

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

March 1996

Minutes of Western Ky.

Chapter N.R.H.S.

Feb. 26th, 1996

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

Minutes of the January 22nd
meeting were read and approved.

Treasurer's Report:

Beginning Balance.....	\$633.87
Income: Nat. Dues Rec.	\$170.00
..... Chap. Dues Rec.	96.00
..... Donations.....	66.00
..... National Donations	15.00
..... Total Income.....	\$347.00

Expenditures :

National Dues Paid.....	\$386.00
Postage.....	19.20
Supplies.....	1.55
National Donations.....	15.00
Total Expenditures.....	\$421.75

Ending Balance.....	\$559.12
4 renewals of Membership.....	38.00
Drawing for Calendar.....	15.00
Updated Current Balance..	\$612.12

Beginning Membership.....	52
National Members Added.....	3
Ending Membership.....	55

Director's Report: Chuck Hinrichs reports he sent in the annual activities report for the Chapter, six days early., he may send in Photos later.

Old Business: None

New Business : Don Clayton gave information on the upcoming Chapter Trip on June 1st, on the Nashville & Eastern, to Gordonsville, Tn. The train will leave from the Donaldson Commuter Station. Wallace Henderson reported a caboose for sale.

Announcements: Billy Byrd showed a new book just out, Called "Rail Tales" and he is in the book. The book sells for \$14.95. Chuck Hinrichs reports he has two of Jerry Marts photo albums.. **The Owensboro Chapter Swap Meet will be held April 13th**, and this will be in the **Settle Memorial Church in Owensboro**, the regular meeting site of their Chapter. There will also be an auction held, according to Eddie James.

Next Meeting: The March 25th meeting will be held in the Badgett

Center at 7:30 P.M. with Wally Watts bringing the program of "Steam Across America", and Ron Stubblefield bringing the Refreshments.

22 Members were present

Sightings:

.....**Greetings from the Old Goat.....**Looks like Old Man Winter is just about over for this year. The Old Goat can't wait for a nice warm sunny Saturday, to go trackside, to see the action pass by him. Put away the winter coat, and wear a short sleeve shirt, plus his lucky hat. He will have a good time, Let's hope for lots of rail action. But before he can get trackside, The Old Goat has to write this stuff for the March edition of the Newsletter. So let's see what we have to report.

Last N.R.H.S Meeting in

Madisonville.....The last N.R.H.S. meeting in Madisonville was on Feb. 26th, 1996, and was attended by 22 members. The program was on the railroad history of Atlanta, Ga. The video was shown by Greg Utley. Everyone enjoyed the video, and the food brought by Wallace Henderson. Folks, if you are wondering where the listings of the rail action,

Motive Power Sightings On the CSX Henderson Subdivision.

Well, as The Old Goat has stated in the past, just when all CSX trains run with 2 GE C40-8's, think again. During the past month lots of different railroads power has been showing up on the Henderson Sub. Here's some of the

sightings.....Spencer Brewer sighted on 2/11/96 a Northbound manifest train through Earlington with 2 Conrail SD50's # 6780 and #6784 as the sole power on the train. On 2/14/96, The Old Goat sighted Northbound tote train R120, power was one CSX C40-8 and CSX C40-8w # 7812. The unit was called "The Spirit of America" and was painted blue, with a large American flag on the side. The unit was used to pull the George Bush Campaign

Specials during the 1992 Presidential race. This was the first time that the Old Goat has sighted this unit. On 2/15/96, Keith Kittinger reports that 2 Kansas City Southern SD60's were at Atkinson Yard in Madisonville. These 2 units pulled a Southbound grain extra from Madisonville to Nashville. the units then took the grain extra from Nashville to

Memphis on CSX. Keith reports on 2/20/96 one new Southern Pacific AC44CW # 306 was at Atkinson Yard. The unit arrived with 2 CSX C40-8w's from Terre Haute on a loaded Coal Train off the SOO line. The train went on to the TVA power plant at Gallatin, Tn. Then on 2/27/96, Keith reported 2 more Southern Pacific AC44CW's at

Atkinson. They were the #261 and #304. These units came from Terre Haute and were on a coal train bound for Gallatin. On 2/28/96, The Old Goat sighted a Northbound manifest train from Warrior Coal in Madisonville. The power was 3 leased Helm Leasing GP40-2's, two P&L GP38's, and one P&L GP10.

When the train left West Yard., The 3 P&L units were placed offline. The crew was calling the GP40's "The Big Engines". This was the only train ran with the Helm Leasing units. How the test train ran with the 3 GP40's is not known at this time.

(CRL) C30-7. This train was followed by a Northbound grain.

The line had seen only one or two trains per day during the last few years. The line costs too much to maintain for this little

traffic.....The line will still be in service from Dawson Springs to White Plains for the possible use of running garbage trains to a new landfill, that will open in the next year or two, South of White Plains on the former P&M Pleasant Hill Mine site. A new connection with CSX at Nortonville may be built with P&L to handle the garbage trains, when and if they start running to White Plains. The "Old Line" still loads unit coal trains at two mines in the St. Charles area. One of the mines ships a train a day via P&L. The other mine ships around two trains per week. This part of the Old Line looks safe for the time being..... The section from

White Plains to Greenville is for sale to any-one, that wants to continue service.... W.W. Watts did you hear this? Get out your checkbook. The line could be sold for scrap. The state may turn the line into a bike and/or hiking trail. the Federal Surface Transportation Board received the notice of the proposed abandonment on March 4th. It's sad to see a part of the area's railroad history close, but that's business. At least part of the line will still be in service, so things could be worse. Now to better P&L news..... Both the UK and the UofL GP10's have been in the Madisonville area for the past month. Friends about the Chapter. bring them to our meetings, they will have a good time.

At the Feb. meeting, the Madisonville Chapter, still had five members, that had not paid their dues for 1996. You will find a note in this Newsletter to remind you to pay this years dues. We hope each and every one of you will renew your dues for 1996.....If we don't receive your dues in the next few weeks, we will send Rex and Ron over to your house "To ruff you up a little". If you still don't pay your dues, we will send Rex and Ron back over to your house for supper. You will come out far cheaper, if you pay your dues, than it would be to feed these two guys. We hope for 100% renewals from the membership. Plus, we are looking for new members, tell your Railroad friends about the Chapter. bring them to our meetings, they will have a good time.

News..... On Feb 27th, 1996 The Madisonville Messenger Newspaper ran a front page story about the P&L's intention to close a 12.7 mile section of railroad from east of White Plains to Greenville. The line is part of the "Old Line" from Dawson Springs to Central City. The Railroad line was built in 1867, and the P&L purchased the line from the I.C. in 1986. The line hasn't had any customers on it for several years, but was still in service, as a by-pass track around the Madisonville area.

that passed during the meeting are, too bad !!!!. No trains were moving through the Madisonville area from 7:00 P.M. till 9:30 P.M. Nothing moving on CSX or P&L. You have never seen such a sad bunch of foarmers in all your life !!!! Two or three members had to hold their lower lips by hand, to keep their lips from dragging the floor. They waited, and waited, and waited some-more. By 9 P.M. there was no joy in Mudville, that night. Then at 9:30P.M. the Fat Lady sang, but still not one train. We can only hope for more, much more, rail action at the March meeting. Hope to see some more members at the March meeting, plus MORE TRAINS TOO !!!!

N.R.H.'S DUES NOTICE UPDATE.

plus MORE TRAINS TOO !!!!

extra with 2 CSX C40-8W's, and one Southern Pacific B40-8. On March 4th, 1996 Bill Grady sighted at Howell Yard a Southbound Molten Sulphur train with one CSX SD50, one SOO line SD40-2 and one SOO line SD60. On March 9th, 1996, The Old Goat and Ron Stubbyfield were in Louisville to go to the Great American Train show, and sighted at the South end of Osborn Yard this train. It was Southbound loaded coal unit train, power was one Conrail C40-8W, One CSX C40-8w, and one CSX AC44CW #104. Spencer Brewer sighted Northbound tote train in Earlington on Mar. 11th, with five business cars behind the locomotives. the next morning, Spencer sighted the five business cars moving Southbound toward Nashville on another tote train. On Mar. 14th, the Old Goat sighted a Northbound grain extra, with CSX AC44CW #43, and one CSX C40-8. The train was around 70 almost new Cargill Covered Hoppers, a complete matched consist. This made for a good looking train. The next train sighted by the Old Goat was a Southbound grain train, power was one CSX C40-8W, one Conrail SD60M, and one Conrail C40-8W. On March 15th Spencer Brewer sighted a Southbound CSX manifest train. Power was one CSX unit, One SOO Line unit, and one S.P. unit.... As you can see by this report, not all CSX trains run with 2 CSX C40-8W's. Thanks to everyone that reported sightings.

Railfan report from Wallace Henderson.....

On Feb. 28th, Wallace was in Paducah hoping to shoot a freshly painted U.P. SD90MAC from VMV. Wallace had made several unsuccessful trips to Paducah, seeing SD90MAC's in primer paint only. On this day he was successful. The Chiles Local was leaving Paducah for Fulton with 2 U.P. SD90MAC's #8009 and #8015 in the lead. The Illinois Central power was a GP11, and one GP38-2 trailing the U.P. units. At least 3 more painted U.P. SD90MAC's were sighted at

VMV. Also at VMV was a ex-Norfolk Southern, Ex-Norfolk & Western hi nose GP40 lettered "HLCX". Wallace sighted the Northbound Illinois Central manifest train (NOCP) at Maxon with 4 Illinois Central SD70's.... Wallace called Chuck Hinrichs that night, and guess what? They both were on the way to Paducah on the 2/29/96. At Paducah, the Chiles Local was headed for Fulton with 2 more U.P. SD90MAC's leading the way, with the same 2 Illinois Central units as the day before. The I.C. crew invited Chuck, and Wallace into the cab of the #8011, the other unit was the #8014. They were both impressed by the new units. Very nice seats., lots of room, and Wallace reports the units smelled just like a new car inside the cabs. At the P&L Yard, they watched the Northbound Burlington Northern/ Santa fe manifest train leave Paducah. Power was one B.N. SD40-2, and one B.N. B30-7AB. At VMV, ready to come out, was new Burlington Northern SD70MAC #9726 in the new BNSF paint. Beside VMV was a Gateway Western GP38 in fresh paint. Another hi-nose ex-Norfolk Southern GP40 was in the P&L Yard from VMV with "HLCX" lettering.

On March 4th, Wallace was back in Paducah. The Illinois Central Chiles Local still had the same power as the week before. On this day they had a Canadian National GP40., from VMV, trailing the I.C. power. Wallace had seen this same C.N. unit arrive at VMV on 2/13/96...

At Chiles Jct. on the Illinois Central, Wallace sighted I.C. Northbound manifest train (NOCP), power was 2 I.C. SD70's. Next, Was the Burlington Northern train #445 with one B.N. SD70MAC for power, this power was very strange on this train.....Wallace has also noted the increase of leased power, and run through power on the CSX Henderson Sub. during the past few weeks.... Wallace sends in a few examples.....

On March 9th, Northbound manifest (R592) power was one CSX C40-8, One CSX SD40-2, and one MPI SD40M-2 # 9020. This train was followed by a Northbound tote train (R122) power was one CSX SD50, one GE Leasing GECX C30-7, still in full Santa Fe lettering, and one S.P. GP60. The following train was Southbound tote train (R121), power was 2 CSX C44-9s and one CSX SD50. This train had 4 business cars, 3 CSX cars, "West Virginia", "Florida", "Kentucky", and one Amtrak. On Mar. 10th, Wallace sighted Northbound manifest train (R596), power was one CSX SD40-2. One Chessie System GP38, one CSX GP38-2 and one GE leasing GECX Kodachrome, with Santa Fe lettering marked out, this unit was a C30-7. On March 11th, Southbound manifest train (R647) had one CSX SD50, One U.P. C30-7, and one CSX SD40-2. The same day Northbound manifest train had one CSX SD40-2, 2 EMD Lease GP40's # 188, and # 194, and one more CSX SD40-2. Later that day, Northbound tote train (R120) had 2 CSX C40-8W's, plus five CSX business cars on the Headend. The cars were the former mail/baggage "Louisiana", dorm/HEP car "Ohio", open end observation car "North Carolina", diner "Greenbrier" and the track inspection car "Georgia". These are the same cars sighted by Spencer Brewer in Earlington. They went back Southbound on Tote train (R121) the following day. Thanks to Wallace Henderson for this report.

Attached to this Newsletter is an order form for a special book offer from the Louisville & Nashville Railroad Historical Society. The book is titledLouisville & Nashville, the Old Reliable. By Charlie Castner, Ron Flanary, and Patrick C. Dorin. This is a hardbound 240 page book. It has over 250 color and black & white photos. It is printed on heavy 100 pound stock paper, with film laminated covers. This book costs \$29.95, plus \$4.00 shipping from the publishers, But if you order it from the L&N Historical Society,.....

The cost will be \$24.00 plus \$3.50 shipping and handling..... Folks, this book is a real bargain !!!!!

If you like the L & N Railroad, this book is for you. Order it today. A Chapter member asked that this info be sent to our N.R.H.S. members. The books will be shipped later this Spring. Also, if you like the L&N, and do not belong to the L&N H.S., write to the address on the order form in Louisville for more information on joining the L&N H.S.

Be sure to read Chuck Hinrichs "Regional Railfan Report" following this stuff. We thank Chuck for sending in this information for the Newsletter. And, Please, send in your 1996 dues, if you haven't yet. Also don't forget to bring raffle items to the March meeting. The money for the postage of this Newsletter comes from these raffles, and your chapter dues.

Well, that's all for this edition of "sightings". Thanks to everyone that sent in , or called with news. Please send me your news items to either of the following addresses.

Thanks again, for your past and future support. Later, Dudes.

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

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

Phone # 502-825-0693

Regional Railfan Report By Chuck Hinrichs.....March 12th,1996

The Roberts Brothers Coal operation at Charleston, Ky . is closed, and the property is now owned by Warrior Coal. The Alco MRS1 # 1 is still on the property and according to a Warrior Official the unit is operational, and for sale.

The pair of SW1's that had been at BRT3, South of Grand Rivers, are now reported to be at the main Vulcan Facility at Grand Rivers.

According to Cliff Downey, the units have been repainted but are not in regular service. The SW1200 --"The Mighty Momma Jean" - is also still at the Main Vulcan Facility, and can be seen from KY 453.

Wallace and I took a quick to Paducah on 1996's extra day- the 29th of February. Not a bad day. BNSF 448 was leaving for Galesburg when we arrived with a BN SD40-2, and one of the BN's cabless C30-7's. There were two U.P. SD90MAC's in the VMV Yard, and an additional pair in the P&L Yard (8011 & 8014) ready to head South on the Chiles Local (a new designation for FPF). The UP units were in the lead and you couldn't wipe the grins off the faces of the IC crew with a wire brush. The crew invited us into the cab of 8011. The cab looks like a small living room- three easy chairs, and three tv's. Lots of room, and lots of buttons. An interesting feature is an electronic parking brake - no brake wheel on these babies. Also ready to come out of VMV was BNSF SD70MAC #9726. Paint is BN cream and green with "BNSF" in large letters on the hood and a BN logo on the nose. At VMV there was a gaggle of EML GP38-2 lease units, a Gateway Western GP38 in new Black and Yellow paint, HATX SD45T-2 #936 and 4 SP SD45T-2's for setup as HATX units. Not a bad day, and we did have time for a great sit down lunch at C.C. Cohens.

Took a swing through Western Tennessee on March 11. Caught 3 trains on CSX between Colesburg, and Bruceton. Three CSX trains., 10 locomotives and, would you believe it , only 4 CSX units. Helping out CSX were 4 UP SD40-2's. a UP B23-7., and a NS B23-7. A GP30 slug and mother were working the Yard at New Johnsonville, and a GP40-2 doing chores in the Bruceton Yard. Lots of good photo location in this area and US 70 runs mostly on the South side of the tracks.

The West Tennessee Railroad is now an all Alco operation. Three RSD12S are in service.

(ex N&E 1852 and 1853 and ex Kerr McGee 2054) and 4 RSD12 carcasses are in various states of disrepair around the WTNN headquarters at Trenton, TN. The old GM&O station at Trenton has been completely restored, and serves as the Railroads headquarters office. WTNN run from Jackson, TN. to Kenton, TN. with connections with NS at Jackson and CSX at Humbolt. One of the RSD12's lays over each evening at the NS Yard in Jackson and a crew is called at 6:30 a.m.. They are Northbound from Jackson at about 7:00 am and work their way North all the way to Kenton if needed and then return to Jackson. WTNN handled over 1000 carloads of grain during the 1995- 96 harvest season with most of the loads coming from the Kenton area. The ex-IC GP28 # 9433 which was here at my last visit has been sold to WTNN's sister operation the KenTenn Railroad.

The KenTenn is headquartered at Dyersburg , Tn. and now rosters three ex-IC GP28's # 9433, 9434, and 9435. The KenTenn keeps one unit in Dyersburg working the Colonial Rubber plant, and the IC connection while another unit makes it's way to Tiptonville, and on to Hickman, Ky. KTNN has two customers in the Hickman area who require carload quantities of coil steel. The track to Hickman is in poor shape, and the crews have a chore keeping the heavy coil cars on the tracks. There is also a significant grain customer in Tiptonville. Both the KTNN and the WTNN are operated by the same group that operates the Nashville & Eastern.

Caught IC MECH at Fulton with SD40's and a few GP38's and GP11's in the Yard. Still to see my first IC SD70.

Took off for Indiana on the 13th. Nothing doing at Yankeetown or at the SIGECO power plant. I made the find of the day at Booneville. The Two ex- Yankeetown Dock Fairbanks Morris Switchers were on a NS spur adjacent to a scrap yard. But not to worry- after finding a way to trackside.

I learned that both units have been bought by a North Carolinian, and are being rebuilt on site. The # 1 looks to be complete (including new roller bearings on the trucks) and a crew from Georgia was working on #3. Don't know where these units will finally be located, but it is nice to see relics like this being put back in operating shape. I couldn't find the Squaw Creek GE's or any Lynville power.

Howell Yard is a zoo. The scanner was smoking with requests for ingress, and egress to the yard facility. Just missed the shot of the day as a Southbound CSX train with two UP units and a CSX unit just beat me to the Henderson Bridge approach. Spotted one of the GECX C30-7S (Super 7) at the Howell engine facility along with an unidentified SP unit. I finally saw the ex Manufacturers Railway SW working at the ADM grain facility just North of Howell Yard. Spotted another CSX paint variation- a B23-7 in Seaboard paint with a YELLOW NOSE.

Recent Henderson Sub. visitors include: an ex - ATSF C30-7 in red and gold, a Conrail SD60M, a Conrail Lease C30-7, and a UP SD40-2.

Thanks to Chuck for this report.

Billy Byrd sends the C&C Schedule for 1996, and he will try and get a copy for all interested members. The Tennessee Valley Railroad in cooperation with the Chattanooga and Chickamauga Railway will operate DIXIE LAND SPECIALS from Grand Jct Depot in Chattanooga to destinations in Northwest Georgia via the Old Central of Georgia mainline. TVRM operates daily April - October, All Excursion trains are in addition to regular service

The Chickamauga Rebel... \$32.00

And will run on May 4th for Down Home Days, and will run from Grand Jct. to Chickamauga, with a layover for lunch, and shopping. Departing Grand Jct at 10:50 am and arriving back there at 4:00 P.M.

The Marquis de Lafayette.. \$46.00

June 15 s or d Imperial open house
July 20 s or d Bluebird open house
Aug 17 s or d Pigeon Mtn LTD.
Sept. 14 s or d Rails to wings
(\$48.00 includes airshow ticket) This train will feature dining car service

The Summerville Daylight... \$54.00

April 13 d Dogwood Blossom Special
May 25 d Howard Finster Art Festival April & May train will run to Summerville

The Trion Special... \$54.00

Oct.5,12, 19,20, 26, 27
Nov 2, 9 (All Oct & Nov. Trains are Trion Specials and will NOT run to Summerville, And both the Daylight & Special will feature dining car service

Pops in the park... \$40.00

July 6 Special returns to Grand Jct. one hour and 30 mins after the end of the concert, rain date is Sunday July 7th And will feature a picnic lunch in the park.

See Billy Byrd At the Meeting for additional information, Thanks to Billy for this info.

Editor's Switchlist

Answer that phone.....

As I was growing up, one of the earliest responsibilities I had was to answer the phone When the I.C called to "list" my dad for work. Dad liked to garden for a hobby

and generally after he was rested, that was where he could be found, during most of his free time. Since cordless phones were a long ways into the future, and I being too little to give a hoot for gardening, he put me to answering the phone for his "list". After I caught on to this game, and to the significance that I was Dealing with " Big Time Railroading ", and that I was now a cog in the Railroad Industry. I was a enthusiastic participant, why, I was gleefully answering the phone, even when he was at work, in hopes that the Railroad just might need my services. Many was the time when I would grab the phone, and holler, "Gene Clarks Residence" to some startled Yard Clerk. This poor guy endured this for several years, but Hey, this was "Big Time Railroading" Most of the time the conversation went like this... L.G. Clark..... West Yard Switcher..... 1:15 P.M... To which I would repeat this important message, after this the Clerk in a low mono-tone voice would say "Uh-Huh, that's right" Click went the receiver, Geez, the guy sounded bored to tears. Now the wheels of progress went into motion, with me tearing out of the house repeating the message until I got to pop, out of breath, hollering the time, and job. to which he would acknowledge with a nod, and start putting up tools, or tractor. I've wondered over the years how many kids could tell this same story across America. And if the Railroads ever realized the possible legions of unpaid devotees that worked behind the scenes, To keep the wheels rolling, not to mention keeping pop from going off on a tangent, about answering the phone !

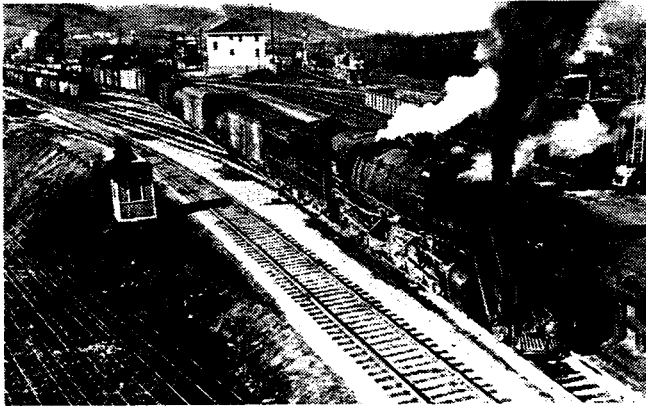
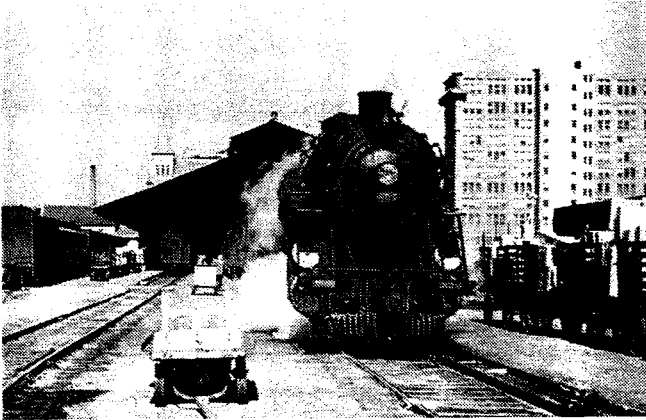
By the way Dad never missed a call, if I was on the job., and yes, over the years, I even learned how to grow a fine home grown tomato..... Ah ! to do it all over again..... Well, until next time.... Tony...

Special book offer from the L&N Railroad Historical Society:

LOUISVILLE & NASHVILLE

The Old Reliable

by Charles B. Castner, Ron Flanary and Patrick C. Dorin



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This new history of the grand old Louisville & Nashville is by a team of noted railroad authors and historians, including Patrick C. Dorin, who has scores of railroad books to his credit, Charles B. Castner, President of the L&N Historical Society and a major researcher in L&N history, and Ron Flanary, a top-notch L&N historian and Vice-President of the L&N Society as well.

The book is illustrated with great photos from the official files of the L&N and many other sources, and has enough text to tell the complete story of the line with chapters that detail elements interesting to historians, railfans and modelers. Separate sections cover history of the L&N and its antecedent companies, the railroad's operating divisions, freight traffic, passenger trains and cars, coal traffic, motive power, rosters, maps, drawings and diagrams.

As an overview history of this outstanding railroad, this book will be perfect for any railroad-oriented library, and an absolute must for anyone interested in the L&N in particular.

This large, superbly written, illustrated and printed book is bargain priced at \$24.00, plus \$3.50 for shipping and handling (\$27.50 total). Normal retail price from the publisher, TLC, is \$29.95 + \$4 shipping and handling (almost \$34), so this offer represents a savings of almost \$7.50 per book. Through special arrangements with TLC, the Society can offer this book at this discount. **Note: Expected shipping date is Spring 1996, but order now to ensure immediate delivery following publication.**

Order direct from the Society at:

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