

N R H S NEWSLETTER

West Ky. Chapter



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

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SEPTEMBER 1996

Minutes of Western Ky. Chapter N.R.H.S. August 26, 1996

Minutes : Approved as read of the July Meeting.

Treasurer's Report: Robert Metcalfe submitted the following report for August:

Beginning Balance.....	\$558.00
Raffle.....	\$28.00
Postage (two months).....	\$63.34
National Dues.....	\$28.00
Total Expenditures.....	\$91.34
Ending Balance.....	\$494.72

Director's Report: No Director's report was given

Old Business: None

MEETING NIGHT NOTICE.....

Please Note !!!!!..... The Madisonville N.R.H.S. meeting will be on Monday Evening September 23rd. 7 P.M. at the Badgett center. Program will be a slide program by Chuck Hinrichs with refreshments by Ricky Bivins

New Business : Chuck Hinrichs reports he has of yet not contacted the Newspaper concerning the Mis-information given about accidental deaths of trains, and train related vs. autos, planes, etc. Don Clayton reports a tentative date of the annual open house and joint meeting for ours and the Owensboro Chapters as being Saturday Nov 16th., the 3rd Saturday in the Month.

Concerning the open house for our Chapter at the Badgett Center in which the public would be invited for displays, etc. Don reports the Badgett Center people are reluctant, due to insurance- liability costs and related problems. They indicated we would need to get our own insurance. Don indicated he will check into this further. If this comes about, Chuck reports the Bowling Green RR Club might come and bring a display. Bob Vittitow indicated a Hazardous Training display train may come through on the P&L in October. Billy Byrd told of the Green Frog Video people making sound recordings at TVRM for Model Railroading purposes. Bob Vittitow reported on his further advancement in the O.L. program. Chuck Hinrichs is soon ready to make an O.L. presentation. Bob Vittitow reports 152 is scheduled to return to service next May.



Bob McCracken urged all to send information to Tony for the Newsletter.

Those attending were:

Marion Elliott
Bruce Cox
Tony Clark
Dennis Carnal
Keith Kittinger
Harlan Best
D.A. Fraser
Don Gregory
Billy Byrd
Terry Bunner
Harold Kniffen
Greg Utley
Don Clayton
Bob Vittitow
Chuck Hinrichs
Rich Hane
Joe Wirth
Rick Bivins
Bob Moffett
Jim Bergant (Assoc. Mem)
Eddie James
Ron Stubblefield

Guest: *Michael Keipp*



Greetings from the Old Goat..... I hope everything is going well with everyone this month. Looks like the hot summer weather is almost behind us for another year. Nothing better than a cool quite Fall morning to make you happy to be alive !!! Well, almost nothing better !!! But anyway,, the Old Goat is happy that the cool Fall weather is here, now if only I had some spare time to go Railfanning !!!!! Let's see what we have to report for the month of September.

Report on the August N.R.H.S. Meeting in Madisonville..... In the last newsletter, the Old Goat stated that we should have at least 30 members at the meeting. This was to show support for the Chapter and to show support to Bill Grady for making the trip from Louisville, to give the program. Well, attendance was a little below 30, we had 26 members at the meeting. We would have topped the 30 mark, if some of the regular attendants had been at the meeting. But, 26 members at one meeting was still good, but we could do better. I would like to thank Bill Grady for the super program in August, If the Santa Fe slides had been done any better, Terry Bunner would have came un-glued !!! A sure sign that the program was enjoyed by everyone, was the fact no one left the meeting before the end of the program. The slides started around 8:00 p.m. and the show was over at 9:15. If Bill had brought more slides with him, I think everyone would have been happy to set for another tray or two of slides. I hope you can come back soon for another program, Thanks again from the Chapter.

Another item in the last Newsletter was about a possible open house for the Chapter. The reason for an open house was to let the public know,

that a N.R.H.S Chapter was in Madisonville, and to attract more possible members to our meetings. Another reason for a Saturday open house, was for the membership to have a day of fellowship together. Don Clayton reported to the Chapter, that the board of Directors of the Badgett Center said it was okay for the Chapter to use their building for an open house. But here's the problem, the Chapter would have to get insurance coverage for the open house. I suggested that Don Clayton, Chuck Hinrichs, and Bob McCracken check into this and report back to the Chapter at a later meeting. If the Chapter could afford the price of the insurance, do we want to go futher with this project ?? I think our Chapter should look into this project ..

This Chapter has been in Madisonville for 11 years and some people still don't know about the Chapter. Two people have started coming over to Don Clayton's home on Thursday nights, to attend the weekly meetings. Both of them have lived in Madisonville for years and have liked trains all their lives. But, they didn't know about the N.R.H.S. meetings till two weeks ago. They both plan to attend the meetings and will most likely join the Chapter. Do you see the problem ?? the N.R.H.S. Chapter here is like a secret society. No one, but the membership knows we're in town. Is this what the membership wants, a secret society ? A Chapter, that meets once a month for two hours and goes home till the next month ? I hope not !! An open house for the Chapter at the Badgett Center or some other location, might bring in some new members for the Chapter. I hope this is one of the things our Chapter is about, bringing in new members, that enjoy Railroads as much as the current membership does. New members bring in new ideas, and new stories to share with the Chapter Too many other Chapters seem to be dead in the water, or dead in their tracks, so to speak. Look at the N.R.H.S. Society Activities Annual, that you received a few weeks ago. Note how many

Chapters didn't send in any reports for the annual. It makes me wonder if these Chapters do anything at all ? I was glad to see reports from Louisville, Kentucky Central, Owensboro, and Western Kentucky/ Madisonville Chapters in the Annual. An open house could open the doors to bigger and better things for our Chapter. More membership means more money to work with in the years to come. Look at the large numbers of people that have worked for the L&N and the I.C. Railroads over the years, and live within 25 miles of Madisonville. Some of these people might like to join our Chapter, if they knew we were here. The Chapter needs to reach these people, through an open house and/or stories in the area Newspapers. These are projects for the Chapter to work on during the upcoming winter months, and be ready with a plan in the early Springtime next year. The future of the Chapter is up to what WE, as members do today. Think about this and share your comments at the next meeting.

Well, before Editor Clark gets a gun and shoots the Old Goat off his soapbox, I'll stop now and report on the rail action during the August meeting in Madisonville. As you may remember during the July meeting, not one train was noted passing through Madisonville on the Atkinson Cutoff, the M.H.&E. Branch, the Morganfield Branch or the Earlington Main,.. The Old Goat blamed Jim Bergant from Louisville for the lack of trains during the meeting,. So things were looking pretty bad.. When Jim showed up for the August meeting. I'm joking!!! Attend any of our meetings as you can. The Chapter was treated to a little rail action during the meeting. Here's the lineup..... The first train during the meeting was Northbound manifest train (Q556) on the Earlington Mainline. Power was 2 CSX C40-8W's. This train passed the station at 7:00 p.m... The next train was at 8:30 p.m.. It was the unit Coal train (U590) on the Atkinson Cutoff.

The following train was at 8:45 p.m., it was Southbound manifest train (Q647) on the Atkinson Cutoff. The last train of the meeting was at 8:45 p.m., but on the Earlington Main line. It was Northbound manifest train (Q648), power was one CSX C40-8W and one CSX SD50. Two trains past the station during the meeting is better than no trains. Let's hope for more trains during the September meeting.

CSX Transportation Increases Train Speeds on the Henderson Subdivision..... Starting on Sep 1st, CSX has increased the speed limit on the line from Evansville to Nashville. the increase in the speed limit is due to improvements to the roadbed. The top speed on the Subdivision is 70 mph for tote trains, 60 mph for manifest trains, 60 mph for grain trains, 60 mph for empty coal trains, 50 mph for loaded Coal trains, and 50 mph for any trains hauling hazardous materials. The speed limit through downtown Madisonville is still 20 mph for all trains and the speed limit in Nortonville is 35 mph, and 45 mph in Hanson, which is still the same , while the speed limit in Mortons gap and Earlington is now 45 mph. This new speed limit makes Railfanning almost impossible between Madisonville and Henderson, plus South of Hopkinsville toward Nashville. Good luck chasing in the future, you'll need it !! Big time Railroading CSX style !!!.....

CSX News from Chuck Hinrichs..... As CSX takes delivery of more and more Hi- Tech locomotives from General Electric, and now with General Motors (EMD) again. The roster is being gradually cleared of Older units. Plus, the older units that remain in service are still being repainted into the current CSX paint scheme. Units still in earlier paint schemes are listed below.

Chessie System scheme..... 57
 Seaboard System scheme.....50
 Family Lines System.....46
 L&N Gray/ Yellow.....3
 GP38 #2144, GP38 # 2176, GP38-2 # 2627

B&O blue scheme.....3
 GP38 # 2023 GP38 #2107 GP38 #2114
 C&O Blue scheme.....1
 SD40 #4617
 SCL Black scheme.....6
 GP38-2 #2542, 2532. GP40s #6761, 6776, 6778 SD45-2 # 8952.
 R.F. & P. scheme4
 GP40-2 #6393 GP40s #6856, 6857,6859..
 Guilford grey scheme.....6
 GP39-2 #4301,4303,4305,4308,4312
 D&H blue/grey scheme.....1
 GP39-2 #4311.

The CSX "Pumpkin" fleet now numbers 57 units..... 9 U18Bs, 6U23Bs, 1 GP30M, 13 GP38s, 28 GP40s.

The following lists show the scheduled daily manifest and tote trains running on CSX in this area of Kentucky and Tennessee as of August, 1996. This list does not show extra sections of the listed trains, nor does it list Coal, Grain, Ore, Locals or any other special movements on these lines.

CSX Henderson Subdivision..... Evansville to Nashville.

R120 tote train Jacksonville to Chicago
 R121 tote train Chicago to Jacksonville
 R122 tote train Atlanta to Chicago
 R123 tote train Chicago to Atlanta
 R124 tote train Jacksonville to Chicago
 R125 tote train Chicago to Jacksonville
 Q556 Manifest train Nashville to Evansville
 R557 Manifest train Evansville to Nashville
 R592 Manifest train Birmingham to Chicago
 R595 Manifest train Chicago to Nashville
 R596 Manifest train Nashville to Chicago
 R597 Manifest train Chicago to Nashville
 Q645 Manifest train Chicago to Nashville
 R646 Manifest train Hamlet, N. Carolina to Chicago
 Q647 Manifest train Chicago to Waycross, Georgia
 Q648 Manifest train Waycross, Ga. to Chicago.

CSX Texas Subdivision Evansville to Louisville.....
 R550 Manifest train Louisville to Evansville
 R551 Manifest train Evansville to Louisville
 R552 Manifest train Louisville to Evansville
 R553 Manifest train St. Louis to Louisville

R555 MANIFEST EVANSVILLE TO LOUISVILLE.

CSX Mainline Subdivision
 Louisville to Nashville
 Q205 Autos/ Auto parts train Cincinnati to Birmingham.
 Q207 Autos/ Auto parts train Cincinnati to Louisville
 Q214 Autos / Auto parts Birmingham to Louisville
 Q231 Autos/ Auto parts Detroit to Nashville
 Q270 Autos/ Auto parts Nashville to Cincinnati
 Q272 Autos/ Auto parts Birmingham to Saginaw Michigan
 Q274 Autos/ auto parts Nashville to Louisville
 Q275 Autos / auto parts Louisville to Nashville
 R525 Manifest Louisville to Nashville
 Q526 Manifest Nashville to Louisville
 R534 Manifest Nashville to Louisville
 Q543 Manifest Louisville to Waycross Ga.
 Q544 Manifest Waycross Ga. to Louisville
 R546 Manifest Atlanta to Louisville
 Q572 Manifest New Orleans to Cincinnati
 R573 Manifest Cincinnati to Nashville
 R574 Manifest Birmingham to Louisville
 R589 Manifest Louisville to Atlanta

Q649
 Manifest
 Louisville
 to
 Jacksonville.

CSX Memphis Subdivision
Nashville to Memphis

R185 tote Memphis to Atlanta
R186 tote Atlanta to Memphis
Q268 Autos/ auto parts Memphis to
Nashville
Q269 Autos / Auto parts Nashville to
Memphis
R530 Manifest Memphis to Nashville
Q531 Manifest Nashville to Memphis
R532 Manifest Memphis to Nashville
R533 Manifest Nashville to Memphis
Q535 Manifest Nashville to Memphis
Q536 Manifest Memphis to Nashville

*Thanks to Chuck Hinrichs for this
information.*

**Bits and Pieces of Stuff from the
Membership.....**

Wally Watts and Joe Wirth sighted a Southbound CSX Coal train at Atkinson Yard in Madisonville with 2 CSX locomotives, and 1 Helm leasing., ex- Norfolk & Western Gp40 on August 8th. This is a hi-nose unit, still in the Norfolk Southern paint scheme. Keith Kittinger reports during the month of August 2 of these Helm Leasing units were running from Atkinson yard in Coal train service. These 2 units could not be used as lead units. Also during the month of August a GATX Leasing SD40-2 was at Atkinson Yard in Coal train service. Keith kittinger reports that Paducah & Louisville has leased from CSx 3 sets of GP40-2/GP35 or GP30 mother / slug sets for use on the daily Louisville Gas & Electric coal train from Madisonville to Louisville. Keith also reports that CSx will start running Coal trains from Madisonville to Central City via Paducah & Louisville tracks, then back to CSX trackage to the TVA Power plant at Drakesboro. Some of these trains are being loaded at the Andalex mine , East of Madisonville. This mine is located on P&L tracks. The Coal trains to Drakesboro will use CSX crews and CSX locomotives. These trains had been using the CSX M.H.&E. Branch from Madisonville to reach the O&N Branch at Moorman, then South to Drakesboro. These trains are

turned over to Midwest Coal Handling at Drakesboro to deliver to the TVA Plant.

Spencer Brewer noted a loaded Illinois Central coal train on August 31st. in Paducah on the P&L tracks headed for the BRT loadout on Kentucky Lake at Grand Rivers. the power for the train was 5 Helm Leasing units. Chris Dees reports that a new shortline railroad has started operating at Scott City, Missouri. The line is the Southeast Missouri Port Authority. Power is a GP7 #1862. the radio Freq. used is 160.865. Keith kittinger reports on a CSX derailment at Archer , West Virginia on August 20th. Two manifest trains ran head on into each other at 25 mph. The line was manual block, one train was in siding to meet two other trains. But, this train left the siding after meeting only one train. They forgot about the second train. two crew members on the train (Q317-19) were killed. Two crew members on the train (Q316-18) were hurt badly and were air lifted to Hospitals in Huntington..... Locomotives damaged were as follows....

CSX AC44CW # 23 Destroyed
Cost \$1,590,000.00
CSX SD40-2 # 8304 Destroyed
Cost\$ 814,164.00
CSX GP40-2 # 6146 will be repaired
cost \$ 8,250.00
Total cost of damage of train
(Q317-19) \$ 2.412.414.00
CSX SD50 #8512 heavily damaged
Cost of repair \$ 350.000.00
CSX SD40-2 # 8459 heavily
damaged... Cost of repair \$ 55.000.00
GSCX Lesing # 7374 Heavily
damaged ... Cost \$ 10.000.00
Total cost of Damage on train
(Q317-19) \$ 2.412.414.00
Total Cost of derailment.....\$
2.827.414.00

This total does not show Car, track replacement or manhour cost..

Cliff Downey reports the Hardin Southern excursion train hit a car at the Dexter grade crossing on Sat, August, 3rd. two kids in a real nice, expensive sports car weren't paying attention. A little damage

was done to the front steps of the SW1, but the car was totaled. the SW1 is now out of service, not because of the collision with the car. But, rather due to problems with the locomotive itself. The engine was leaking oil from the bottom, but now it is spraying oil out of the stack. Also the locomotive is having electrical problems. Then the last weekend in August, the crew thought that the crankshaft had been broken, but it wasn't. These problems don't sound too good for the Old SW1 or for that matter the Hardin Southern either. the Old goat and Jim Futrell were in Southeast Missouri on Saturday, Sept 7th, railfanning the Southern Pacific Imo Subdivision one more time before the Sep. 12th takeover of Southern Pacific by Union Pacific. they noted something new in Scott City, Missouri,. Southern Pacific has placed a Southern Pacific bay-window caboose on display in the city park across from the Union Pacific "Beanery". the caboose has been placed in the park since May. the last time the Old goat was in the area. you will read about out trip in next months Newsletter, stay tuned.

**Quick Trip to Paducah with Four
Foamers.....** On tuesday, August 26th, the day following the August meeting, four foamers were together to railfan the Paducah area for a few hours. the foamers were.... Bill Grady, Keith Kittinger, Ron (Big Mac) Stubblefield and the Old Goat. Before I get to the trip, here's something I would like to point out. Have any of you seen the new McDonalds commercials on TV showing the little boy in a swinging chair ? Does he look familiar to you? Well, he should, he's little Ron Stubblefield !!! Folks, you are watching actual film of little Ron !! YES !!! It's true, Rons family says that putting little Ron in his chair and setting in the window was the only way to keep him from crying all day long about going to McDonalds for eats. Now , we all know the beginings of Ron's love for McDonalds.

Would the Old Goat lie about this story? the proof is on the TV every night. Watch the commercials for yourself and see who the little boy looks like. Seeing is believing. And to this day, Ron, still points and cries everytime he passes by a McDonalds. "N'Yuk, N'Yuk, N'Yuk,--- Why Soitenly. " Are you having fun ??, Ron. You know I have to pick on you a little,. Still friends??? back to the story..... Bill, Keith, Myself met Ron in Eddyville to ride to Paducah with him. We noted the new McDonalds in Eddyville. Do you know McDonalds is Rons favorite place to eat ?? The first train of the day was on the Paducah & Louisville tracks on the Eastside of Paducah, it was the empty Illinois Central coal train from BRT in Grand Rivers. Power for the train was 2 Illinois Central SD40-2s. Parked beside this train was a empty Burlington Northern Santa Fe Ballast train headed to Vulcan Materials in Grand Rivers. Power for this train was one Morrison Knudson Leasing ex-Santa Fe F45, one Burlington Northern SD40-2, and one Railway Leasing Corp., ex-Chicago Northwestern SD40-2. Moving on to the P&L enginehouse, several P&L Geeps were noted. At VMV, lot's of EMD Leasing SD40-2s, plus 5 or 6 Union Pacific ex-Guiford GP39-2s
.....Setting at the paint shop was Santa Fe GP60M # 100 fresh from repainting. The next stop was for food, then on to Chiles Jct. on the Illinois Central Edgewood Cutoff. We noted the Chiles Switcher, an I.C. GP10. Next train, was an empty hopper train from the TVA Shawnee Steam Plant. The power was 2 Southern Pacific AC44CWs pulling 105 empty hopper cars. This train went North to Benton on the I.C. These trains run daily into TVA with two or three SP units. Next train at Chiles was a Northbound IC manifest train (NOCP) New Orleans to Canadian Pacific in Chicago,. Power for this train was two IC SD40-2s. This train stopped to pickup the GP10 parked at Chiles. then a P&L local arrived from Paducah, power was one P&L GP10.

Moving to the Illinois side of the Ohio River at Metropolis, we noted a empty Illinois Central hopper train arriving on the Burlington Northern tracks. Power was two Illinois Central SD40-2s. Then at the Cook Coal Dock, we noted the end of a loaded coal train headed into the Coal Dock. The last train of the trip was on the Burlington Northern at Joppa jct. It was the empty Joppa Electric hopper train with locomotive EMD # 3 leading the train, followed by one Santa Fe C30-7, another EMD Leasing SD60 and last one Burlington Northern C30-7. Not a bad way to end a short three hours railfanning in the Paducah area. Thanks Guys, we had a good time !!! Well, that's all for this edition of "Sightings". Thanks to everyone that sent in information this month. Remember to send in your stories and news items for future newsletters. We need your help each month. Thanks for your past and future support !! remember to bring items to the meetings for our raffles. The money goes to fund this newsletter. Also, think about making a chapter donation, we can always use your financial help. Later, dudes.

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Looking back with Bob McCracken

At one of the recent meetings someone mentioned that since our name includes the word Historical, We ought to have something of a Historical nature in our Newsletter occasionally. he went on to expand on that, saying that each of us has had a number of experiences in our railfanning careers that , while we might not consider them history, others may find them to be very interesting. in that spirit, I will lead off with one of my early experiences.

At the rather advanced age of five or six I lived at the edge of town with my parents in Warren, Ohio.

i had already developed a definite pattern of watching for trains wherever we went. One summer morning, my dad, who worked at a bank in town, called my mother and told her to bring me to town at lunch time. There had been a train wreck just two blocks from the public square, with tracks running parallel and adjacent to one of the streets, so access to the wreck was no problem. When we got there I just about jumped out of my skin. two of Erie's finest had met corner to corner, almost in front of the passenger station,. Somehow the two locomotives had managed to meet on adjacent tracks with insufficient clearance for their massive boilers. the locomotives stood there, locked in a fatal embrace. there really wasn't a lot of damage evident to the engines. however, the one engine was on the point of a rather lengthy freight train. The train had not taken kindly to the sudden stop. This was about 1942 or 43. Trains of that era were composed of mostly 40' cars and many of those cars were of wood construction. the train looked more like a tornado that had gone through a lumber yard. Everywhere you looked there were piles of twisted splintered wood, all painted in various colors familiar to most railfans. Incredibly, under many of these stacks of firewood, there were many sets of trucks, mostly still on the rails. My dad wanted me to go over to the engines with him to get a closer look. The far side of the street was as close as he was going to get me. I sensed that, somehow, one of those wounded monsters was going to make one final charge before it died. We ate lunch that day at a small deli right across the street from that amazing sight. I don't remember much about the lunch except starring out the window at that terrible and wondrous happening. Incredibly, the only other train wreck I have seen in person occurred only a year or two later in a near by town of Newton falls, Ohio. The wreck occurred on a friday. The following day my dad took me out to see it. It was of a totally different nature. A short way freight (Line unknown to me)

was leaving an industrial switching assignment and, in doing so, had to cross a grade crossing. A gasoline truck either didn't see the train or tried to beat it. The engineer apparently saw it coming and threw the Johnson bar in reverse. When the train hit the truck, the truck exploded, killing the driver and the engine crew. The force of the impact, along with the engine in reverse, stopped the train, which started to back up. The engine left the rails while backing up and toppled down a ravine, ending up on its back. When we got there on Saturday, all that was left was a huge blackened area at the crossing and the engine lying in a ravine next to the track, wheels up. The remainder of the wreckage had been removed. I guess they were waiting for one or more big hooks to hoist the locomotive from its inglorious position. The ravine was deep enough, in the wheels up position, that the engine was entirely below the railhead. The engine seemed rather diminutive in that position. I think it might have been a Consolidation (2-8-0) but it was many years ago. Well, that's my little bit of history. I hereby extend a challenge to each one of you to offer up some tidbit of your railfanning days. It doesn't have to be from the dim, distant past. Remember, yesterday to you may be the distant past to the kid sitting next to you.!!!

Also from Bob McCracken.....

Summerrails '96

On Saturday, August 10th, Chuck Hinrichs and I attended SummerRails at Cincinnati. It was sponsored by the Cincinnati Railroad Club, and Miami Valley Railfans. The program consisted of memorabilia offerings by a relatively limited number of vendors, the slide shows which lasted roughly 6 1/2 hours minus some breaks, and unlimited access to the Clubs Tower A in the Cincinnati Union Terminal. In addition to Chuck and I, Bill Grady, and Jim Bergant were also in attendance from Louisville.

the terminal itself is worth the trip if you haven't been there. The head house and the associated shops have been restored to remarkably close to their original Art-Deco design. The museum of Natural History now occupies a significant portion of the space, as well as the IMAX theater. The main difference is at the back of the terminal where the concourse and the platforms used to be. They have been removed. The terminal tracks are now part of the huge yards occupied by the Norfolk Southern pig terminal, the NS Yards, and the CSX Yards. The tower A occupied by the Railroad Club is situated about four stories up at the back of the CUT and overlooks the Yards. They have really done a nice job of restoring the control room, and even have the original board used to control the yards still hanging in the room. The view is nothing less than spectacular. The slide shows were also spectacular. If you saw the Christmas program at Owensboro, it was in the same tradition. Multiple projectors keep the action moving with the whole thing set to music. The presenters were mostly local guys who have been doing this kind of thing for each other, but not in public. One of the presenters was a winner in the 1994 Trains Photographic contest, to give you an idea of the quality. The subjects varied considerably, and included a fair amount on the L&N. One of my favorites was on the L&N in Eastern Ky. The very comfortable auditorium and the great sound system helped make the show even better. You knew it was good when people were still going "ahhh" after six hours of slides !!! The group hopes to make an annual event of this. Some 220 tickets were sold this year, with an auditorium capacity of about 280 or 290. If it happens next year, and you get the chance, consider attending. I plan to.

Bob McCracken

Louisville Railfan Report..... by Bill Grady.....

CHICAGO !! a wet kind of town.

Lisa and I traveled by airplane to Chicago, Illinois the weekend of July 25th through the 29th to attend the wedding of a friend and hopefully a "little" railfanning too!!

As it is my wish for all weddings, sunshine prevailed on Friday for the new couple. With the wedding being on Friday afternoon, that left the morning hours to try to take in the old CNW West to DeKalb, Illinois.

DeKalb is the site of a large coaling tower that spans the double track mains of the now Union Pacific. I was warned by 2 sources that the CNW line is now a long, straight, parking lot !! We made it out to the Coal tower in perfect sun only to see a WEED SPRAYER !!! Well, my time was up as I gave the old CNW another 45 minutes. Nothing happened, and it was time to head back to the hotel to prepare for the Polish/ Catholic Wedding. This was a unique wedding to say the least !! But, I'll save that story for another time.

Our Saturday morning started out fine as the skys were clear. But the Chicago weatherman kept saying, "It will be raining by noon" !! How could this be?? This was Santa Fe day for me. The one true day of total railfanning!! As fate would have it, the BNSF was nothopping as we hoped. Lisa and I started our trip by driving a couple of blocks to the ATSF Headquarters to see the modern office building. It sports a "Santa Fe" sign at the top still.

We then headed to Southwest to Coal City, Ill. The station still stands and is in good shape. Coal City police don't take to Railroad trespassers though, as they have signs all along the right of way. We did see our first ATSF train here, a Westbound Vehicle train with two MK SD40-2's.

Next was Mazon, Ill. where the classic wood-frame station still used by M of W forces.

no trains here though. Next, it was on towards Ransom, Ill. This is where the famous overpass shot with the grain elevator was made.

I did run into two other railfans from the Michigan here, they told me that it has been very quiet today. They kept hearing talk on their scanners about an Eastbound SP train. Well, this was paydirt for a few minutes. A Eastbound ATSF train showed up with 2 GP38's on the points of a freight train. As soon as it cleared, the SP showed up on the other main track.

Remember the rain by noon? This is where I caught it!! I had full sun on the first 2 trains. Then the clouds moved in and the trains started running, and I started crying..... Sorry, Fortunately, The camera shop in Louisville gave me a roll of the new Ektachrome to try. Its ok, but I still like my Kodachrome !!!

Any way, we still went on over to Streator, Ill. as it was approaching Amtrak time for the Eastbound Southwest Chief. We parked at the depot (raining harder now), and the chief was 1 1/2 hours late. The next week the Chief would no longer call on Streator..... moving over to the BN line from now on.

Heading back toward Chicago, the ATSF went dry again. We did see 2 trains at Streator, each having Warbonnetts on the point. We made it back to Ransom where a Westbound was doing track speed with 4... 6axle Warbonnetts on the point.

We reached the set of crossovers in the Hamlet of Verona., Where 4 more Westbounds came one after another. One of these was a Westbound SP stack train.

When Chico starts a parade, you can bet it will be good. The rain continued into the night as we headed back to Chicago.

Sunday was our day to head downtown to do the tourist thing. It rained all day here too!! We spent Sunday evening at the Metra station at Napierville to watch the

trains go by and enjoy the evening as it sorta cleared off for the evening.

Overall, we enjoyed the time just to get away for a couple of days.

Thanks to Bill Grady for this report

**Foamers Fever..... July....
by Don Clayton.....**

Perhaps the craziest thing that I've ever done is ride 33 trains in two weeks--- Which included 8 in one day !! This included 12 Amtrak trains, an Amtrak excursion, an Amtrak thruway bus, a chartered bus to substitute, because of a CSX derailment in Alexandria, VA. 15 NJ Transit commuter trains, 1 MARC commuter train and 4 tourist railroads. My trip started in Carbondale, Ill. on Sunday, July 14th at 3:25 a.m. with a trip to Chicago on the "City of New Orleans". After a layover in Chicago's Metropolitan Lounge, I boarded the "Capitol Limited" for Washington, DC. After arrival in Washington, I rode a MARC commuter train to BWI-Baltimore/ Washington International Airport to obtain a rental car. The airport and the new Amtrak station are only a couple of miles apart with free shuttle busses every 20 minutes, connecting the two terminals. After some sight seeing (Delaware State Capitol, and ex PRR passenger Station in Dover), it was time to fill in some gaps on my rail atlas. A book on Commuter railroads shows 5 routes to Hoboken, NJ. on the former DL&W, ERIE, and CNJ routes. The first stop was High Bridge, NJ. ex-CNJ. I left there at 6:47 a.m., made a 21 minute turn around in Dunellen and arrived back by 8:33 a.m.. Next I drove to Gladstone on the ex-DL&W electrified branch. I left there at 9:44 a.m. for Summit. After a quick lunch, I was back in Gladstone at 12:09 p.m.. Next I drove to Hackettstown. the next train for the East was 4:07 p.m.. A quick 7 minute layover was long enough to change trains to the electrified Montclair branch. I was in Hoboken by 6:44-- plenty of time for the 7:25 p.m. train to Hackettstown, arriving there at 9:15 p.m.

I then drove to Port Jervis, NY. so I could check out the ex-ERIE diesel lines the next day. Port Jervis is about 95 miles from Hoboken--- NJ. Transits longest route. To complicate arranging the trip is the fact that there are two lines between Port Jervis and Hoboken. A third passenger route--- 6 miles East terminates in Spring Valley. A note of warning on the NJ Transit Outbound trains: they will leave ahead of schedule after discharging commuters. Very few passengers board outbound trains. On thursday, August 18th, I left Port Jervis at 8:35 a.m., which used the Bergen County line to Hoboken, arriving at 11:03 a.m. I had lunch in Hoboken, the first train for Spring Valley was at 4:30 p.m. arriving at 5:36 p.m.. A short taxi ride to Suffern got me to the 6:31 p.m. departure for Port Jervis, arriving at 7:58 p.m.. I then drove to Scranton Pa. (60miles) to stay in the Lackawanna Station Hotel. On friday, July 19th, I drove from Scranton to BWI to turn in the rental car a distance of 220 miles (total driving was 770 miles) I rode a Northeast direct train to Philadelphia. the Travelodge on Penrose Ave. provides complimentary van service. A good Italian restaurant is right around the corner !!! On Saturday, July 20th, I was a passenger on the 5th annual "Rails to the Fair" special train to the Delaware State Fair in Harrington, DE. For those who wanted a longer train ride, the special continued to Frankford, DE. This was a "push -pull" operation with a F-40 on each end Amfleet coaches and a cafe car. A special lunch treat at the fair was a food booth serving Maryland Crab Cakes- Yes they were delicious !!! We arrived back in Philadelphia 30 minutes early !!! I spent the night again at travelodge. On Sunday, July 21st., I decided to try the new Superliner version of the Cardinal. I rode another Northeast direct train to Washington, After a brief layover, I was headed for the mountains of Virginia in a Superliner cafe / Lounge car. A quick turnaround in Staunton, VA took me to Charlottesville

where Amtrak provides a thruway Bus to Richmond. Changing back to the train in Richmond, I arrived at my destination, for the day of Newport News, the Eastern terminus of the C&O. On Monday, July 22nd, I was bussed to Washington, DC. due to a CSX freight derailment, blocking the line in Alexandria, VA. I rode a Northeast direct train to New York. I spent the night in New York near Penn Station. On Tuesday, July 23rd, I rode NJ Transits commuter line to Bay Head on the Jersey Coast Line, I spent the rest of the afternoon in Amtrak's Metropolitan Lounge----- waiting for the boarding call for the "Lake Shore Limited". A fine dinner was served in the diner as we raced along the Hudson River. Toward Albany. Sleep came easy in the new Viewliner Sleepers, My destination: Erie, PA. at 4:51 a.m. tomorrow morning. !! Yes, Amtrak can run on time!! In fact "The Lakeshore Limited" arrived this Wednesday, July 24th ahead of schedule, into Erie, Pa. My friend Rev. Steve Morse met me. He showed me around Erie. Our first (of four) tourist railroads was the Oil Creek and Titusville----- a 12 mile stretch of the former Pennsylvania railroad.

On thursday, July 25th, Steve and I rode the Knox, Kane, & Kinzua. This is a former B&O line with trains running from Marienville, Pa. to the Kinzua Viaduct on the former ERIE railroad with the transfer of lines being in MT. Jewett. The Kinzua Viaduct is the second highest in the U.S.. Our Power is one of three Chinese 2-8-2's now in service. Almost 50 miles of track are covered in this operation. On friday, July 26th. We rode the Western Maryland Scenic about a 10 mile stretch of the former Western Maryland and Cumberland, and frostburg, MD. passenger equipment on this line were old friends : former Norfolk Southern recording car (ex-CofG Man O' War) and coaches.

On Saturday, July 27th, We rode the "Potomac Eagle"---another former B&O line from

Green Spring to Petersburg, WV. This train is based in Romney, WV. and we saw more old friends : 2 CSx F-units (A-units) and C&O Lounge car "Chessie Club". The "Chessie Club" car features 3 meals served on "Chessie" reproduction china from the C&O Historical Society. This branch is about 50 miles long and last saw passenger service about 1939.

On sunday, July 28th., Amtraks "Lake Shore Limited" departed Erie, Pa. for Chicago "on Time". After a short nap in a roomette in a former ATSF Super Chief Sleeper, It was time for breakfast in the diner--- good as usual on Amtrak's new china. After arrival in Chicago, I met Wally who was returning home from the LCCA Convention in Grand Rapids. We rode # 391 "Illini" to Carbondale, and drove on to Madisonville.



**SCHEDULE
BOARD
of
COMING
EVENTS**

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, Ill.

N.M.R.A. Meet Nov 2nd 9:00 to 4:00P.M. Exhibitors Building, Tennessee State Fairgrounds Admission \$3.00



"Who the heck is J.B. King ?? You see his name on everything !! From Boxcars High to Flatcars low. You see his name where ever you go !!

Here the other day I came across a bit of Railroad history while I was loading a CSX Covered Hopper. As I was putting seals on the door gates of CSXT 227511..... I found the name of the legendary J.B.King. !! Written in chalk on the side sill of that car.

From what I have read Mr King never worked for a railroad, or for that matter never even existed. The story has it that Mr. Kings signature is a practice exercise from a grade school hand- writing book from way back at the turn of the century.

It seems that a railroad man took to signing " J.B.King Esq." on the sides of Railroad cars. (he could have been a Conductor, Switchman, Yard Clerk.Etc.)

But any way the name caught on, and traveled far and wide across the land, being copied over and over. Now here's the catch, when writing the signature, the piece of chalk must not be allowed to lift from the surface while writing, and you finish writing the name at the very spot where you started..... I remember dad saying when he signed his name on a document he was putting his " J.B.King Esq." on it. I corrected him saying you mean your "John Hancock" don't you ?? Nope, he replied, "I mean just what I said" and then he proceeded to show me how to write that name.

Until the other day, I had almost forgotten about it.....And there it was , written in that fancy scroll. Next month if you still haven't figured out how to write it, Don't worry I'll print the solution..... Until next time..... Tony