

N R H S NEWSLETTER



West Ky. Chapter

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AUGUST 1996

Minutes of Western Ky. Chapter N.R.H.S. July 29th, 1996

Minutes: Of the June 17 Meeting approved as read.

Treasurer's Report : No report was received as of this writing, Aug. 6th. However, a raffle was held during the meeting, which netted \$28 for the treasury.

Old Business: None.

New Business: Chuck Hinrichs reports he is in the process of being certified in the Operation Lifesaver Program. He also plans to correct a report in a recent issue of a local Newspaper concerning accident figures of Planes vs. Trains. The report was apparently misguided in its information, which slanted heavily in favor of the aircraft.

MEETING NIGHT NOTICE.....

Please Note !!!!!..... The Madisonville N.R.H.S. meeting will be on Monday Evening August 26th, 7 P.M. at the Badgett center. Program will be a slide program by Bill Grady, with refreshments by Wally Watts.

Chuck plans to contact the paper concerning this. Chuck Smith reports his wife Betty is planning to retire as of Oct 31st., and thus will be unable to print our Newsletter after that date. This should give time to arrange another source. Don Clayton reported on the upcoming U.P. excursion to Milwaukee behind U.P. 844., and that it is sold out. Our President Bob, made the newspapers in Iowa on his recent trip aboard the Madison County Zephyr. Don read the clipping. Chuck Hinrichs suggested raising our dues to \$8.00 for Chapter only members, to meet rising costs of postage, Newsletter publishing, etc. A motion was made, and this passed, and will be effective the next billing. Wallace and Chuck reported briefly on their recent trip to Logansport, Ind. to see 2716, and Chuck showed a video he made of the engine. Bruce Cox reported briefly on the Indiana Southern.

Those present were : Greg Utley
Wally Watts Rich Hane Wallace
Henderson Don Clayton Keith
Kittinger Billy Byrd William
Turner D.A. Fraser Chuck
Smith Dennis J. Carnal
Bruce Cox Eddie James Chuck
Hinrichs Bob McCracken Rex
Easterly **Guests:** Brian Grace
Jim Bergant.....Assoc Mem.
Norman Bolander, Sr.



The Great Smokey Mountain Railroad..... By Bruce Cox & Family.

..... The Railway operates four Diesel- Electric Locomotives, and one Baldwin steam locomotive, #1702. This locomotive served the Army during World War II. Passengers ride in coaches, club cars, dining cars, cabooses, and open cars. The Cabooses have been painted with the emblems and colors of their original owners. The Club cars and dining cars have a historic past and have been beautifully restored. They are from the Seaboard, and Atlantic Coast lines. The Silver Meteor car ran from New York to Miami. The Dixie Flyer was the gathering place on the Cincinnati- Atlanta - Tampa route. The Champion operated from New York to Tampa. These 3 cars are all silver colored. They have also just purchased 2 Southern Coaches from the Norfolk- Southern auction held in Birmingham.

History of the Rail Line

Southern Railway acquired the line around the turn of the century. In 1982 Southern merged with Norfolk & Western to become Norfolk Southern. By 1988, because of dwindling traffic and high maintenance costs, Norfolk Southern filed for abandonment of the 67 miles of track between Dillsboro and Murphy. With the clock ticking, the state of North Carolina stepped dramatically. They purchased the line and signed a long term lease with Great Smokey Mountain Railway, Inc. a group of shippers and investors. This action assured that freight service would continue and that the passenger service would be reinstated in the form of scenic excursions. This farsighted action ensured that a vital part of the mountain heritage would be preserved.

From Murphy West used to belong to the L&N Railroad, that since has been abandoned. All freight traffic entering and exiting the GSMR comes from the East via Norfolk Southern at Sylva. All switching of freight is done at night in order to allow more time for daytime excursions. At Topton, there once was a branch owned by the Graham County Railroad that went to Milltown. That branch has since been abandoned.

Trip Day, Tues. July 16, 1996

One of 5 trips on the GSMR is the Nantahala Gorge Run. We departed Bryson City at 9:00 a.m. Eastern time. During the 4 1/2 hour trip, we crossed a 791 foot long trestle, elevated 179 feet high over Fontana lake. We passed a house with a swimming pool, and a vegetable garden, which is said to have belonged to the home of the President of the Southern Railway. Once reaching the Gorge, we traveled on for about 5 more miles. This is where we ate lunch later, You see, we have to drop off some people that want to ride a raft back down thru the white water rapids. some people!!!, Once the crazies are let off, the engine is switched to the opposite end of the train for the return trip.

At the Gorge there is an abundance of rafting, canoeing, and kayaking the rapids. There are two restaurants, which you need reservations for, plus a small snack bar. No, Ron they do not have a McDonald's. *Thanks to Bruce for this report....*



Greetings from the Old Goat

Well, I hope the summer is going great for you. So far, mine has been OK. It's hard to believe that September will be here in a few days. Where has the last four months gone ??? Before too long the leaves will be turning, and a touch of Fall will be in the air. Better enjoy these last few summer days, for they will be over before you know it !!!! Let's see what we have to report for this month of August.....

Report on July N.R.H.S. Meeting in Madisonville..... Attendance for the July meeting was still low, only 19 members were at the meeting. The low attendance is due in part to the summer months. Most people have lot's of stuff to do in the summer months. Let's hope attendance improves during the upcoming months. The 19 members at the meeting enjoyed two nice videos from Wallace Henderson. The first video was shot in the Rockies in Canada, and showed excursion trains pulled by a Royal Hudson steam locomotive. the trip was made during the winter and showed lots of snow. The second video showed many of the excursions ran during the 50's, and 60's on the

Burlington from Chicago across Northern Illinois. Several different steam Locomotives were shown pulling the excursions. Lot's of good stuff !!! Thanks to Wallace for the program.

The rail action during the meeting was slow. Well, the truth is nothing at all ran through on the Earlington Mainline. 3 trains ran through Madisonville on the Atkinson Cutoff. The first train was southbound manifest train (R597) at 7:00 p.m... This train was dropping and picking up cars at Atkinson Yard. Northbound manifest (Q556) was stopped south of the yard waiting for (R597) to finish it's work. When (R597) got out of the way, (Q556) pulled into Atkinson Yard to do it's work. Then at 7:40 p.m. Southbound loaded Coal train (U590) left Atkinson Yard on the Cutoff. This train runs to Warrior Coal, Cardinal #1 mine, West of Madisonville to the TVA Gallatin Steam Plant, North of Nashville. No more trains were noted during the July meeting. Do you know why??? It was Jim Bergants fault !!!! Jim was in town seeing his family and attended his first meeting. Jim is from Madisonville, but lives in Louisville. He has been a member for about 3 years in our Chapter,. He is a member in the Louisville Chapter, and the L&N Historical Society. Plus, he is a friend of Bill Grady, but we won't hold that against him. Jim was on the Chapter trip on the Nashville & Eastern last June and has railfanned with the Old Goat on the Henderson Sub., so he's not all bad. But Jim, it was your fault for not having any rail action through downtown Madisonville during the meeting. Keep reading, You will see why. Wallace Henderson and William Turner noted 4 Northbound CSX manifest trains between Madisonville and Hopkinsville on their way home from the meeting. Plus, Jim, you were asking about seeing any of the CSX GE AC units on the Henderson Sub.. And we told you that very few of the AC's were noted, Wallace reported that the third Northbound had CSX AC #113 on the point.

Well what can I say ?? But thanks for taking the time to attend our meeting and come back anytime you can !!!!! *Thanks to Wallace Henderson for the information.*

August Meeting Program in Madisonville..... Bill Grady from Louisville will be here to give a slide program. Bill will have slides from all over the Eastern Half of the U.S. Railroads covered will be CSX, Norfolk Southern, Conrail, Santa Fe, Southern Pacific, Union Pacific, Burlington Northern, CP America, and who knows what else ??? Let's all make an extra effort to attend this meeting. Bill is willing to travel 150 miles to bring you this program, so the least you can do is plan on being at the meeting. Show your support for the Chapter and Bill Grady by being at the meeting, and bringing a friend with you. There is no reason, we shouldn't have 30 people at the meeting. Plan to attend !!!! Plus, we will have eats !!!!

Possible N.R.H.S. Open House In Madisonville..... How does that sound to the membership ?? You may be asking yourself, what is the Old Goat talking about? About this time last year, Rex Easterly had the idea of a open house for the general public.. The reasons were to let other people know that we had a N.R.H.S. Chapter in Madisonville and to pickup some new members to the Chapter. Another reason for the open house was to allow the membership the time to meet together and have a good time. But, then Rex moved to Franklin later in the year and the idea stopped. I have talked to our Chapter President, Bob McCracken and to the group, that meets weekly at Don Clayton's house, about the possibility of having an open house this Fall. everyone seems to think that an open house would be a good project. Here's the plan.....Maybe??

first, the board of directors from the Badgett Center will be talking about this project at their next meeting. they will have to give their okay for the Chapter open house. They can tell the Chapter what we can do and what we can't do

during the open house. They may tell us that we can't use the building at all for an open house. the Chapter should have an answer by the regular meeting in August. If we get the board approval for the open house, here's a possible lineup of the date and time, and the things to see. The date would be sometime in October or early November, before the holiday season gets underway. The day would be Saturday and the times would be 10:00 a.m. to 4:00 p.m... this way, people don't have to leave home so early to setup and can return home rather early in the evening. Things to do and see during the open house..... Maybe the Model railroad clubs in Evansville and Paducah could setup their layouts for everyone to enjoy. Rex Easterly and Ron Stubblefield could setup some of their outdoor train equipment to run. Almost everyone has something that they collect, that is Railroad related. We could have displays of pictures, locks, keys, photos, timetables, plus many more items. We could show videos during the open house. We have all noted the large number of people, that will stand and watch a railroad video at the train shows in the area. The Chapter and members could have refreshments during the open house. Maybe CSX would help out by sending a few trains by during the open house,. And last, but not least, the membership could have more time to spend talking to each other, than they have during the regular meeting. A number of the members have stated this is a problem with our meeting, they don't have enough time to visit with everyone, that they want to , before it's time to go home. With this open house, the membership would have most of the day to spend together, plus maybe pickup some new members to the Chapter as well. Well, that's the plan, what do you think??? Would an open house be a good idea for the Chapter? Would you be willing to bring items for display ?? If , we get the okay from the Badgett Center for the open house, we will have to start making plans at the August meeting. Be thinking.

about this and let us know your comments,. More talk and details later.

More Stories for the Newsletter.....

Someone has made the comment that our Chapter is a Historical Society, but we have nothing Historical in the Newsletter. That statement got the Old Goat thinking..... That statement is somewhat true, but to a point. Sure, we don't print very many stories about things that happened 50 or 100 years ago, why?, no one has given us any stories to write, that were about Railroads or Railroading in the distant past But, if you want to get right to the facts, every story that we write is history. Even if the story happened only a few weeks ago, it's still history. And I think Myself and Editor, Tony Clark. do a better job with this Newsletter, than a lot of other N.R.H.S. Chapters do with their Newsletters. We use the material, that is sent to us, and we try to come up with information on our own, to make an interesting Newsletter each month. We weren't living 50 or 60 years ago, so we don't remember Steam Locomotives, and passenger trains running through our area. We are both in our 30's, so if anyone wants stories from the distant past, please write them, they will be used. This my friends is just what we want the membership to do, write about history. Over half of the membership is over 50 years old. Just look at Wally Watts, he's been around since the invention of the wheel. HA HA !!! But the point is , our Chapter has a lot of walking history stories at our meetings . What do we have to do to hear these stories ??? They will have to write them for us to read. This is what I would like to see from time to time in the Newsletter. The Old Goat has been writing this column for 3 years this month. We have covered recent sightings, news items upcoming events and trip reports. We will keep doing these items in the future. We feel these items are important to the members, that aren't able to attend the meetings. Also, some of the members don't live close to any Railroads, and don't get to see for themselves.

what's rolling down the tracks. Our Newsletter helps in a small way to keep them up to date on whats going on in the area. In the coming months, we would like to see some of the older members write about their past. these stories could be of growing up watching trains through their hometowns. What about taking their first trip on a train ??? Railfan trips from years past ??? Stories about the history of the Railroads in their hometown or Counties ??? Some of our members have worked for years on the Railroads, what about some stories ??? Several members grew up in other areas of the country, What were the Railroads like ??? The different items, that could be written about, could go on and on. The Old Goat is working on a story and the history of the L&N from Evansville to Nashville in the 1870's. The Railroads were tied to Coal mines in this area. Plus, the Old Goat is working on a story about the history of the Union Pacific Thebes Bridge. Stories like these are not hard to write, any more than current information. The stories only take time to write, so the other members can read them and hopefully enjoy them at the same time. We hope the membership will start writing this type of story for the Newsletter. Plus keep sending in current news items and trip reports. We would like different story lines from time to time. We will be looking FOR YOUR STORIES in the near future.

Paducah & Louisville Railroad News..... P&L Railroad has started removing trackage from the Old Line from Greenville to White Plains. The rails have been cut and removed from Greenville to Depoy, Ky. at this time... The diamond crossing CSX in Nortonville was removed in June. But, the diamond was set beside the tracks and will be left at the location. The reason being, if the new regional landfill opens in White Plains, P&L hopes to start running Garbage unit trains to the landfill. the landfill should open for business sometime next year. Plus, the signal system hasn't been removed

at the diamond. This way, when and if the garbage trains start running , the diamond can be replaced with little time and money. There are reports that CSX may start running garbage trains to the landfill. If this happens, some reports state the interchange tracks at Nortonville between CSX and P&L will be rebuilt to handle the traffic. Keith Kittinger reports during the week of July 8th, CSX was still having signal problems at the P&L crossing. One night, A Southbound CSX manifest had the signal at the P&L crossing drop to red. The operating rules have not changed since the diamond was removed. So, the CSX train had to stop and wait 7 minutes to run the signal down. The Conductor reported that the P&L had a high Green through the diamond, the only problem was no P&L train or track at that location !!!!! The CSX crew ran down the time and moved on South on straight track through the diamond. the "Ghost Railroad" lives in Nortonville !!!! *Ed. Note: The I.C.R.R. always did have the right of way,..... how appropriate.* The Old line is still in service daily from Dawson Springs to Charolais Coal Loadout, East of St Charles. the line also serves the Magic Mining loadout, West of St. Charles. P&L had a derailment at the West switch of the interchange track with CSX at East Diamond spur on July 11th. The train that derailed was a Southbound CSX detour train from Louisville (R525). 7 cars derailed. but none over turned, due to the slow speed of the train. The P&L mainline was not blocked and the cars were rerailed the following day. *Thanks to Tony Clark and Keith Kittinger for this information.*

Bits and Pieces of Stuff from the Membership.... Wallace henderson reports that the Wabash & Ohio Railroad, ex-Indiana Hi-Rail has sold its Henderson trackage to CSX. Plus, they have given up their trackage rights on CSX from Howell Yard in Evansville to Henderson. This trackage right agreement dates back many years to the early Louisville & Nashville

Illinois Central days. The Wabash & Ohio will still run from their own Harwood Yard on the Northside of Evansville, to do interchange work.

Charolais Coal Co. of St Charles has repainted their 2 switchers at the loadout in St Charles. These are ex-Illinois Central units. The new colors are a tan on top of the unit, then a light blue strip., about a foot wide running around the units, then a bright yellow to the frame, then the trucks and fuel tanks are painted black. Plus, the cab air conditioner and other roof mounted parts are painted bright red. The units look good. Check them out., the next time you are in the area.

Spencer brewer reports sighting a MPI unit Northbound through Earlington on July 8th. That same day, Spencer sighted a CP Rail unit, also Northbound on CSX through Earlington. This same unit was still painted in the Orange and black scheme of the Milwaukee Road, but, lettered for its new owner CP Rail. On June 22nd, Wallace Henderson noted Southbound CSX tote train (R121) with 5 CSX business cars behind the Locomotives. The cars were Ohio, Kentucky, Dining car Greenbrier, Indiana, and open end observation West Virginia. Seems like a lot of business cars have been sighted in the past few months. Don't the bigshots at CSX have anything better to do than run up and down the tracks???? On July 8th, Chuck Hinrichs was trackside on CSX in the Hopkinsville area. He was talking to the crew of a Southbound CSX train stopped in the siding at Kelly. Chuck had shot the units of the Northbound train and was talking to the crew again, when the rear of the Northbound train approached. Chuck noted that the train had a caboose, much to his surprise. the caboose was a Atlanta & St. Andrews Bay Railway (The Bay Line) Caboose. This line runs from Dothan ,Ala. to Panama City, Fla.. Why a Bay line Caboose was on the rear of a CSX train in Western Ky., your guess is as good as mine. Hope your slides of the caboose turns out Chuck!!!

Spencer Brewer noted on July 16th, a Northbound CSX tote train through Earlington with two CSX AC44CW's #1 and #36 for power. The Old Goat noted MPI SD40-2 # 9050 Southbound on CSX through Madisonville on July 29th. The MPI unit was on a manifest train with one CSX SD40-2. The Old Goat sighted a CSX, ex-Guilford GP39-2, still in black and orange paint on a manifest train with two CSX SD40-2's on July 31st. Spencer Brewer sighted a Southbound CSX tote train through Earlington on July 31st., with one Conrail SD60M and one Conrail C40-8W for power. *Thanks to everyone for sending in the above information*

Coal Mining Museum Opens in Southern Illinois..... the national Museum of Coal Mining will open to the public on August 15th. The museum is located at West Frankfort, Illinois. This location is about 100 miles West of Madisonville. But should be worth the time to go see, Here's why..... The site that is now open is the former Old Ben Coal, Mine #25. This mine was opened in the 70's and was closed 2 years ago, when the Coal company lost its contract with Georgia Power Company,. The Old Goat has delivered parts to this mine during the early 1980's. The tour starts with the visitors getting hard hats and lights, plus other equipment, before going underground. That's right underground !!! you will travel down in an elevator about 600 feet, then travel over 1 mile into the mine to the head of the coal seam. When the mine closed, the coal company left most of its equipment for the museum to use. You will see the continuous miners, shuttle cars, roof bolters and other equipment in operation, to give you a feel of what coal mining is really like. the mine is equipped with lots of extra lighting, but for a short period, the guides will turn off the extra lighting, and use only the actual lighting found in a working coal mine. Sounds Great !!! The Old Goat has been working in the mining industry for almost 20 years, but has never

gone into a working mine down at the seam. He plans to go to the museum in the next few weeks. The other mine site of the museum is the former Freeman United Coal, Orient # 2 mine. This mine was opened in the 1920's and closed in the 1960's It is the only intact mine site from this time period left in the State of Illinois. This location will be the site of an above ground museum. Equipment and pictures from the early coal mines up to the present will be on display. The mines in Southern Illinois and Western Ky. were started about the same time. They all mine coal from the Illinois basin coal seam. So they share much of the same history. Plus, the Railroads and coal mines were built to serve each other in this area. Lots of the photos of the mines show trains loading at the mine sites. Not only would you learn about Coal mining in the area, but you might learn something about the early days of railroading in the area also. the mine is located on Illinois Rt 149 about 4 miles East of West Frankfort. Admission to the mine site is \$10.00 for adults, \$8.00 for ages 7 to 15.... \$8.00 for people 65 and over, and \$7.00 for anyone who has worked for a Coal Company. The hours are 9:00 a.m. to 5:00 p.m. daily. The tour guides are actual miners. The museum projects around 20,000 visitors the first year and 100,000 visitors the 3rd year. by the way you will not have to crawl on your hands and knees during the tour. The roof of this mine is around 10 feet high. The Old Goat will go check the museum out and report later. This museum could be a site for a future Chapter trip. Leave Madisonville in the morning, go to the museum, then Railfan in the afternoon. Any takers???? more details later, stay tuned....

Well., that's all for this edition of "Sightings". Remember to attend the Chapter meeting in August, let's shoot for 30 members at the meeting. Think about the possible open house, and what you could do to help. Some of you older members, think about

writing some stories about your past Railroading adventures. We need your input for the Newsletter. Thanks to everyone for the information this month. Remember to send your information to me at the following address. Later Dudes.

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Louisville Railfan Report..... By Bill Grady..... When it rains..... it really rains...

On May 26th, 1996, Lee and Brian Gordon, and Bill Grady headed West into the rain to catch a look at the U.P.'s Olympic Torch Relay Train as it made its way to Cape Girardeau, Mo. Armed with a ton of film and another ton of prayers, the rain seemed locked in for the entire trip. Driving through Indiana on Sunday night, 2 tornado warnings and a severe thunder storm warning was all that was needed in order to make the trip from Louisville to Cape Girardeau in 4 1/2 hours!!!! All we were really worried about though was if this rain keeps up, what f-stop do we need to shoot the Olympic train ?? !!! Making it safely that night, Monday morning would greet us with yet another Tornado Watch and Warning!!!! We headed down to Scott City, Mo. Where the UP-SP was already up and running on Memorial day. Still Raining, we stayed around the tracks on the Missouri side. This was Lee and Brians first time over on the UP/ SP line. Needless to say, they are sold and are wanting to come back when the weather improves. Next year probably !!! Due to heavy rains and wind to the South of Chaffee, Mo., the BN line was suffering a CTC outage. This delayed the Torch Train by about 1 hour. It arrived in Chaffee for a crew change around 1400 hrs. Lots of folks came around to view it... The rain did break for a few moments though.

We did see lots of folks that we knew while over in Missouri. Wallace Henderson, Cliff Downey, and of course the "Super Scanner Crew" of Ron, Dennis, and Chris !!!

I really did enjoy these family (Railfan) reunions. It as seems though that I have to go at least 3-4 hours though just to see them !! The Torch Train proceeded on to the North towards Cape Girardeau running on red signals all the way. it made it about an hour and a half late but the spirits of the fans weren't hurt. The Torch was traded over to the runners waiting, and the train proceeded North after about a short 20 minute layover. The train did go 5 miles before having to stop at the North end of Freeze Siding just a little North of Downtown Cape Girardeau. It was here that the BN Dispatcher said you would be meeting a Southbound grain train. Well, as most Railfanning goes, 3 hours later, the Southbound showed up !!! During this time the rain stopped and breaks in the clouds could be seen ! Ron had said earlier that it will clear up !!!! How true. We then watched the train leave Freeze siding at 5:30 p.m. !!! It was time to really consider heading to Louisville. But as fate would have it, a SP Northbound was leaving Scott City headed to St Louis. The sun broke out and we chased it all the way to Gorham, Ill. Power on the SP-BTASQ was 2 CW44-9's.... We got sunny shots at Wolf Lake and a "Killer Shot" at the bridge over the Big Muddy River. Overall, it was a great trip to see a special train like the UP Torch Train. Then, a bit of sun on the SP Train. Its always good too see everyone too !!!

Bill sends this along also.....

A GOOD WIFE !!!!

Lisa and Bill Grady celebrated their 10th Wedding Anniversary by Railfanning the UP/SP line in Southern Illinois. It had been 10 years since Lisa had been over to the UP/SP line so what better reason to go and enjoy the trains !!! They spent the weekend of June 21st thru

23rd over in Southern Illinois and Missouri.... Traffic on the UP/SP line was heavy over the weekend as a total of 35 trains were seen over a total time of 14 hours trackside. I think thats a little over 2 1/2 trains per hour !!

All the latest in new power and old was viewed. I was really happy to see the new UP CW44-9's and SD90MAC's on the move. Loads of Conrail power and several CNW units also plyed the Mainline. The best catch in the motive power dept. was on a Northbound UP Piggyback train with the former UP United Way #3300 (SD40-2) on the point !!! It is still in its United Way paint, but now sports the labels of all the union crafts that make UP operate. This would be the only train that I would actually chase while over there. This Northbound went through the detector North of Gorham at 71 mph !!! Two really memorable events on the UP line took place Saturday evening and Sunday Morning. On Sat. evening, between 6:50 p.m. and 7:35 p.m. at the bridge over the Big Muddy River near Wolf Lake, Ill. , 6 Northbound trains crossed the bridge as the UP Dispatcher "Fleeted " them across. It really makes a nice 200 mm photo. On Sunday Morning, the UP Dispatcher was "Fleeting" once again, as he fleeted 4 Southbounds out of Howerton Jct., Ill. When we arrived, You could see 4 headlights down the tracks !!! I hope that photo comes out !! This Southbound run took 25 minutes. Uncle Pete would still continue to tempt us as we were trying to head to Louisville. 2 more trains came upon Gorham and them as we headed towards Carbondale, UP ran 1 more Southbound over our head at Murphysboro !! The action never stops on the Union Pacific. It was a nice anniversary gift.... *Thanks Lisa* !!!! *See the back page of the Newsletter for a complete rundown of the trains Bill and Lisa saw on their trip ...*

Pacific Northwest Rails.....By Wallace Henderson.....

For several years I had been wanting to ride several of the trains now operating in the Pacific Northwest, so when I saw a Steam Special advertised round trip from Portland to Vancouver in conjunction with Portland Union Station's 100th anniversary, and read that this would be the last year for B.C. Rails RDC cars from North Vancouver to Prince George, I decided to go. Because of time constraints, I had to fly in both directions. I flew into Seattle, arriving early enough to ride the Seattle Waterfront Trolley, whose attractive cars are from Melbourne, Australia. The next morning, I rode Amtraks "Mt Baker International" to Vancouver. But first, due to a mudslide between Seattle and Everett, the passengers were bussed North, while the empty train powered by a F40PH ran thru. After boarding in Everett, I found the train's Spanish built Talgo equipment to be very comfortable with fine interiors and nice big windows. We met a couple of freights powered by GP38s and 4 GP 39 motor rebuilds, which seemed to be standard power for this secondary line. The next morning I rode B.C. Rails "Cariboo Dayliner" RDC's North to Prince George, a 13 hour trip through varying magnificent scenery. And I soon found out that the RDC cars will be around for at least two more years. And if you book in advance. (I did it through my travel agent) you get thru Airline style meals served hot at your seat. there is no meal service or refreshments on the RDC's. We met or passed 5 freights that I was able to photograph from the RDC All were powered by GE built "Cowl wide bodied " C40-8m's The big Alcos are gone and all that remain are the cabless M420B units (Montreal-1975) and the RS-18s which are being rebuilt as RS-18C's with Caterpillar prime movers for switching and local work. All B.C. Rail road freight operate with at least one remote control mid-train helper and a set of four SD40-2's push in both directions over the Coast Range.

And those ex-Santa Fe B36-7's which were leased from GE by CSX several years ago, have been sold to BC Rail and still sport their SF colors. The second crew's Conductor saw me photographing from the train and invited me up to the cab, where I rode the last 60 or so miles into Prince George. I had long waited to ride VIA's "Skeena" to Prince Rupert and this spring the schedule was revised so that it overnights in Prince George in both directions. So bright and early the next morning (again) I was riding the "Skeena" West in a very nice Budd Dome car originally on the "Canadian", plus two coaches, behind yet another F40PH. This is not a fast run- the maximum speed is 50 mph- but it is enjoyable and the scenery gets better and better until you are following the broad Skeena River down to the coast between snow capped mountains. While I rode most of the way in the dome, our second Conductor was a lady who thru open the Dutch doors and even invited those of us photographing into the rear vestibule of this last car to shoot back down the track !! try that on Amtrak..... I tried again to photograph every train we met (not always easy)--- and there were 5. Cowl body SD50Fs leading--- and SD40s were the predominate power. But I did photograph a SD60F on one train. Unit Coal trains and unit grain trains use this line to export terminals at Prince Rupert. The next day, I returned on the "Skeena" to Prince George. This day we passed or met eight trains, 3 of these being powered by the GE Cowl body C40-8Ms and two were headed by SD60Fs both days during the crew change and refueling at the division point of Southern B.C., I was able to get off and photograph the "Skeena" and yard activity. this included a CN Engineering Dept. Box Car and coach on a Eastbound freight. After another night in Prince George, I was back on the BC Rails RDC's for "North Vans". the same Conductor invited me back to the cab for a meet in the Fraser river canyon. Only four trains were photographed on the return trip. the next morning.

I departed Vancouver for Calgary on the "Rocky Mountaineer" tourist train , led by a pair of Helm Leasing GP40MPs that I had photographed several months before at Paducah in Helms new color scheme !!! I can't say enough good things about this train, its operation, and the scenery it runs thru. this was the first run of the season and the full length dome-observation car was sold out, so I rode in one of the regular coaches--Canadian National "Day Niter" coaches built for the "Super Continental". They are very comfortable and the girl who was our car host was super. So don't skip this train because the dome car is expensive (Double) or may be sold out. The "Rocky Mountaineer" people encourage you to open the Dutch doors and photograph from there and its a real bonus for train meets as well as the fine scenery. The first day the "Rocky Mountaineer" operates over the CN and I photographed nine meets or freights we passed. Five of these were unit Coal trains, one was a grain train, and one was a piggyback powered by three of the only four Motor units I saw. CN's Vancouver line seems to be GE territory as most of the power was C40-8Ms (Cowl Body) and C44-9Ws The CP parallels on the opposite bank of the Fraser River, and I was able to catch four CP freights in the lens, altho a CP freight never seemed to come along when the view was unobstructed !!. The first night is spent in Kamloops, where the train is split into sections for Jasper and Banff/ Calgary. I was lucky enough to be assigned to a hotel close to the CP Mainline thru the city and after dinner I went down to photograph the action. The first thing I found was a freshly painted chopped nose GP-9R sitting in the Yard. Then a Caboose hop with three cabooses headed East behind a SD40, I was able to photograph three freights before dark, one headed by a SD40-2F cowl body unit, and one the power was either SD40-2 or new GE AC44-9CW. The second day had a heavy overcast as we headed East into the mountains.

Rocky Mountain Railtours had not received their third Helm unit, so our Calgary section's (only thru cars went to Jasper) second unit was a CP SD40-2. Once again, I tried to shoot the meets, but I was only able to get five plus the GP9 Yard Switcher at Revelstoke and a 3 car inspection train headed by a GP38-2. We passed the West portal of the New Rogers Pass Tunnel, but our train used the old Connaught Tunnel, But after climbing thru the special Tunnel, it began to snow as we crossed the Continental Divide. And the farther down toward Banff we went, the harder it snowed !! Calgary was COLD and there was some more snow overnight, so all I did the next day was fly back to "warm" Vancouver The "Cascadia Steam Special" departed the next morning for a Seattle overnight behind only the 4449. And the double header with the Royal Hudson was not to be. I had a ticket for one of the dome cars but the big disappointment was that the BN Dispatcher wouldn't let us have the promised run-bys, still, it was a nice trip- but that would have made it better !! Again we were bussed around the mudslide South of Everett. The next day was on to Portland with a surprise -- a "side by side" thru Chehalis, Washington, with the tourist train operated by the Cowlitz Chehalis & Cascade pulled by a little Baldwin 2-8-2 on ex-Milwaukee Road track... the Steam Specials destination was the 100th anniversary celebration of Portland Union Station, which began the day after our arrival. On display was Amtrak's Superliner II Cars, a talgo train, UP "Centennial" #6936, the 4449, SP&S 4-8-4 #700, Sumpter Valley narrow Gauge 2-8-2 #19, a Willamette & Pacific GP39-2, A Portland traction Co. SW-1, and a former Utah Ry. Alco RSD-5 privately owned and restored in Nickel Plate paint scheme. Also, a Great Northern Steel Caboose and the open end observation cars "Abraham Lincoln" and "Casper Mountain" I wanted to railfan the Columbia River Gorge before I returned, and so I rented a car and drove East.

The UP is on the South bank and the BN (ex-SP&S) is on the North bank. I got to Hood River just in time to see the Mount Hood RR tourist train depart behind a colorful GP9, going East I caught up with and then played "Hopscotch" with a UP freight headed by a ex-CNW SD60 and a UP SD50. It met a Westbound Piggyback with a UP SD60M and a CN&W SD60. Across the river, the BN was active with one Eastbound and two Westbounds. I went as far East as the Oregon Trunk (BN) bridge across the Columbia from Wishram, Washington. While there, a UP Eastbound passed behind two SD60M and a C30-7, and Amtraks Westbound "Pioneer" but with F40s for power. The day had begun cloudy-bright with a hazy sun, but as I headed back for Portland, the clouds increased and by mid-afternoon, rain began to fall. I was still able to photograph at a very scenic spot, a UP Eastbound with three SD40-2s and a Conrail lease C30-7 and a Westbound with one SD40-2 and a UP C30-7. Across the river, a Eastbound BN was headed by a Santa Fe six-axle GE and BN GP40M #3510. Finally, at the famous spot where the UP crosses an inlet of the river on a causeway, I waited for a hot Westbound UP Piggyback behind two SD60Ms and two SD40-2. I followed this train towards Portland at interstate speeds, and a meet enabled me to shoot it a couple more times, the last in the rain. Oh yes, I forgot to mention a fine lunch and great beer at a Micro-Brewery in the Dalles !! the weather could have been better but all in all a enjoyable day Railfanning the beautiful Columbia Gorge. Thanks to Wallace Henderson for writing this report



**SCHEDULE
BOARD
of
COMING
EVENTS**

Tennessee Valley Railroad Museum, Chattanooga, Tn. Power used on the following trips will either be Steam #610, #4501 or GP7 #1829 or E8 #6914

Sept 14th rails to wings airshow trips Chattanooga to Lafayette \$48.00 including airshow. Write or call TVRM 4119 Cromwell Road Chattanooga, Tn. 37421

Tennessee Central Railway Museum, Nashville, TN. 709 North Lake Circle, Brentwood, Tn. 37027-7844 Ph # 615 833 5077

Sept 7th Nashville to Watertown Tn. Prices \$24- 49.00

Great American Train Shows..... Oct 12th & 13th Indiana State fairgrounds, 1202 East 38th St. Indianapolis, Ind.

Nov 30th & Dec 1st St Louis Area, Collinsville, Illinois. Gateway center, One gateway Drive Collinsville, Illinois

Thanks to whomever sent this info

Editor's Switchlist

"Once I had a Railroad, I made it race with time, but now brother, can you spare a dime".....With that in mind, and much regret, I finally have seen something in my life time come to pass..... They have finally torn up the rails through my town of Greenville. With no fan fare or remorse the line up and vanished in what seems to be overnight. Back in March during the snow, the signals on the line went down, never to be fixed, a bad omen of things to come. The month of May brought news of P&L's intention to abandon the line. Oh, the line is still open just a little ways past the wye where NKP 765 turned around four years ago !! See, time does slip by without effort. But as soon as the Company I work for relocates & builds a new plant over on CSX at Drakesboro. The line from Greenville to Central City will be gone. But, you see we have

lost more than a collection of rail, ties, spikes, and tie plates. We have lost something truly special. A few months back while working on this Newsletter, late at night, when everything was quiet, P&L routed a late night train through Town. As the train approached I stopped typing and went out on my back porch and just listened. EMD 567's droned off in the distance, an airhorn announced each crossing, and then the slow steady rhythm of steel wheels on jointed track, after the train passed, I would listen as the sound faded off in the distance. I'm going to miss that, for it means to me, living in this crazy mixed - up world,..... that some things are all right, and in the right place, kind of a comfort, if you will. But as Dad used to say "You can't stop progress" But to me this is a step back the wrong way. An the course of Greenville's Industrial future has been altered forever, with the loss of this important infrastructure. But oh well, If I were King. The point that I'm trying to make is get that photo now, get that history now, preserve what you can, because sooner or later IT will be gone. Well I'll get off my soapbox now, until next time.

Tony.



C & O S.W.

I.C.R.R.
Hat's off to the "OLD LINE"

1873 — 1996



SOUTHERN ILLINOIS TRIP (Lisa and Bill Grady [Our 10th Wedding Anniversary])
 June 21, 22, 23, 1996

21 June 1996 All times C.S.T.

4:30 p.m.	UP-HOIN	(MPI 9019, UP SD40-2, UP SD40-2)	Oakwood Bottom, IL
5:30	UP-SB	(2-UP SD40-2's)	Pine Hill RD., IL
5:50	SP-ASPB	(2-SP CW44-9's)	" " " "

22 June 1996

7:55 a.m.	BN-NB	(LMX 8573, BN B30-7AB)	N. Chaffee, MO
8:05	BN-SB	(BN SD40-2)	" " "
8:15	SP-WB	(2 CSX B36-7's)	Quarry, MO
8:35	UP-SEMET	(CNW CW44-9, UP CW40-8, CNW SD40-2)	Scott City, MO
9:20	UP-ARCH	(2-UP SD40-2's)	Nile, IL
9:25	UP-HOCH	(UP SD40-2 #3300[United Way], 2-UPSD40-2's)	Nile, IL
10:35	SP-EB	(2 SP CW44-9's, Soo SD60)	Jones Ridge, IL
10:45	UP-EB	(UP C40-8, UP CW44-9, 2 CNW SD60's)	Gorham, IL
11:30	UP-WB	(UP C36-7, EMD GP38-2, CR SD40-2)	Potts, IL
11:50	SP-PBCHM	(SP GP40-2, SP SD45)	Nile, IL
12:04 p.m.	UP-HOCHZ	(2 UP SD40-2's)	" "

Went to Motel to spend the Afternoon swimming!!

5:00 p.m.	UP-NLCHBR	(UP SD50, UP SD50, UP SD40-2, EMD SD40-2)	McClure, IL
6:00	UP-PIHO	(2 CR C32-8's)	" "
6:04	UP_CHDAZ	(2 UP SD40-2's)	Potts, IL
6:06	SP-EB	(2 SP CW44-9's)	" "
6:20	UP-WB	(2 UP SD40-2's)	Ware, IL
6:50	SP-WB	(2 SP CW44-9's)	Big Muddy R., IL
6:55	UP-EB	(2 UP SD40-2's)	" " " "
7:02	UP-NLCHBR		" " " "
7:15	SP-EB	(2 CW44-9's)	" " " "
7:25	UP-NMUPC	(UP CW44-9, UP SD90MAC, UP CW44-9, UP SD90MAC)	" " " "
7:35	UP-EB	(UP CW40-8, CNW SD50, UP C40-8)	" " " "
8:04	UP-CKSB	(SD60M, UP SD40-2)	Ware, IL
8:12	SP-WB	(2 SP CW44-9's)	Potts, IL
8:13	UP-EB	(UP B23-7, UP GP40-2)	" "

23 June 1996

8:00 a.m.	BN-SB	(LMX 8534, 3 BN SD40-2's)	Rockview, MO
8:50	UP-LDAS	(2 UP SD40-2's, UP C30-7)	Ware, IL
10:20	UP-WB	(UP GP40X, UP GP40X, CNW GP50)	Wolf Lake, IL
10:35	UP-CHPBM	(UP C30-7, 2 UP SD40-2's)	Howardton, Jct., IL
10:45	UP-WB	(UP GP40X, UP SD40-2)	" " " "
10:50	UP-WB	(2 UP SD40-2's)	" " " "
11:05	UP-WB	(2 UP SD40-2's)	" " " "
11:12	UP-SB	(UP SD50, UP SD40-2)	W. Murphysboro, IL

36 TOTAL