

N R H S NEWSLETTER

West Ky. Chapter



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

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February 1996

Minutes of Western Ky.

Chapter N.R.H.S.

Jan. 22, 1996

Meeting called to order by
President McCracken at 7:30 P.M....

Minutes : Approved of the
November meeting,.... No meeting in
the month of December, due to our
Christmas Dinner.

Treasurer's Report:.... The
Secretary did not receive a report
from Robert Metcalfe in time for
Monday's Meeting., However,
Wednesday Jan. 24th I did receive
one. The breakdown is as
follows;.....

**Beginning
Balance.....**
\$422.82

Income: National dues
received.....\$202.00
Chapter dues
received.....156.00
Donations..... 64.00-
Total.....
.....\$422.00.....+.....\$422.00
\$844.82

Expenditures: National Dues
paid..... -0-
Postage.....104.64
Flowers for
Funeral..... 48.00
Supplies..... 57.61

Total.....\$210.95 Ending
Balance.....\$633.87 Total
Membership.....50, through January
17.....On Jan. 22nd, 3 new members,
plus 1
renewal.....\$66.00
Current Total.....\$699.87
Lottery drawing for Calendars, and
Magazines.....32.00
Revised Total.....\$731.87

Director's Report: Chuck
reported on the death of V. Allen
Vaughn, who died of a stroke on
January 14th. Reports that the spring
Board meeting will be in St. Paul on
April 12-14. He suggests prompt
mailing of the pre-registration notices
for the upcoming National
Convention, which will be on June
18-23.

**No Old
Business;**.....

New Business:..Chuck reminded us
we will have until Feb. 15th, to get in
the 1995 program summary of

Chapter activities. Ricky Bivins has
volunteered to do this. Your
Secretary mailed him the 1995
minutes on Jan. 24th. **The L&N
Historical Society meets October
18, 19, and 20th...**

Announcements-- Sightings:...
Wallace Henderson gave information
on Illinois Central earnings, and
profits which are up considerably.
Also reported on their new
locomotives, and problems with some
of them, which are to be repaired at
V.M.V. Shops. William Turner
reported on a Caboose for sale in
Hop-town. Jim Finley reported on the
New Railroad Museum in
Princeton....

**Next Meeting:... Monday Evening:
February 26, at 7:30 P.M. at the
Badgett Center.** Program by Greg
Utley, and refreshments by Wallace
Henderson..

Addendum: The Chapter would like
to welcome 3 new members: *Tom
Wortham, Spencer Brewer,* and
Harold Kniffen. Spencer was an
original Charter Member, but, had
dropped out for several years.,
Welcome All !!!!!!!

Those Present Were: Members
(including new members) 26, guests
6, giving a total of
32.....

Greetings from the Old Goat..... I hope everyone survived the cold weather, too cold for any railfanning for me. But, the weather is much better now, sunny and warm. I'm starting to get the itch to do some railfanning. But first, I have to write this stuff for the Newsletter. So let's get started. This edition covers February, 1996. Let's see what we have to report..... Report on the last N.R.H.S. meeting in Madisonville..... The January meeting got started on time at 7:30 P.M. without a CSX train passing by the meeting site. But, that would soon change. the first train of the night was Northbound Tote Train (**R135**) on the Earlington Main. Folks, does this train number sound different ??? It should, this train was a detour train. The **R135** is a tote train running between Philadelphia, and Chicago. This train, along with a least one more tote train (**R137**), were being detoured due to flooding in the Northeast, and Ohio Valley. The trains ran via Nashville for only a few days. Power for the tote train was one CSX SD40-2, and one CSX SD50. This train passed the station at 8:00 P.M.. The next train was also on the Earlington main. At 8:25 P.M., Northbound loaded Phosphate unit train (**K808**) rolled through town. This train runs from Tampa , Florida to the Union Pacific at Proviso Yard in Chicago. Power for the train was 3 CSX SD40-2's and 1 CSX B30-7. The next train, was on the Atkinson Cut-off, it was the Northbound Manifest train (**Q556**). This train passed through Madisonville at 8:30 P.M.. Next also on the Atkinson cut-off, was coal hopper train (**V529**). This train was leaving the yard at 8:45 P.M.. this was the last train for the meeting. But after the meeting, Ricky Bivins, Wally Watts, and myself went to the Northside Burger King for something to eat., Like we needed something to else to eat !!!!! Right Guys??? Anyway while eating, we noted 2 more trains. The first train was a Northbound on the Earlington Main at 10:00 P.M. The manifest train had 2 CSX SD40-2's for power. The next train, was a

Northbound loaded Hopper train from Atkinson Yard. This train was at 10:30 P.M., and had 3 CSX C40-8W's for power. this closed out the rail action for this night.

We had a very good turnout for the meeting. we had 32 people present. And also had 3 new members to join the Chapter, more about them later. Plus Jim Finley brought with him 3 retired Illinois Central, Paducah & Louisville employees, from the Princeton area. These people and some others, have started a Railroad Museum in Princeton. it was nice to have you at the meeting, and hope you can come back soon. All in all, a very nice first meeting for 1996. Let's try to make the following meetings bigger, and better.

Welcome New Members to the Madisonville Chapter N.R.H.S.....

At the January 1996 meeting, we had the following people to join the Madisonville Chapter. First is Spencer Brewer from Earlington., Spencer is a letter Carrier for the U.S. Postal Service in Earlington., He has worked as a Yard Clerk for the Illinois Central in Central City, and Madisonville. Rev. Harold Kniffen is originally from Earlington, but grew up in the New York City area., Harold's Father worked for the New Haven, and New York Central for many years. He is the Minister at the First Methodist Church in Earlington. Tom Wortham is from Madisonville, and is a Pharmacist., But most important he is an Illinois Central fan (*Ed Note: his Father was a Train Master at Central City*) . Seems like the Illinois Central fans are trying to takeover the Chapter !!! ... I think we need some L&N fans to bring things back to reality. Because we all know that the L&N was the best Railroad, period. Right, Billy? (**Ed Note: WATCH IT DENNIS !!!! I could argue that point with you !!!**) Anyway, Illinois Central fan, or New York Central fan, We welcome the three of you to the Chapter. I hope everyone makes them feel at home at the meetings.

Don Clayton Named College Educator of the Year,.

Congratulations !!!! Don Clayton was named College Educator of the year in Hopkins County, for his work as a Mathematics, and Algebra Instructor at Madisonville Community College. Don was honored by the Madisonville/ Hopkins County Chamber of Commerce. The award was given to Don at a dinner on Friday, January 26th. Way to Go, Don !! Congratulations!!!

Princeton Railroad Museum Opens.....

A group of ex-Illinois Central / Paducah & Louisville employees, plus some other area Railfans have started a Railroad Museum in Princeton. The Museum is located West of the Caldwell County Courthouse in downtown Princeton. The Museum is open on Saturday, and Sunday afternoons from 1:00 P.M. to 4:00 P.M. at this time. They are looking for items to put on display. These items can be donated, or on loan to the Museum. They would like to have more photos on display, plus anything else Railroad related. For more information you can contact Jim Finley. His Address is 15023 Highway 935, Princeton, Ky. 42445.

Paducah & Louisville

News..... The Old Goat and Chuck Hinrichs have been getting reports that the P&L is about ready to retire the fleet of Paducah Geeps, now in use on the Railroad. Chuck heard a report in Paducah on January 20th, that P & L was going to get around 30 ex-CSX GP38's and or GP40's, to replace the entire fleet of Paducah Geeps. On this same date in Paducah were around 20 Geeps stored, with stacks capped. He was told that the cost of keeping the current fleet of Paducah Geeps running was increasing at an alarming rate at this time. He was told that the 3 remaining ex-G.M.& O. GP30's, plus all switchers have been retired. The Old Goat heard on February 4th, that P & L was looking at buying around 10 or 12 ex-CSX GP38's and or GP40's. These units would be used on the Louisville Gas & Electric unit trains from Madisonville. The reason

is to cut the number of units from the usual 6 Geeps to 3 or 4 of the newer units. The P & L official stated that the balance of the Geeps were to be kept on the active roster for the near future. He also stated that the units stored in Paducah had not been retired, but were out of service due to a downturn in business. All this talk confirms what the Old Goat has been saying for sometime. If you want to take photos, or video of the Paducah Geeps on the P & L Railroad, Get started today. Don't wait till it's too late. these old Geeps cannot last forever. They will all be retired someday. The Old Goat was told that the "Old Line" track between Greenville & White Plains will be removed from service in the near future. The line has no customers between these locations. The reason the line will be left to White Plains, is that a regional landfill will be opening soon. The P & L is looking to transport trash into the landfill. If the landfill doesn't open in the next year or two, the P & L might remove the line East from St Charles to Greenville. More details as they happen.

Want to ride a commuter train from Elizabethtown to Louisville???

A story in the Louisville Courier Journal Newspaper in January reports this might happen. A Louisville area railfan is trying to make this happen. He is John Owens from Louisville. He got the idea from a demonstration project in Nashville, last year. He hopes to get a train running on the P & L tracks this Spring. P & L has agreed to lease the tracks, and R.J. Corman Railroad has agreed to lease him their dinner train from Bardstown. The project has the support of a rail advocacy group in Louisville, and several public officials in Hardin county. But the problem is money, or the lack of it. The project will cost about ten thousand dollars per day to operate. The money is for trackage rights, equipment leases for the train, plus other expenses. Mr. Owens is hoping for state funding, local government, and corporations. But, the Kentucky Transportation dept. has already

stated that the state has no money for this type of project. If this project ever happens, plan to ride the trip. The fifty mile trip on P & L would be worth the price of a ticket. We wish Mr. Owens good luck on his project. More details later.

Illinois Central Railroad to buy Chicago, Central & Pacific Railroad..... On January 17, 1996, Chicago Central entered into an agreement to sell all stock to the Illinois Central Railroad. The Illinois Central Railroad operates 2,700 miles of track from Chicago, South to the Gulf of Mexico. The I.C. runs through Illinois, Kentucky, Tennessee, Mississippi, Louisiana, and Alabama. The Chicago Central and its subsidiary, the Cedar River Railroad operates 850 miles of track. The Chicago Central lines run West from Chicago across Illinois, and Iowa. The Cedar River Railroad runs from Cedar Falls, Iowa North to Albert Lea, Minn. The takeover will require Dept. of transportation approval. The approval is expected to take less than 6 months. The Illinois Central had sold this line to the Chicago Central in the mid 1980's. The Illinois Central and Chicago Central will remain separate, but their operations will be coordinated. thanks to Chris Dees for this information.

Paducah Area News from Chris Dees Most railfans know that the Illinois Central has taken delivery of 20 new EMD SD70's last year. the Illinois Central was to have placed another order for 20 more of the SD70's. Chris has heard a report that the order has been cancelled. This is due to several problems with the first order of SD70's. The I.C. is rumored to be looking at General Electric units, maybe Dash-9's. VMV continues to rid itself of excess inventory. The old ex-G.M.& O. SD40 #913 is on the ready track for disposition. This unit burned up on Ky. Dam during Coal train service, before the P & L takeover, 10 years ago, and has been stored ever since. The old Alco from T.V.A. Paradise Steam Plant at Drakesboro has also been stored. New units include the

D.M.& I.R. ex-Southern Pacific tunnel motors, and the new Union Pacific SD90M's. Chris, and everyone else that has seen one of these units reports the units are UUUGGLY !!!!. There are several ex-CSX GP38's, and GP40's on the VMV property. These units are rumored to be staged for the CSX absorption of P & L, when the time comes. The Old Goat has heard that the CSX units have come off their lease, and have been sold to Helm Leasing, for the Helm Lease Fleet. VMV will do the repairs to the units, and paint them into Helm Leasing colors. Chris reports that the ex-T.V.A. Alco Switcher, and ex-Illinois Central Gulf Caboose, which have been aquired for restoration by West Ky. Rail Preservation, have been removed from their storage track. The switcher has been scrapped on site near the entrance to the P & L enginehouse. The Caboose has been sold to an unknown person, or group. P & L has been doing some cleanup work around Paducah. The top floor of the North Yard Tower has been removed, and is setting in a gondola behind VMV. Another new metal building has been built in the North Yard. This building is to be used for parts storage. This new building is to separate P & L inventory, and remove it from storage on VMV property. This is due to the recent sale of VMV to an outside company. *Thanks to Chris Dees for this Information.*

CSX Train Designation Update.....

The following is a list of train designations in use by CSX as of January 1, 1996 This list will be of use to Railfans, who have scanners.

K Trains & Q,R,L,S, Trains

K100-K199 Ore Trains
001-099 Curfew related service trains
K200-K299 Chemical Trains
100-199 Intermodal (Tote) Trains
K300-K399 Coke Trains
200-299 Automotive trains
K400-K499 Metals Trains
300-399 Northern-East-West corridor trains
K500-K599 Paper trains
400-499 Eastern

North-South corridor K600-K699 Forest & Consumer Trains
500-599 Western North-South corridor K700-K799 Phosphate Trains
600-699 Cross corridor trains K800-K899 Potash or Sulpher Trains
700-710 DT & I trains K900-K999 Aggregate
720-721 D & H trains 700-899 Special, contract, joint facility.

X Trains

X001-X009 Lite Engine Movements
 X100-X199 Intermodal trains
 X200-X299 Automotive trains
 X300-X399 Tonnage or 3rd section trains
 X400-X499 Storm detour trains
 X500-X549 CP-SOO Line trains
 X550-X599 Tactical switch trains
 X600-X699 Service failure trains
 X747 CP- SOO Line train
 X800-X899 Special, contract, Joint facility
 X980-X999 High-Wide trains.

Plus these trains..... J Trains..... Locals or Yard switchers
 N,T,U,V,W, trains.....Coal trains
 E trains..... Empty Coal trains, not using a loaded train symbol
 G trains..... Loaded or empty Grain trains
Thanks to Bill Grady for this information.

Bits and Pieces of Stuff.....

Keith Kittinger reports another Meridian & Bigbee Railroad Geep was delivered to CSX at Atkinson Yard, via P & L from VMV. This was on January 17th. The same day at Atkinson Yard CSX dropped off a CP Rail SD40. The unit had all its windows painted over. The unit went to VMV via P & L. This same unit was noted by Chuck Hinrichs at VMV on January 20th. Keith also reports that several Helm Leasing units are coming through Atkinson Yard from VMV. Plus some Helm Leasing units are on lease to CSX at this time. CSX is also leasing some EX-Santa Fe General Electric Leasing C30-7's again.

The Old Goat has heard a report that Kansas City Southern might be

buying the Gateway Western from St. Louis to Kansas City. K.C.S. is looking to pickup Eastbound, and Westbound traffic from the big Eastern Railroads. But, since hearing this report, the Old Goat has read that Gateway Western, and Burlington Northern / Santa fe have signed a 5 year contract to continue haulage business from Kansas City to St. Louis. Let's hope this agreement works out. It is nice to catch Santa fe units in St. Louis.

On January 26th, the Old Goat sighted Southbound CSX Manifest train (Q595) with all Union Pacific Power. The units were 1 SD40-2 "Snoot", 1 C40-8, and 1 regular SD40-2. The Old Goat doesn't get to see much CSX action, after moving from Earlington. But sometimes, he catches something passing through, without wide cabs. On Feb. 7th, returning from Evansville on business, The Old Goat sighted the Southbound Henderson Local, power was one Conrail GP40-2. The Old Goat Followed Southbound CSX Manifest train (Q595) through Slaughters, on the same day, nose to nose at 60 mph. Yes, my speedometer is correct. The train beat me into Madisonville, due to traffic from North Hopkins. I saw the rear of the train pass the hospital crossing. No slow orders that day. By the way, power was 2 CSX C40-8W's.

Railfanning Report From Chuck Hinrichs..... Chuck reports that cabin fever finally got to him. With a little help from the Weatherman, and a full tank of gas, he was on the road. On January 13th, Chuck was headed to Paducah. He sighted 2 of the new Union Pacific SD90MAC's at VMV. These 2 units were still in primer, parked near the paint shop. Inside the paintshop was a third SD90MAC. He reports that these are one UUGGLY locomotive. They made the new General Electric units look like works of art. Also at VMV, was a rebuilt and repainted Mexican FNM SD40-2 # 8744. The old shop switcher from GML's Canadian plant is still at VMV. Time to return to

Hokinsville for the day. On the following day, January 14th, Chuck was on the road again. Back at Paducah, nothing had happened since the day before. So with sunny skies and warm Temperatures, the decision to head for the Union Pacific / Southern Pacific River line in Southern Illinois was an easy one. Chuck was glad he made the decision. Ten trains were sighted between noon, and 4:00 P.M.... Lot's of new power on both the U.P. & S.P.... The first train was sighted at gale. it was Southbound Union Pacific manifest, power was 2 GP40-2's, and 1 C30-7. The next train was a Southern Pacific / Union Pacific meet at Niles. The Southbound Union Pacific manifest train had one GP38-2. and 1 C30-7, and 1 SD40-2. The Northbound S.P. grain extra had a GP60, and 1 new AC44CW # 317. Next at Wolf Lake, a Southbound U.P. manifest, with 1 SD60, and 1 SD40-2. Also at Wolf Lake, sighted a Southbound Union Pacific unit Coal train (AECX hoppers) with 2 new AC44CW's with consecutive numbers # 6862, and 6861. These 2 units had been ordered by Chicago & Northwestern, before the merger. They were delivered in Union Pacific paint. Chuck then moved to the Big Muddy River Bridge. The first train at this location was a Northbound S.P. manifest, with C44-9W's. Next were 2 Southbound trains, both Union Pacific. The first was a manifest with 2 SD40-2's. The following train was a unit Coal Train with one C44-9W, and 1 Chicago & Northwestern C44-9W. Chuck reports that the Northwestern unit was smoking like an Alco, and sounded like it was about to come unglued. The next train was a Southbound S.P. manifest train. Power for this train was 2 more C44-9W's. this train had an EMD switcher in the consist, in new paint lettered "APASCO". the last train on the river line was a Northbound U.P. manifest, with 2 C40-8's. The Old Goat bets that Ronnie Stubblefield, and Bill Grady are foaming big time reading about all

this new power. When you want to go, let the Old Goat know. Back to the story, Chuck has trying to locate the ex-Peabody Coal GP7 # 603. he had been told the unit was at the Continental Grain and Barge Company in Mound City Ill. This was his second visit, with no sign of the unit. He has since heard, that the unit is at the companies Mt. Vernon location. On this visit to Mound City, he sighted an ADM switcher in blue paint switching grain hoppers. This unit may be an ex-I.C. SW9. Also an unnumbered C & G B switcher in gray and yellow paint was pushing a cut of cars through the loader. An Illinois Central GP11 # 8733 was parked at the end of the yard. At Cairo, the Cairo Terminal SW1 #102 is still on the property. Chuck reports all in all a most satisfying mid winter trip to Southern Illinois. But he wasn't done yet, Keep reading. Chuck has been seeing some CSX action through Hopkinsville, here's a few examples. On January 12th, Northbound tote train (R124) had 2 Union Pacific SD40-2's for power,. This train was a mile and a half of empty flats. On January 15th, Chuck sighted a CSX MP15T in Seaboard paint. Southbound on a manifest train,. He sighted eleven trains between Crofton and Guthrie on January 16th. Highlights of the day was one of the ex-D & H GP39-2's # 4318, still in full D & H paint, working a military train in Hopkinsville. Also, that day, a Conrail C40-8W leading a Southbound manifest train at Kelly. Chuck is wondering what has happened to the 125 CSX B36-7's used in tote train service. the tote trains are now using pairs of the 9000 series CSX C44-9's. They have around 50 of these units in service. The Old Goat has sighted some B36-7's in manifest service, and some in grain train service. Bill Grady reports reports lots of units in Louisville, running in all types of service. The morning of Saturday, January 20th was clear, but cold !!! . But Chuck and Wallace Henderson were on the way to Paducah, to see if anything was happening. the good

things started to happen as soon as they arrived at BRT in Grand Rivers. The first train of the day, was an Illinois Central hopper train unloading at BRT. The consist was 2 Illinois Central SD40-2's, plus Helm Leasing ex-Kennecot Copper GP39 # 797 and DMIR ex-Southern Pacific SD40T-2 # 403. The last 2 units were from VMV. The DMIR unit was resplendent in new maroon and yellow paint. The scanner indicated some Burlington Northern / Santa Fe action in Paducah. Time for them to head West. This turned out to be the prize of the day. BNSF Paducah to Galesburg train # 448 was leaving the P & L North Yard with a great power lashup. In the lead was Burlington Northern GP50 # 3138, next was Santa Fe SD45-2 # 5847 , and last Santa fe SD75M # 200. Santa Fe SD75M # 200 is the class unit. It was returning to service following some warranty work at VMV. I bet they were foaming bigtime by now. Right, Chuck?? Checking VMV, they sighted 8 Electromotive SD40's in the 6500 series. These units had been on lease to the Canadian Pacific. Also on the VMV lot was EML # 6045, a rebuilt SD40 now listed as a SD42. This unit had been on lease to Burlington Northern. Next, they went to Chiles Junction on the Illinois Central, West of Paducah across the river from Metropolis. They just missed a Southbound grain train. Next was a Southbound loaded Coal train for P & L in Paducah. Power was 2 Illinois Central SD40-2's. Then another loaded coal train for P & L , power was 2 more I.C. SD40-2's. Then a Northbound manifest train, with 2 more SD40-2's passed by. This train had nearly 50 coil steel cars in the consist,. These 4 trains were sighted in just over an hour. Returning to Paducah, they sighted Chicago & Illinois Midland SD20 # 81 at VMV, and got some great shots. fresh from VMV in CIM green and red paint. This unit is ex-I.C. 3 2022, ex-I.C.G # 2022, ex-Southern # 6316. This is the second of these units for the Chicago & Illinois Midland. Checking with the P & L Yard office indicated that the Illinois

Central Fulton turn was due, and had several non-I.C. units in the consist,. They caught the train just West of the P & L Yard. It was worth waiting for !!! Power was 2 Illinois Central GP38's. Following these were EMD GP60 # EMD 5 in EMD blue and white paint, next 2 of the new Union Pacific SD90MAC's # 8004 and # 8002 in primer, these units were headed to VMV for painting. What a way to end this day of raifanning!!!! Good stuff!!! But Chuck reports Rex and Stubby would have died, as lunch consisted of some peanut butter & crackers, and a soft drink. Somedays you don't have time to eat !!! Thanks to Chuck for sharing this trip report with us. Well, that looks like the end for this edition of "Sightings", Thanks to everyone, that sent in information. Remember to send in your dues as soon as possible. Plus remember to bring something to raffle at the chapter meetings. We need your help to pay for the Newsletter. Please send me your railroad news to the following address. Once again, thanks for your past, and future support.

**Dennis J. Carnal P.O. Box 212
Earlington, Ky. 42410-0212**

**Dennis J. Carnal 704 Choctaw
drive Madisonville, Ky. 42431-3365**

Ph. # 502- 825-0693

**From Wallace Henderson.....
additional sightings, Dec thru
January... VMV Shops .. Paducah 12/
27/ 95 , All these were freshly
painted, SW ? #00069 Blue & White
W/ 6 '' logo, & Canadian Mapleleaf.
DM & I R SD45T-2 # 404 EX-SP,
rebuilt as "SD40-2 CLC" Helm
Leasing SD39 # 3950, ex-Copper
Basin, ex- SP. Canadian American
GP40 # 40 in scheme based on
original Canadian Pacific 1950's
paint scheme. Chiles Jct..... I.C.
SD40R # 6050 (ex-GM&O) in fresh
paint, wth Operation Lifesaver logo,
after upgrading to Dash 2 by VMV.
Also at VMV..... I.C. SD70 # 1002 in
for warranty work, under contract for
GMDD (EMD). ex- Copper Basin
SD39's # 352 / 353 (Helm).**

12 / 29 / 95 Trip to Evansville with

Brian Grace..... Indiana Hi-Rail (Wabash & Ohio)- ex- Santa fe GP7U # 342.... train in Harwood Yard with C420 # 315 (ex-L&N 31315) and RSD15 "Alligator" # 443 (ex-Santa Fe). Also seen were C420 # 311, C425 3 327 (ex- SP&S), S4 # 119 (ex-Santa Fe),. And ex-I.C. Caboose, painted Maroon & White, lettered "GSOR 504". Several SW1500's seen working Howell Yard on the way down to observe & photograph the afternoon traffic across the Ohio River bridge. Trains seen were:.. R123, with 2 C44-9W's; Northbound empty grain train G-790, with 1 C30-7; R591 (Lafayette, Ind.- Louisville, former Monon train) with 2 SD40-2's. Southbound G-123 , with 2 C40-8W's + U18B # 1983; R597 , with 2 C40-8W's; R120 with 2 C44-9W's; and the Southbound local with a GP40-2. All these were between 1:15 and 4:00 p.m. On the weekend of Jan. 27th, I was in Louisville, and went out to La Grange to photograph on that afternoon.. La Grange is a beautiful little town on L&N's "Shortline" to Cincinnati, and the main line runs right through the middle of the street in the business district. While waiting for trains, I had lunch at the "Whistle Stop" cafe and bakery. The first train was Northbound R-518 with AC4400 CW's # 103, and 13 pulling 27 cars!! The second train to come along was another Northbound.....Q272 with 2 C30-7's pulling 14 autoracks. No Southbound showed up, and the best photo angles would have been for the Southbounds!!! On a siding just North of town was "Pumpkin" GP40 # 9710 on a work train tied up for the weekend. Leaving Louisville Sunday Morning, the 28th, I followed the L&N main South thru Sheppardsville, and it was rather busy. First, at Coral Ridge (L&N Country Club), I waited for Southbound R-525, with a C40-8W / SD40-2/ Road Slug set. Then at Bardstown Jct., I saw the following Northbounds running almost on each others "Fred's" R526- SD40-2/ SD40-2 / C40-8 Q270- C44-9W / SD50 / (34 empty

auto racks) S526- B36-7 / GP40-2 / GP40 / GP38-2- Which met South bound R-589 there, led by 2 B36-7's and GE Lease (ex-Santa Fe) C30-7 # 8021. By then it was noon, and time to head for home.

The I.C. is running all their SD40 / SD40A units thru VMV for upgrading to Dash 2, with repainting, which includes Operation Lifesaver logo at the end of the long hoods. Paducah January 8th, 1996-- SD90MAC # 8013 in primer, in the P&L Yard U.P. SD90MAC #8002 painted, beside VMV's shops Empty I.C. coal train, with SD40-2, and SD40-2 # 6005 (-2) rebuilt by VMV. "FPF" from Fulton- SD40-2 / GP40R # 3110 W/ Operation Lifesaver logo. U.P. SD90MAC 8010 / 8005 in primer Loaded I.C. coal train for Paducah - 2 SD40R's / 2 SD40-2's Chiles switcher- I.C. GP11 #8721 CSX - R687 (East St. Louis / Louisville) with U.P. SD50 / N.S. B30-7A / U.P. SD40-2 a detour train for what reason ?? (This is the former schedule of Q-649, which is now a Louisville / Waycross Ga. train) The pair of GP39-2 # 4318 (ex-D&H, still in D&H paint, and GP38-2 # 2575 have been in Hopkinsville twice on Jan. 16th picking up a Military train, and again a few days later, working a local grain train at Hopkinsville elevator. *Thanks to Wallace for this Info.*

Don Clayton Sends this along.....

On June 15 & 16th, 1996, High Iron Travel P.O. Box 50116, Minneapolis, Minn. 55405 Phone 612-922-8541 is sponsoring a private car train from Paducah to Louisville via P&L to Chicago. Departs Paducah June 15th, Saturday morning, arrives Chicago Chicago June 16th, Sunday fare \$895.00 per person, double occupancy; Roomette supplement \$100.00 Contact Don Clayton (502-821-0731) for further information. Consist is usually Frisco sleeper, and Observation / Diner / lounge "Caritas"

1996 N.R.H.S. Convention to be in Charlotte, N.Carolina. June 1996 Tuesday, June 18th 1996 Steam trip

on the Great Smokey Mountains Railway from Dillsboro to Andrews. several runbys Wednesday, June 19th Spend the day at the Spencer Railroad Museum with special events and displays. At least 1 steam engine will be under steam. Evening reception in Charlotte at the trolley barn, so you can ride the trolleys on all existing trolley trackage in Charlotte Thursday, June 20th Amtrak / CSX diesel trip from Monroe, N.C. to Acme, N.C.. which covers the longest tangent track in the U.S. Friday, June 21st Seminar and Banquet Day including a night photo session at Spencer. Saturday, June 22nd Amtrak / CSX diesel trip from Monroe, N.C. to Greenwood, S.C. on the route of the pre-Amtrak Siver Comet. May take a side trip on the way back to Laurens and over to Clinton. There has never been an excursion, since the beginning of Amtrak, on either of the CSX routes. Sunday, June 23rd Amtrak / N.S. diesel trip from Charlotte to Salisbury to Old Fort to Ashville. Then down Saluda grade to Spartansburg and up the main to Charlotte. Ride the Steepest mainline grade in the U.S. These trips have been approved by the freight railroads Pricing has not yet been determined. There will be first class cars available on these trips as well as inbound service on regular Amtrak trains. You must pre-register to receive the convention packet. To pre-register, send \$20.00 to **1996 N.R.H.S. Convention, P.O. Box 297, Spencer, N. Carolina 28159-9902** Include your name, membership ID no. in N.R.H.S, Phone number, and return address. Packets will be mailed on about the 1st of March. Without the complete support of the membership, these trips will not happen. These will be your last opportunity to ride these lines for a long, long time. See you in Charlotte!!

Don Clayton sends this info about N&W 1218, off the Internet. Running under symbol 054, The diesel powered train consisted of a Boxcar, behind the diesel, followed by N&W 1218, and Southern coaches

28, and 29 from the old Steam excursion fleet. The 1218 arrived at Charlotte, N. Carolina at 10:10 P.M. Saturday night January, 20th, pulled by N.S. GP-59 #4630 painted in the Operation Lifesaver scheme. She paused at the platform for about 5 minutes, to allow her very cold rider to check her bearings. Mechanical Lubricators were shut down since the pistons, and piston rods had been removed. The wheel connecting rods were there however, also, she was missing her headlight, and bell. The coaches were lit, and probably warm, due to the fact the generators were running. According to the Scanner, She would run straight thru to Roanoke, stopping only for Crew changes / and or motive power changes - no layovers, speed was restricted to 25 mph. 1218 finally arrived back in Roanoke from Atlanta, via Altavista, and the former Virginian district. On Sunday the 21st.... The entire train was stopped next to the passenger car shed, and left waiting for a yard crew to come on and shift out the coaches to the business car track, 1218 and the box car was moved to the former paint shop, at East end shops. Thus closing out another chapter in the history of Steam, hopefully someday we will have another incredible Steam engine to ride and chase.... *Sad.....So Sad.....*

In Memorial..... The N.R.H.S lost a very good friend, and member on January 14th, 1996, with the death of **V.Allen Vaughn**. he suffered a stroke a week before, and was on the road to recovery. he lapsed into a coma on January 13th. Burial was in Oak Park, Illinois on January 18th. He will be greatly missed.

Time Table of coming events.....

Sat, and Sun, March 9th, and 10th..... Great American train Show Commonwealth Convention Center, 221 4th Ave, Louisville ky.

Saturday, March 30th..... Annual Louisville Chapter / Kentucky Railway Museum banquet . Frank Tatnall, current Editor of the

Bulletin will present the program.

Saturday, March 30th.... Model Railroad Swap Meet & Flea Market, 11:00 a.m. to 4:00 p.m. EST. VFW Robert E. Newman Post, 4809 Poplar Level Road, Louisville, Ky. Adm. \$ 3.00

Ricky Bivins sends another submission in his series Of Great Railroad Men....

The Vanderbilts, and the New York Central..... By Rick Bivins Those of you who know me, should not be surprised at the above subject. After all, the N.Y.C. IS my favorite road. The story of the N.Y.C. and the Vanderbilts is really one and the same. The New York Central Railroad Company became so in 1853, with the consolidation of 11 roads, from Buffalo and Niagara falls East to Albany, and Troy, New York. However, the Vanderbilts name was not on the Company ledger's at this time. By 1863 the Hudson River Railroad was built along the East bank of the River, and was near Bankruptcy. Cornelius Vanderbilt saw the line as a possible extension of his ship line on the Hudson, during the frozen winter months, and began buying stocks in the Railroad. In 1867, The Railroads merged to form the New York Central, and Hudson River Railroad. By way of Stock Manipulation, and bribery as well as all out threats. Commodore Vanderbilt controled shipping from New York City to Buffalo, and had become a power to be reckoned with. Cornelius (the Commodore) Vanderbilt born 1794 on Staten Island died 1877, he would not see his Railroad reach Chicago, that legacy would befall his son, William Henry Vanderbilt. William H. would inherit the company, and Cornelius told him never to divide the Central among the family, he would disobey the old man 8 years later. Cornelius Vanderbilt was worth 105 million dollars in 1877, *The U.S. treasury at the time was only worth 95 million dollars.!!!* William H. Vanderbilt born May 8th, 1821. was shy, and aloof in nature, right the opposite of

his father. Where the Commodore was virile and forcefull, William H. was canny and sensitive. He was a far better business man than his father.. he expanded and improved the Railroad with proper, yet extraordinary business tact. He would die only 8 years after his father. It took the Commodore a life time to build his fortune, It would only take William H. eight more years to triple it. He was not a happy man though. the burden of his fortune & Wealth bore heavily on him, his only comfort was in Arts & Music, he was Instrumental in founding the Metropolitan Opera Company. William H. would leave his fortune to his 2 sons Cornelius II, and William Kissam Vanderbilt. Cornelius Vanderbilt II was the Commodore's favorite, and proved a good business man, however his interest in charities, especially the YMCA took much of his time. The sudden death of his father was a shock he would never recover from. He was the most respected of all the Vanderbilts, his death at 46 deprived the Railroad of his great leadership. William Kissam (Willie K.) showed great tact and visionary ability as a leader. However his Yacht and spending money had a greater hold on him. He returned from Europe to run the Railroad upon his brother's death., He showed a brilliant and capable profile, with the task of running the Railroad. His wanderlust would prevail, however the Railroad would grow and prosper under his leadership, despite his lavish spending. His crowning mark was founding the Vanderbilt Clinic in New York City. He was 71 when he died in 1920. Each of the Vanderbilts left their mark on the Railroad Industry., All great Men, Builders left a legacy to the Vanderbilt name, with the building of Vanderbilt

University in Nashville Tn. By the turn of the century, the Railroads interest would be divided among hundreds of stockholders, with board members from every type of background, directing the Railroad. Just as many Mega-Companies would do. The Central failed to profit in the 1960's, and the Central would run its last train under the old flag in 1968, 115 years after its first. *Thanks Ricky,...*

Scanner Frequency update

Chris Dees sent us a list of updated & revised Scanner frequencys as follows... 161.370 CSX Road Dispatcher 161.520 CSX Road Dispatcher These two are an old pair still in use...

161.980 CSX Road Dispatcher. New
 161.100 CSX Road Dispatcher . New
 161.265 CSX PBX Outout
 Madisonville & Guthrie
 160.785 CSX Maintenance of Way
 160.395 CSX PBX Input
 Madisonville & Guthrie
 160.440 CSX Yard- Madisonville
 FCC lists as expired 7/91
 161.040 CSX Yard - Guthrie FCC
 lists as expired 4/91

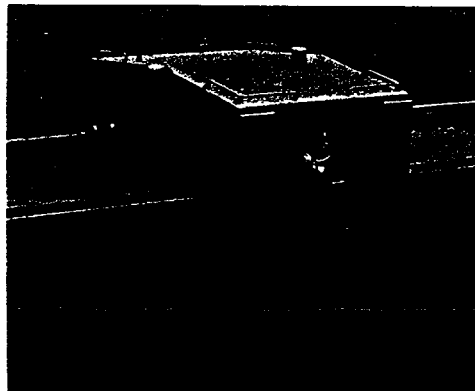
160.215 P & L Shops / VMV
 Switching
 160.335 P & L PBX Channel 2
 output
 160.455 P & L Signal Dept. Data
 Testing
 160.695 P & L Yard Channel 2
 160.740 P & L Road
 160.830 P & L mobiles
 160.290 P & L PBX Channel 1
 output
 161.325 P & L Yard channel 3
 161.400 P & L PBX
 c hannel 2 input
 161.505 P & L PBX channel 1 input
 161.205 P & L Police & Operations
 161.100 BNSF Road
 161.160 BNSF Yard
 161.665 BNSF PBX output -
 Goreville, Illinois These
 Frequencys are for the West Ky. ,
 and Southern Ill. areas.... Future
 installments in this series to follow in
 subsequent issues

Editor's Switchlist

The Gopher wore glasses... I.C.R.R

It seems that if you belong to the Clark clan, one of the pre-requisites of membership is that you wear glasses. Pop came in from work early one Saturday morning all in an uproar, as a matter of fact ,he had to ride home with one of the fellows on his crew. As soon as he hit the door, he was asking my mother to find his spare pair of glasses, next, he told me and my brother to get ready to to go with him to Madisonville, *Hey , this was a change*, as we usually held down the TV set on Sat. mornings from 6:00 am to Noon., with cartoons. As we went out the door, He was mumbling, and cussing the old Horn-rimmed Specs., he was now having to wear, and hadn't worn since the 50's. I remember teasing him about the ugly glasses, all I got in return was a withering stare,not a man to trifle with on this day. *What was going on here ?*

Pop,was taking us to Madisonville at 6:30 a.m., Mad, and wearing glasses I had never seen before. When we arrived at West Yard, he bought my brother and I a bottle of Soda Pop apiece, told the Yard Clerk there on duty he was parking his truck there for a few hours, as we would be up the track *looking for a pair of glasses !!!* What had happened, was that Dad and his train were returning back to West Yard from Dawson Springs at about 4:00 a.m. that morning, Since it was a warm summers morn., Dad was riding in the Cupola of one of those Wide Vision Cabs with the side windows open, clickety clacking along at about 40 mph. Dad



remembered the ride was pleasant until something rock hard came through the open window, and struck him above his glasses,but below the brim of his hat. It turned out the object was a low flying Cicada, or "June Bug" as he called them. This varmint became tangled in his hair, and the nose piece of his specs , Pop assumed with all this commotion and fluttering, that this had to be a **HORNET !!**. In his attempt to "get him, before he got me" he began flailing his arms to rid himself of this pest, in the process, off went the hat, and you guessed it... out the window went the wire framed Bifocals. Dad tried to get a fix on his location at the time, but they were between mile-posts, and it was dark, so he could not place exactly where they might have landed. I remember walking the track, just about a mile and half south of West Yard for several hours that day, . But to no avail, the missing glasses did not turn up. Some time passed, and one of the Yard Clerks at West Yard made up a tale of a Gopher seen running around

the South end of West Yard on down to the Curve wearing Pop's Bifocals. This gopher story lead a life of its own, with sightings periodically around the yard for years to come. A few more years went by, and the story finally was

thought to be laid to rest, until one day, A train of loaded Red-Eye hoppers piled up 15 to 20 deep in the cut Just South of the yard, . When the big hook cleaned up the mess, Some wag remembered the Gopher Story, and got it going that when the wrecker lifted one of those demolished hoppers, the mangled body of a Gopher wearing specs. was found , Hats off, everybody...
Until next time, Tony...