

N R H S NEWSLETTER

West Ky. Chapter



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JUNE 1996

Minutes of Western Ky. Chapter N.R.H.S. May 20th, 1996

Meeting started at 7:00 P.M., called to order by President McCracken.

Minutes: Minutes of the April Meeting were read and approved. Cliff Downey had an addition, since he wasn't present at the April Meeting. He is now the Vice President of the Paducah Chapter.

Treasurer's Report; As of this writing (5-22) I have not received a report from the Treasurer.

Director's Report : Chuck Hinrichs reports the meeting he recently attended, had some discussion and action on membership records. A dues increase was discussed, and a \$3.00 increase was proposed. All seemed to agree an increase will be needed, and probably will be inevitable. A new law amendment may be upcoming.

Old Business : Discussion on the possible Fall trip on TVRM was held, and a suggestion was made that the trip be postponed this year, and be

undertaken next year. The Chapter agreed and the trip will be postponed. Our trip on June 1st, to Nashville for the N & E ride was finalized. At last count, we had 24 signed up.

New Business: Information was given on a toll - free number for CSX to report acts of Vandalism, theft, etc. The number is 1-800-232-0144. Bob McCracken reports the Art train will be coming back, this summer, and will be parked at the Park Ave. Siding, adjacent to Fugate Lumber Co. It will be hauled via the P&L. Cliff Downey reports the Hardin & Southern will resume excursions, starting in late May. Rex reports construction has begun on his outdoor Railroad, Known as the Long-Gone and Easterly. Ron Stubblefield has also started on his outdoor road known as the Clay-Lick Creek R.R. Chuck Hinrich's Pennyrile Central H.O. layout is taking shape. The Secretary received an application, and \$20 check from a new member, Mr Gale Woodrome of Ottawa, Kansas on the day of the meeting. We also had a new member join at the meeting, Mr Dale Heflin of Gracey, who has attended a previous meeting. Welcome to these newcomers !!! This brings our membership up to 55. Mr Woodrome was referred by Rex Easterly.

Dennis reports he is sending a letter in the newsletter to non-members who are receiving the Newsletter, advising them this will be their last edition unless they join. Dennis also encouraged all to contribute sightings, etc, to him. he also encouraged the membership to recruit new members. Chuck asked us to look for an old store - type display case to donate to the Hop-town station in appreciation for our use of this meeting facility once a year. the membership wishes to thank the tenants of the station for this use.

Next Meeting: the next meeting will be the 3rd Monday in June, the 17th, not the usual 4th Monday. It will resume at the regular location. the Badgett Center. Program will be provided by Wallace Henderson, and Bob McCracken will provide re-freshments.

Those present were: Chuck Hinrichs, Rich Hane, Ron Stubblefield, Al Fraser, Rex Easterly, Harold Kniffen, Spencer Brewer, Jim Finlay, Bob Moffet, Dennis Carnal, Cliff Downey, Wallace Henderson, Wally Watts, Bob McCracken. Guest: Dale Heflin **

** Mr. Heflin joined at the Meeting.



GREETINGS from the OLD GOAT

Sightings.....Hope everyone is ready for summer. It looks like this summer weather is here to stay. Nothing like Railfanning with the sweat rolling down your legs, and ticks crawling up your back. Oh the joy of Railfanning in the summer !!! I hope everyone has the time, to do some Railfanning this summer. Very little news to report this month, but let's see what we have for the month of June.

Report of May N.R.H.S. Meeting in Hopkinsville..... The May meeting was in Hopkinsville at the ex-L&N station downtown. The attendance was down this month, only 15 members were at the meeting. Where were you ?? No one from Owensboro showed up !!!! Folks , you missed a party. There were 25 Trains past the station during the meeting. We had lot's of food, till Rex and Ron showed up. Chuck Hinrichs, and Wallace Henderson supplied the food and drinks for the meeting. The program was an open slide show from the membership. Chuck Hinrichs, and Ron Stubblefield, and Bob McCracken showed slides. (Old Goat Note,, Did anyone else show slides at the meeting ? For some reason, I believe a 4th member showed slides. If someone else did help with the program, Thanks. The Old Goat has lost more than a few Brain Cells during the past few weeks.) A good mix of slides were shown. Plus, we had two new members to join the Chapter at the meeting. More about this later.

Getting back to the rail action during the meeting, here's the lineup.

First, of all, only 6 trains passed through Hopkinsville during the meeting. Terry, you can get up from the floor now. The first train noted was the local (J723) working the plants on the Southside of Hopkinsville. The next train was Northbound Manifest (Q556), power was 2 CSX C40-8s, this train passed the station at 7:30. The following train was Northbound Manifest train (Q648) at 7:50 p.m. Power for this train was 2 CSX C40-8Ws. The next train at 8:50 was Southbound manifest train (R597). power was 1 CSX AC44CW #10. Then at 9:25, Northbound manifest train (R646) passed through town, power was 1 CSX SD40-2, and 1 CSX C40-8W. The last train of the night was Northbound tote train (R124), with 2 CSX C41-8Ws. Not a bad night of train watching in Hopkinsville. We will return next year.

Welcome New Members..... At the May meeting in Hopkinsville, the Madisonville Chapter had 2 new members to join up. Attending the meeting was Dale Heflin from Gracy, Ky. He is a friend of Jim Findley from Princeton. Welcome Dale, we hope to see you at our meetings in Madisonville. The other new member is Gale Woodrome from Ottawa, Kansas. Gale is a Santa Fe fan, and knows Rex Easterly. We hope to hear some Railroad news from Kansas in the coming months. Welcome Gale, glad to have you as a member.

Bits and Pieces of stuff from the membership..... The Old Goat has sighted several GE Leasing ex-Santa Fe C30-7s running on CSX trains during May. CSX has around 70 locomotives on lease from GE Leasing, , EMD Leasing, and HELM Leasing. Some of the ex-Santa Fe units have been very clean, and others are very dirty, and nasty. The Old Goat sighted a Northbound tote train on May 12th, with 3 clean speed- lettered Southern Pacific units, 1SD40T-2, 1 SD40-2, and 1 B30-8.

The Old Goat read in a magazine of a crew fatigue experiment in Canada. On the Canadian National during 1995 from April to October, Engineers could be called to work only during a specified 10 hour window each day. If not called during this time, they would be off the board till the next days window. Plus, the Engineers or the other crew members if they felt sleepy on the road , they could call the Dispatcher, who would put the train in a siding. The Engineer or other crew members could then use a self-inflating mattress, and sleep on the locomotive cab floor. When rested they would call the dispatcher, who would line them out of the siding, so they could complete the trip. F.Y.I. the Railroads assigned the mattress to the crews. The Railroads supplying mattresses, this brings to mind the problem of Male & Female crews. Just think of the Railroad photos, brings on a lot of new angles !!! Plus, Lots of family problems as well. Is this what they mean by crew comfort cabs ??? the test program was watched by Canadian National, C.P. Rail, VIA Rail, and B.L.E., Engineers Union. No results have been announced yet.

Chris Dees reports a Burlington Northern SD60M was painted in a new BNSF scheme by VMV in Paducah. The unit was painted in a Great Northern Blue/White scheme. the unit left VMV on Thursday, May 30th. Nine more units are to be painted at VMV during June in these colors. Some of the Paducah Chapter members were on hand when the unit left VMV, and shot photos. Hope someone sends us a slide of the unit , to show at a Madisonville meeting.

The Old Goat noted the following real estate ad. House for sale, Mainline Santa Fe tracks. 7 miles East of Galesburg, Illinois. Would make a great bed & breakfast. 4 Bedrooms, 2 Bath, Quad level, 2 car garage. Contact Gorham reality in Galesburg. sounds great, Wally get your Checkbook !!! the Old Goat knows several railfans from Western Ky.,

Who might like to checkout this location for Railfanning, right, Mr. Bill ??

More possible Chapter trips with Don & Wally,..... On Labor Day Weekend, Don & Wally will be in Chicago to ride 2 Union Pacific excursions. On Saturday, August 31st, they will ride behind locomotive # 844 from the suburb of Berkley to Milwaukee and return. Price is \$99.00 Coach, \$115.00 Dome

Then on Sunday, Sep. 1st, ride behind ex- Chicago & Northwestern GP7s from the suburb of Elmhurst to Union (Home of the Illinois Railroad Museum) and return Price is \$ 88.00 Coach, \$95.00 Dome They are planning to go to and from Chicago via Amtrak. Deadline for group ticket sales is Tuesday, July 9th. See Don Clayton for details

The next trip is with Don Clayton, Wally Watts, and David Cooper on a scenic fall colors trip along the Arkansas River. the Union Pacific excursion will be pulled by the famous U.P. E9s. The trip will be from Little Rock to Russellville, and return on Saturday, Oct. 26th. Prices are... \$99.00 Coach, \$ 129.00 Dome Deadline for group ticket sales is August 1st. See Don Clayton for details.

Railfanning SouthEastern Missouri on Southern Pacific..... On Saturday, May 18th, the Old Goat was on the road at 7:00 a.m. to pickup Rev. Harold Kniffen for a day of bigtime Railfanning on the Southern Pacific trackage in Southeastern Missouri. Coming into Earlington from Madisonville, the Old goat was greeted with a Northbound CSX manifest train. This train was the third Northbound train through town during the past hour. This was starting to look like a good day for Railfanning. Rev. Kniffen was ready and waiting to go. They were to meet Ron Stubblefield at Eddyville and ride with him to Southeastern Missouri. Arriving in Eddyville at 8:00 a.m., Harold made the statement, that the Old Goat had been rolling around 70 mph.

on the way to Eddyville. Harold, I was only trying to get you ready for what was about to happen. It's always a special treat to bring along "a Rookie", for the first time, for a day of train chasing with Ronnie Stubblyfield. Chris Dees was to meet us a Eddyville, but he was a no show. we waited for him, then drove over to his home. His Mother and Dad stated Chris told them he was going to Paducah. He later stated that he had forgotten about the Railfanning trip. Chris has started to suffer from C.R.S., That's the same disorder the Old Goat has had for the past few years. The disorder is..... I Can't remember..... I forgot. Oh well, back to the story. The first stop of the day was VMV shops in Paducah. This was the first time , that Harold had been to this location. 2 New Burlington Northern/ Santa Fe SD70MACS were parked in the back lot, plus, an EMD Leasing SD40-2. After taking a few shots of the units, it was time to checkout P&L Yards. P&L was shutdown on this day, nothing was moving. Around 30 P&L Geeps were at the Enginehouse. Time to roll on toward Missouri. But first, let's stop for a snack. Nothing like a pre-Railfanning cocktail to get things rolling along, right folks ? That chokeberry juice is something else. We arrived at Thebes a few minutes too late to catch 2 U.P. trains crossing the Mississippi River Bridge. We showed Harold the bridge, and other highlights of Thebes, then headed for Scott City. Arriving at the Southern Pacific Yard office at Scott City, they sighted a Westbound S.P. manifest train, with 2 S.P. C44-9Ws parked on one of the mainline tracks, just East of the Yard. This train had engine trouble, one of the units was shutdown. Another S.P. train, This one an Eastbound was sitting in the Yard waiting for a rested crew to take the train on to St.Louis. This train also had 2 C44-9Ws for power. Plus a Southern Pacific B30-7 was parked by the yard office. This unit was for the weekday local from Scott City to Dexter. we then moved from the Yard office to the Trackside park

across the tracks from the Union Pacific Beanery. A few minutes later, we heard an Eastbound U.P. calling the Beanery from Quarry, a location 10 miles West of Scott City. they wanted their lunches ready, and waiting for them, when they got to Scott City. This train showed in few minutes, it was a manifest train, power was 1 U.P. SD40-2. 1 Conrail C40-8w, and 1 U.P. C30-7. This train was talking to a Westbound U.P. train parked on the Illinois side of the Mississippi, waiting behind the parked S.P. train on the Mainline ahead of them. The U.P. crew was not a bunch of happy campers, they were ticked off. They told the Eastbound U.P. crew, that the S.P. people, had no idea what was wrong with their locomotives, plus, a few other things about bad Dispatching,. All this gripping did them no good, because they still had to wait about 1 hour for the S.P. crew to get their locomotives running, and get back to their train. All this time their lunches were setting out in the hot sunlight waiting for them. We were afraid Ron in his effort to save their food, would run trackside, and save the food from spoiling. But he stayed cool under a shade tree, and chewed on his lip, and a branch, and some tree bark, etc., etc.,.....The S.P. train finally got it's act together and put on a show leaving Scott City. The 2 S.P. C44-9Ws were really talking, and putting on a grand smoke show, almost like a steam engine. then, the Westbound Union Pacific manifest. train had it's turn into Scott City.. Power for this train was all Conrail, 1 C40-8W, and 1 SD40-2.. But the highlight of the day was the Railfan, that stopped to talk to us at Scott City. He was a College Professor from Marion, Ill., His hometown. He was a physics Professor at the University of Missouri in Springfield.. He was on his way home for the weekend, Railfanning on the way. He asked us where we were from. We told him that Ron was from Marion, Ky. The professor knew where Marion, Ky. was. The Old Goat told him that he was from Madisonville.

But was raised in Earlington. Harold told him that he was from Earlington. The Professor stated he knew where Earlington was, about 4 miles South of Madisonville. The Professor told us that his wife was from Earlington... Small World !!!

Now here's the funny part, Harold asked the Professor what his wife's maiden name was. Well, the Professor in Physics couldn't remember his wife's maiden name. So much for higher education in Missouri. Talk about C.R.S.... This is C.R.S. Bigtime !!!! he did tell us, that he would probably think of her maiden name on the way home. Let's hope so. Good Luck Professor !!!

The Old Goat can't remember the Professor's name either. C.R.S. you know. This made Ron and Harold's day even if we hadn't seen a single train. They laughed all the way home. But, it was time to leave the Professor, and Scott City behind. Wait, first time for a snack at the Dairy Queen. That milkshake sure was good, glad I made the suggestion to stop for a snack. Harold will have to learn, when Railfanning with Ron & the Old Goat, two things go together, food, and trains, and food, and more food..... Trains, you get the program ?? The S.P. Dispatcher had put the Westbound Union Pacific/ Conrail in the siding at Randles to meet one Eastbound. We arrived at the East end of Randles siding just as the highway crossing gates came down. Jumping out of the still moving Jeep, equipment in hand, ready for action. The people in the other cars stopped at the crossing looking at us like we were nuts, and wondering what we were doing, we didn't have time to explain. The Eastbound S.P. manifest train, with 2 S.P. C44-9Ws were closing on us at about 60 mph.... Harold was impressed !!! Bigtime Railroading S.P. style !!!!! As soon as this Eastbound train cleared Randles, we were in hot pursuit of the Westbound U.P. train ahead of us.. Harold made a comment about Ron's train chasing being something like tornado chasing., Wild and fast !!!

Rolling down gravel roads at 55 mph, sliding into curves, etc, etc.,,, Harold loved the excitement of the chase !!!! But the best chase of the day was yet to come. Catching the Westbound U.P. train at Mesler siding, we noted it was pulling into the siding track. But was still moving at around 30 mph. Just then, we passed an Eastbound U.P. piggyback on the main track. The Old Goat called the plan of action, turn around now !!!! Ron Stubbyfield was ready for the chase !!! Hang on Harold, we are in pursuit !!!! Sliding to a stop at the highway crossing at the East end of Mesler siding, we were ready to shoot the U.P. piggyback train as it picked up speed, just as the end of the Westbound cleared the switch. Harold was having fun. So much fun, the Old Goat noted a soap bubble float overhead from Harold's direction. Folks, Harold was bubbling over with excitement !!! Or, he was getting sick from Ron's driving. I think Harold was having a good time, right ??? Let's all remember Ron's new Railfan motto.... "GET IN, SIT DOWN, SHUT UP, AND HANG ON !!!!! " On this trip, the fastest Ron was noted driving, was during the chase at Mesler. The top speed was only 80 mph. Slow by Ron's standards. But Ron always has safety in mind, we haven't torn up Kaye's Jeep yet. But Ron has got it real dirty a time or two. Right Chris ?? Leaving Mesler was delayed, when we heard the S.P. Dispatcher telling the Eastbound piggyback train, it would be meeting a Westbound train at Delta. This gave Harold time to get himself together, and enjoy the countryside of Missouri. But a little while later, the next Westbound rolled into view., it was a Union Pacific auto parts train rolling at near 60 mph. Power was 1 C30-7, and 1 U.P. SD40-2. It was now time to start back toward Scott City. the next train was at Randles. It was a Westbound U.P. piggyback train moving at 59 mph. over the detector at Randles. The power was 1 C.N.&W. SD60, and 2 U.P. SD40-2s. We then went through Chaffee on the Burlington Northern.

/ Sante Fe. The power for the local was parked in the yard, 1 B.N. GP15, and 1 B.N. Caboose. This line was out of service due to flood waters in the area. We then heard a Westbound U.P. train coming onto the Southern Pacific tracks at Scott City. the Old Goat ordered Stubbyfield to stop at a location, East of Quarry siding, known by several people as "Jim Boyd Curve". In a few minutes, we were surprised by an Eastbound empty hopper train. This train was in a real hurry, the new U.P. AC44CW, and the almost new Chicago Northwestern AC44CW, were looking good, rolling along at full track speed. They were in a hurry to clear the mainline for the next Westbound. This was the hot Union Pacific APL Doublestack train running from Chicago to Mexico City. Power for the Doublestack was 1 C.N.&W. C41-8W and 1 GE Leasing C30-7. Harold was heard saying, "This was a nice train" It was now time to return to the Illinois side of the Mississippi River. While crossing the river, we heard 2 more Union Pacific Westbound trains calling the Beanery at Scott City. The last train had a CSX SD50 leading the consist. Moving North toward Ware on Illinois Rt. 3, we heard a Westbound train pass the detector to our East. We stopped at the crossover called Potts, to wait for the train. It was the Conrail/ Union Pacific manifest train (PHIO) Pittsburgh to Houston. Power was 2 Union Pacific SD40-2's. By now it was around 6:00 p.m., and time to head home. Our last train for the day was a few miles West of Superman's hometown on the B.N./S.F. line to Paducah. The train was an Illinois Central loaded coal train, backing to the wye at Joppa Junction. The train was going to the Joppa Electric power plant on the Ohio River. An Illinois Central Caboose, equipped with a headlight, plus maybe a airhorn, was leading the train, with 2 I.C. SD40-2's pushing. The Joppa Electric plant receives coal trains from B.N./S.F., I.C., and U.P., about 1 train per day. We then passed a parked BN/SF work train at Cook, power was 1 BN GP38-2.

We arrived home happy, and tired. From all reports Harold enjoyed his first "Railfanning with Ron" fantrip. His wife and friends have stated the trip has been all he has talked about for days. Glad you enjoyed the trip Harold, we will have to go on another time soon. We all had a good time. Thanks Ron for the day of Railfanning, "Southern Pacific Style" or were we Tornado chasing, I forget !!! Oh, yes, thanks to Kaye for the use of her Jeep, one more time.

Meeting Notice, Third Monday in June..... The Old Goat almost forgot, can you believe it? the June meeting in Madisonville is the third Monday, June 17th. Please make a note of this change. the July meeting should return to the regular meeting night of the fourth Monday. Let's have a big turnout this month. Plus remember, if you have any items to raffle. Bring the items to the meeting. This money is used to help pay for the cost of the Newsletter. Thanks...

News Items, and Trip Reports for the Newsletter..... the Old goat and Tony Clark need your help with items for the News letter. several of you are taking trips this summer, tell us your fantrip stories. 28 members, and friends took a Chapter trip to ride the Nashville & Eastern on June 1st. We know at least some of you could write a report, to be used in a future Newsletter. In fact , we hope several of you will write about this trip. everyone would have a different viewpoint. So get writng !!! Don Clayton, and Wally Watts have over 15 trips this summer and fall planned. Ok Guys, get to writing. We need your stories for the Newsletter. Look for stories from Bill Grady, and Chris Dees on chasing the Union Pacific 1996 Olympic Torch Train in Southern Missouri on Memorial Day, May 27th, The Old Goat was with them, but they will be writing stories for the Newsletter. Right Guys ???

Tony Clark has been to Florida, and will have a report on the Florida East Coast Railway in an upcoming Newsletter. Right, Mr. Editor?? We want everyone to have some input into

the Newsletter. We want you to get your monies worth each month. Let's all get busy, and send in items for your Newsletter. thanks.

Well, thats all for this edition of "Sightings". Remember to send in your news reports or fantrip stories to the following addresses. Once again, Thanks for your past, and future support with this newsletter. Later Dudes.

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END of an ERA



By David A. Fraser

Modernized L & N Locomotive brings Surprise to Hartford. Many residents of Hartford were rather startled at about 2:30 p.m. Wednesday afternoon, when a number of resounding honks were heard clearly through-out the city. With all the recent talk about cleaning out Rough River, and the possibility of renewed water traffic, some thought that it might be a steam boat or at least a snagboat steaming up the river, but others who had heard similar sounds elsewhere at once recognized the blasts as coming from Diesel Engines. It turned out that the Louisville & Nashville Railroad's mixed train, which makes a round trip daily between Earlington and Hartford was being hauled by the new type of locomotive for the first time, and that the switch to Diesels is to be permanent. Two colorful brand new Diesels were attached to the train which is known as No 32 on its Northbound trip, and as No 31 on its Southbound run. the new Engines bore the numbers 424, and 425. , and members

of the crew seemed rather proud of them. The L & N within the past few days has installed 8 or 10 such new locomotives on the roads of the Evansville Division, according to H.P. Hart, Hartford Station Agent, who has been a Railroadman since 1905, and who has held the post here since 1941, while residing at Fordsville. Other Clark, of Madisonville, told this Editor that the two new Diesel Units have a much greater pulling power than the old steam engines in use until, and including Tuesday. Mr. Clark has been a railroader for 36 years, and a Conductor for 30 Years of that period. Alvin Toombs, of Madisonville, with 35 years of service, was engineer on the first trip of the Diesels over the Hartford - Earlington line. Other members of the crew included E.A. Fraser, of Earlington, Fireman.... J.C. Tapp, Flagman, and M.R. Parker, Brakeman. The line serving Hartford was opened for transportation in 1910 and was officially known as the Madisonville, Hartford & Eastern (M.H.& E.). trains were removed from the portion of the road from this city to Ellmitch in 1941..... This story was sent in by David A. Fraser. his father was the Fireman on this run. This story was originally written in the Ohio County Newspaper in about 1955.. Thanks David for this story.

EDITOR'S SWITCHLIST

Due to time constraints this month, I won't be able to write a lengthy column this month, due to the fact that I just got off vacation, And I really haven't thought about writing. But however I will be back next month, with a report about what little I did see in Florida, and more of the usual Bull - Slingsing that I do. Until

next
time.....

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Tony....



