracken, but the copy wasn't clear enough, Hence the inclusion of the insert..... Tony.....

### **The Club Trip to T.V.R.M.**

The weekend of October 21, and 22 will be one of the most memorable in my Railfan career. Fourteen of the club, and spouses spent Saturday afternoon and Sunday in Chattanooga or on a T.V.R.M. (Tennessee Valley Railroad Museum) Train. the trip ran from Grand Junction (The Museum Headquarters) over Central of Georgia tracks to Summerville, Georgia. Don Clayton had done his usual thorough job of planning and execution, from initiating the trip, to making the reservations to buying the tickets, to reserving rooms at the motel, and even providing genuine Pullman towels in the Bathrooms on the train. **Thanks Don!!!**

A group of us decided to meet for lunch at Red Lobster in Nashville on the way down. we conveniently sent Chuck and his wife Shirley to Murfreesboro for their lunch so we could get seated faster. the whole weekend was one of those where everything came together, just like the A team. As I pulled into the Red Lobster with my wife and daughter, I thought the car in front of me looked familiar. Sure enough, it was Rich (in his underwear) and his wife Karen (fully clothed). in front of him were Don & Wally, We had all arrived at the same instant and only had to wait for Rich to get dressed. The synchronization continued as we all arrived at the motel within 15 minutes of one another, including the group in the red jeep from Marion. Chuck and his wife even found out where we were, and showed up. Stubby and Rex were particularly impressive with their walk in box of fried Chicken. *I understand that they donated the carton to Habitat for Humanity, and a family of four is now living in it.*

The whole group decided to scout out the Museum, and see what was happening. when we arrived #610 was sitting in the station, and there was our own Billy Byrd in the cab. The next thing I knew, someone forced me into the cab and made me

ride to the other end of the line. Like Keith said during the trip on Sunday, I think I might have to change gauge !!!! After my wife rescued me from the far end of the line (Read that as dragged me kicking and screaming) we went back to the museum end to wait for the return of the train from Saturday's run to Summerville. It arrived about 30 mins late, but with enough light for photography, they had dropped 4501 off at the far end of the museum track, so the only motive power was the GP-7. About this time Stubblefield was complaining about his empty stomach, so we had to head back to the motel area to scout out an eatery. Don again came to rescue, and found an excellent establishment right across the street, and once more made reservations. All we had to do was get across four lanes of Chattanooga traffic. We threw Stubby and Rex into the road first, and while traffic was trying to re-organize, the rest of us ran across the street. Somehow, my wife and daughter ended up at the table with Rex and Ron. With the food around, my only concern was that they might somehow get between one of the guys and their food. fortunately, they recognized this obvious hazard, and were very careful. It was a very pleasant evening of food, conversation, and even a World Series Game on TV. in the dining room.

Sunday morning came very cold and clear. The cars had ice on the roofs. But there was fire in the Railfans (some of that was in the food Saturday night), When we reported to the museum at around 8:00a.m. the train was ready for boarding. It was especially satisfying to go to the end car marked "PRIVATE" and enter. The car was every bit as nice as advertised. The museum has done an excellent job of preseving it. the bedrooms had the beds made up, the dining room table had linen cloth, the parlor had easy chairs, and there were dishes and glass ware in the cupboards !!! The foamers (present company included) quickly found the rear platform, and staked out claims.

the conductor did have to ask rex and Stubby to alternate. When they were both on the rear platform the front trucks raised off the track. The train left "on the Advertised" and proceeded south. On the way of course, we had to pass through the tunnel. this was a true test of "foamerhood" The true foamers not only remained on the observation platform, they, uh we, photographed the inside of the tunnel. Most of us were resuscitated by the time they had reached the bottom of the hill.

Everyone seemed to have something that appealed to them., Ron, Don, and wally held court in the dining room, a very pleasant to be. Keith, Chuck, Chris and I kept the riffraff off of the rear platform. Rich tried to keep order among the membership, and Rex alternated between taping from the rear platform, and napping in one of the easy chairs in the parlor. the women, for the most part, entertained themselves watching the kids play (I don't remember taking any Kids), And Billy, of course, had the best seat in the train. When lunch time came we had to suffer the indignity of eating in the paneled dining room. Original plans called for using the dining car, but the train was sold out, and they needed all the space they could find to feed people. So.... we sucked it up and said we would put up with it. What a way to go!!!!

One of my fantasies has been to take a train trip on a train with an open observation deck. I never really expected it to happen. It was every bit as good as I had imagined, maybe even better. going south it was great, sitting ther with the flanges singing on the curves never designed for 70' heavyweights, and the fall foliage going by interrupted occasionally by bridges or trestles. when we got to Chickamouga, Billy treated us to great photo run-by.

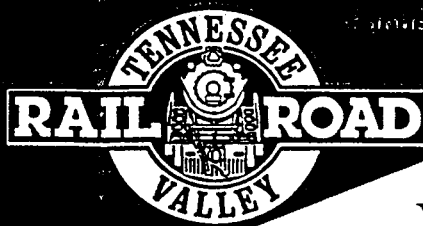
The trip didn't quite make it to Summerville. time was running a little short, and the siding at Summerville was marginal for the GP7. When we got to Trion, about 7 miles North of Summerville, they cut

off the GP7 from the train, ran it into a siding, pulled the train past the siding with 4501, and coupled the GP7 onto the private car for the trip home. Going North was also spectacular, sitting 3' from a GP7 working its heart out going up some of the long grades, I also found out that some diesels throw cinders just like the steamers,. I was still removing them from my hair when I pulled into my driveway that night. It gave us a vantage point not only of the GP7, but of the track ahead.

When we got back to Chattanooga we could see the action up front. As we came off the N.S. we snaked our way down through a warehouse/factory area. while we were gone they had moved several trucks all but on the tracks, He stopped just short of rearranging one of the trucks and held down the whistle cord until someone came to move the truck. We watched ( and I think Chris Dees taped) while we crawled by the trucks literally with inches to spare. We watched also as some of Bob Vititow's buddies saw how close they could come to the front of the train at crossings. You can't have a faint heart to engineer in a city like that. There were memorable moments: Exiting the tunnel while standing on the rear platform..... Someone yelling "SNOB" at Keith from a forward vestibule as Keith peered forward from the platform Watching 3 deer jump a fence in the country Watching Billy put on a runby. Studying the coupler slack between our car and the GP7 Seeing the locomotive monument in the Chattanooga military cemetary from the train. Easing through all the traffic in town and watching the people's reaction to 4501 Drinking coffee on the train from ceramic cups, not the old foam cups.

I can tell you what kind of day it was by saying that as we came in sight of the station at the museum, as I was finishing my taping, the last battery in my video camera went dead. it was one of those rare events where you just knew whatever happened would be the best it could be. Chuck

# SMOKE & CINDERS



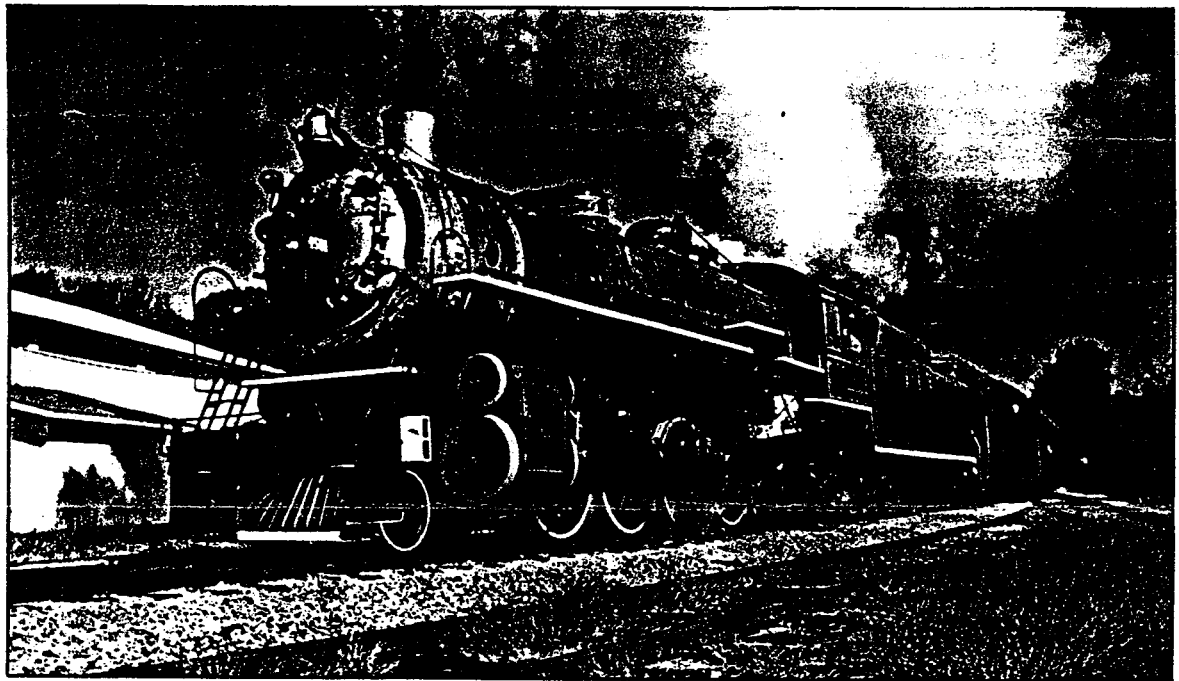
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## SOUTHERN 4501

**INSPIRING** — Here's the beloved old gal charging through Chickamauga, Georgia on the Central of Georgia (Chattooga & Chickamauga) on Sunday, October 22, 1995, with L&N veteran Billy Byrd at the throttle. How about that? Eighty-four year old Baldwin #37085 built as Southern Railway's very first 2-8-2 "Mikado" rolling over a jointed-rail, rip-rap line constructed between 1888 and 1891! How many yesterdays would be recalled throughout this day? Maybe a generic recollection of steam in its heyday, or more appropriately, utilitarian workhorses on the Central or Southern. What about October 1911 when #4501 was born in Philadelphia or born again in Stearns as K&T #12 in October 1948? June 1964 when Merriman steamed down the CNO&TP to Chattanooga or the August 1966 departure to Richmond's NRHS Convention? Perhaps not even the Southern Steam Program 25th Anniversary in November 1991, all memorable dates in the life of TVRM #4501. None of that matters at the moment, however, because the photo runby is beginning. Anticipation builds, cameras ready, video rolling, here she comes...now that's inspirational!

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reported later that the only problems he encountered were the restaurant location on the trip down, and following a red jeep out of Chattanooga on the way home. He spent several hours at home picking chicken bones out his tires. Sign me up for next year.

*Respectfully submitted ( and its true)*  
Bob McCracken

**News from Bill Grady.....**  
**Santa fe Memories.....** It has been the subject of conversation anytime you put 2 Railfans together, about the loss of the Santa fe railroad. many eulogy's have and will be written about chico's road. I started thinking about it the other night, after talking to Lionel Davis. the mention was made that Lee Gorden and I would be going up to shoot the Santa fe at Chillicothe, Illinois. the conversation then lead to how most every kid at one time or another had a Santa Fe Warbonnet F-unit (*does an ALCO C-636 count ?? Ed.*) I never really gave this much thought until Lionel said this. Yes, I have a Santa fe Warbonnet F-unit in HO Scale. It is a TYCO from way back. Although it never ran that good, it had to have the best headlight around, when you ran it in the dark. Many years later, the warbonnets started to come back to the Santa Fe. In the summer of 1989, it was announced that the new power for the Santa fe would be delivered in the warbonnet scheme. then the photos started showing up of the 8 FP45's to recieve the re-vived red & silver. With me just getting into Railroad photography, this was good stuff. Of course the talk between us railfans was "We need to go see these" Santa Fe received the new GP60M's in the new Warbonnet paint in the May of 1990. Dennis Carnal called one night, and said "You know, we could drive up to a place called Galesburg, and be on the ATSF in about 6 hours. I know we will see plenty of Warbonnets." Well, thats all it took to get my bags packed. In October 1990, Dennis and I were headed North to Illinois and the Santa Fe. he was right, plenty of

the new GP60M's plyed the mainline between Chicago and Kansas City. We even saw some of the FP45's. The only drawback to the trip was it rained the whole time. Oh Well, I already knew we would be coming back. Soon I hoped. Sure enough, 8 months later Dennis and I would make the same trip up, except this time Santa Fe had new General Electric Dash 8-40BW's on the line. these were only 8 months old when we went back up for a second look. This time though it was only 5 days of sunshine, and clean Warbonnets to go with it. Since that week in October I have been up on the Santa fe in Illinois 3 more times. the last time being 3 weeks ago to try and shoot the new SD75M's. Lee Gordon and I had good success on the one sunny saturday on November 4th. 18 trains in daylight, and still more came after dark. It seemed though every train had a warbonnet on the point. Some of the units looked as though they had been in a war. Peeling paint, faded reds to make them "Pinkbonnets". we saw a Westbound train with ATSF SD75M #250, the last Warbonnet, on the point of a hot intermodal train as it crossed the Illinois River Bridge. I stood and wondered if it would really be the last warbonnet.. It is hard to believe that Chico's road will disappear with all the other fallen flags. One thing is for sure, there will be plenty of photographs to show of the Santa Fe. Looking back I still remember that misting Sunday afternoon at Edelstein Hill on Houlihan's Curve. Dennis and I knew we needed to get on the road, but we knew that Amtrak's Southwest Chief would soon be coming. As we stood there ready to make the shot, the clouds lightened up quite a bit. Never to full sun, but it would work. As we stood. we heard the train come down the hill in dynamic. When around the corner came the Q-LANY with a new GP60M #151 on the point. the train shined from the mist from the morning. It really looked good. That slide is now one of my favorite shots. I know I will be back upon the Santa Fe again many more times. But, it

won't any longer be Chico's road.

## Editor's Switchlist

I know Christmas is now just a memory, now that the chill of January has set in, but this story took place around the time I was just 5 or so, a little before Christmas that year. My parents went through the ritual every year of taking me to see old Santa (until I got wise to this game at age 20, just kidding!!!) to read off my list of wants, I don't know why they did this, all I ever wanted was a train set, didn't matter what size, **just bring it !!!** It seems this one year while telling old Saint Nick what I wanted , Santa noticed my dad had his UTU brotherhood service pin on his lapel, and struck up a conversation about railroads in general, Dad told the old gentleman about working on the I.C. as a Conductor, for 25 years. To which he replied that he had retired from the B&O as an Engineer with 45 years service. At about that point I think my jaw hit the floor. Eureeka, I've hit the jackpot, No wonder this guy gets it right every year !!! he could "walk the walk, and talk the talk" Geez , He actually ran STEAM, that I heard dad talk so much about, and had retired running Passenger trains. I left there awestruck, and thought what a wonderfull world we live in , knowing Santa actually worked for a railroad..... Oh yes, I did get a train that year, a 0-4-0 Lionel, with 3 cars and a work caboose and enjoyed it for many years thereafter. Well, until next month..... Tony.....