

N R H S NEWSLETTER



West Ky. Chapter

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OCTOBER 1996

Minutes of Western Ky. Chapter N.R.H.S. September 23, 1996

Minutes: Of the August 26th meeting were approved as read with the exception that Bob Vittitow and not Chuck Hinrichs, gave information of the possibility of the Bowling Green R.R. Club attending a possible open house at the Badgett center.

Treasurer's Report: As of this writing, Sept. 25th, I have not received a current report from Robert.

Director's Report: Chuck Hinrichs gave information on the upcoming Fall Board Meeting which will be held November 8th - 10th....

MEETING NIGHT NOTICE.....

Please Note !!!!!..... The Madisonville N.R.H.S. meeting will be on Monday Evening October 28th, 7 P.M. at the Badgett center. Program will be from Dennis Carnal and Ron Stubblefield will provide refreshments. Greg Utley will have the November Program.

Old Business : Chuck Hinrichs as of yet has not heard from the Messenger concerning the incorrect information on the statistics of accidental deaths from Trains, vs Autos, Planes, etc.. Bob Vittitow reports the Hazardous Training display train to run through here on the P&L has been postponed until next Spring. The possible open house for the Chapter at the Badgett Center has been postponed indefinitely due to checking with insurance companies about cost, etc...

New Business : Chuck Hinrichs reports Green Frog will do a video on the Henderson Subdivision. Owensboro Chapter Christmas dinner will be at the Shady Rest in Owensboro on Sat. Dec. 14th, Our regional V.P. will have the program. Don Clayton motioned we have ours at Cody's Restaurant if their new facility is finished, on dec. 9th or (alternate the 2nd) Time: 7:00 P.M. Ricky Bivins will check with Cody's for details.

Announcements : Greg Utley told of a tape filmed in Bowling Green at the L&N depot called "Beauty of the Southland". A portion of this was shown as an introduction of our meeting. Billy Byrd was one of the films narrators..... It was announced that Billy's wife, Jean

is at the point of death at the time of our meeting. As of this writing, Sept. 25th, she had passed on last night at about 7 P.M. *Please remember Billy and his family in your thoughts and prayers, at this time of sorrow.*

Next meeting : Monday evening October 28th at 7 P.M. at the Badgett center See the announcement in the first column.....Greg Utley will have the November program, and the December program will be omitted due to our Christmas dinner.

Those present were:

Rich Hane	Ricky Bivins
Chuck Hinrichs	Jim Bergant
Eddie James	Marion Elliott
Don Gregory	Dennis Carnal
Bruce Cox	Tony Clark
Keith Kittinger.....(<i>Gotcha</i> ..)	
Bill Heaton	Rex Easterly
Ron Stubblefield	Don Clayton
Wallace Henderson	Harold Kniffen
Bob Vittitow	Bob Moffett
Joe Wirth	Greg Utley
Bob McCracken	Wally Watts

There were no guests.



Greetings from the Old Goat..... I hope everyone is doing well this month. The cool Fall weather feels great !!!! It's hard to believe Winter is only a few weeks away. I hope everyone has time to get out and do a little Railfanning, the next few weeks. I hope to see some of you trackside in the weeks to come. Now to the railnews for this month, Let's see what we have to report.

Obituary..... It is with regret that the Chapter reports the passing of Jean Byrd. She was the wife of Chapter member Billy Byrd. Jean passed away on September 24th following a long fight against cancer. Our thoughts and prayers are with Billy, and the families at this time.

Congratulations..... to Chapter member Cliff Downey and his wife, Marilyn on the birth of a baby girl named Rebecca. Rebecca was born on August 17th, Maybe a new little Railfan ????

Report on the Last N.R.H.S Meeting in Madisonville..... the 23 members enjoyed the program by Chuck Hinrichs. the program was an Operation Lifesaver program and a video tape showing some of Chucks railfanning during the past year.... Good Show !!! The rail action through Madisonville during the meeting was nothing !!! That's Right...., Nothing !! Not one train passed through Madisonville from 7:00 p.m. to 9:30 pm on either track. well, I guess I could blame the lack of trains on Jim Bergant, but I won't this time. Everyone knows that Mondays are the slowest days on most Railroads in the United States. Maybe the Chapter needs to move the meetings to the end of the week ? I bet that more trains would showup on Friday or Saturday nights than on Monday. On to Ron Stubblefield's favorite subject..... Food. the Madisonville Chapter has set the date for the annual Christmas dinner. The date is Monday, December 9th at Cody's Restaurant in Madisonville. The dinner will start at 7:00 p.m. . More information next month...

the Owensboro Chapter dinner will be on Saturday, December 14th at Shady Rest Bar-Bq in Owensboro. More information next month. Also , at the last Madisonville Chapter meeting, the membership talked about a possible open house for the Chapter. Nothing was decided at this time ... I hope the Chapter keeps thinking about an open house in the near future. We could use the open house for the future growth of the Madisonville Chapter. Let's think about an open house sometime after the first of the year. More information later,. As you read in last month's Newsletter, Bob McCracken wrote about some of his first time railroad experiences. Bob wrote about a few of the first "Railfanning trips" of his life. The story wasn't loaded with lots of details. , but told of what Bob remembers from his early childhood days growing up around railroads.

This is what I hope to see from several other members, stories from their past. first time train trips, trips to the local Depot, etc. Let's hear from some more of you during the next few months. Follow Bob's lead and send in your stories.

Lots of Railroad Stuff in the area during October.... The first event of the month is the Louisville & Nashville Railroad Historical Society Convention in Chattanooga on Oct 18th till the 20th. Some of the Chapter members plan to attend this convention. During the following week., Oct 20th till the 26th, a video crew from Green Frog Video, and Neff Video will be filming a video covering the CSX Henderson Subdivision between Evansville & Nashville. Chuck Hinrichs and the Old Goat will be helping with the production. We hope for good weather, and lots of trains. On Monday,, Oct. 21st, a passenger excursion train will operate from Chicago to Memphis on the Illinois Central. The train will run via the freight only Edgewood cutoff from Edgewood to Fulton. The train will be pulled with the two I.C. E-units

and will be around 23 cars long. Please note the train line up elsewhere in this Newsletter. Several Chapter members plan to shoot this train in the Paducah and Fulton areas.. Then on Thursday, Oct 24th, the Union Pacific railroad will operate a passenger excursion from St. Louis to Poplar Bluff, Missouri via the Chester Subdivision in Southern Illinois. the power for the train will be the Union Pacific Locomotive #844 fresh from its rebuilding. The train will depart St. Louis at 8:00 a.m. and should be crossing the Mississippi River at Thebes around 10:30 a.m. The train will stop in Scott City, that's Ilmo on the railroad, for service to the locomotive. The train will stay overnite in Poplar Bluff, and travel to Little Rock the following day. Several Chapter members plan to chase this trip. Wish us luck !!!! Then the last event for a very busy week is the Illinois Central Historical Society Convention in Meridian, Mississippi. the dates are Oct 25th, till the 27th. a couple of Chapter members plan to attend. the busy Oct then ends with the Madisonville N.R.H.S. meeting on Monday night the 28th. The program will be done by the Old Goat himself. What better way to end a very busy few days Railfanning. Hope we have a big turnout for the meeting.

Bits and Pieces of Stuff from the Membership..... Several Locomotives from a few leasing companies have been sighted on the CSX Henderson Subdivision during the past few weeks. here are a few examples of these sightings. Spencer Brewer reports sighting a Montana Rail Link unit in a CSX consist through Earlington on September 17th. Chuck Hinrichs reports sighting several Montana Rail Link unit passing through Hopkinsville the past few weeks. Wallace Henderson reports sighting Southbound CSX manifest train (R597) at Atkinson Yard in Madisonville on Sep 19th, with this power lashup.... 1 CSX B36-7, 1 Southern Pacific SD45T-2, 1 Southern Pacific SD40T-2, 1 Illinois Central SD40-2

And last 1 Burlington Northern C30-7. Wallace Henderson also sighted on the following day a Molten Sulphur unit train with 2 Conrail C30-7A's for power. Chuck Hinrichs reports that CSX will lease 70 more locomotives during the Fall and Winter. This is due to the increase in grain and coal traffic during this time of year. the units will be SD40-2s from a couple of leasing companies. Keith Kittinger reports sighting a Livingston rebuild Center (LRC) C30-7 at Atkinson Yard in Madisonville on Sep. 19th. Keith also reports that Costain Coal (Pyro) in Sturgis is receiving Western Coal via CSX and Union Pacific.. The coal is unloaded at the Costain Prep. plant in Sturgis, then the Western Coal is mixed with Western Ky. Coal from their mines, then reloaded for shipment to their customers. Keith noted a Westbound loaded Coal train on the Morganfield Branch on Sep 19th. Power was 2 CSX units and 2 Union Pacific units.

Equipment Roster of the Illinois Central Private Car Excursion train...

As reported earlier, an excursion train will operate on Monday, Oct. 21st. on the Illinois Central Railroad from Chicago to New Orleans. This train will operate on the freight only Edgewood Cutoff from Edgewood to Fulton. The train will leave Chicago Union Station at 7:00 a.m., arriving at Bluford around 1:15p.m., arrive in Fulton around 4:45 p.m., and depart for Memphis from Fulton around 5:15 p.m., with arrival for the night in Memphis around 8:30 p.m.. When the train arrives in Fulton, the crews will change and fuel the locomotives and the power car. The train leaves Memphis the following morning at 7:00 a.m. with arrival in New Orleans around 6:15 p.m.. the train will be allowed to operate full track speed at all times during the two day trip. Chapter Member Don Clayton plans to ride the trip from Chicago to Fulton. Plus several chapter members plan to photo the train in the Paducah and Fulton areas. The following is the lineup of the equipment to be used on the train.

Thanks to Don Clayton for this information. Power for the train will be the two Illinois Central E9s. They will be followed by these private cars.....

#800333 Silver Solarium Round end Observation car

#800362 City of Spokane Round end Observation car.

CSX.... Tampa Round end Observation car

#800393 MKT. # 403 Open end Observation car.

#800239 Palm Beach Open end observation car.

#800281 The Survivor Open end observation car.

#800516 Pointe St. Charles Open end Observation car.

#800383 Pacific Cove Sleeper

#800636 Scottish Thistle open end Observation car

CSX Power car, it is required in the middle of the train ,because the train will be split for parking overnight in Memphis.

#800285 Silver Iris Sleeper

#800313 Virginia City open end Observation car

#800069 Cimarron River Sleeper

#800197 Prairie Rose open end Observation car

#800045 Caritas Open end Observation car

#800182 Casper Mountain open end Observation car

#800275 Sierra Hotel open end observation car

#800587 City of Milwaukee Coach

#800588 Northern Sky Dome car.

#800289 The Northern Star Open end Observation car

#800043 Chapel Hill open end Observation car

#800228 Ohio River open end Observation car.

News from Fort Wayne Railroad Historical Society.. The Fort Wayne Historical Society ran their first fantrips and used C&I Kanawha Locomotive # 2716 on lease from the Kentucky Railroad Museum. During the first week of July 13-21, the locomotive was used to power two freight trains on the Toledo, Peoria and Western Railroad between Logansport, Indiana and Gilman, Illinois.. One trip had water problems, due to a slightly malfunctioning feed water pump. By Friday, all repairs were made and the locomotive was cleaned for a series of eight roundtrips from Logansport to Burnettsville. All eight trips were ran without any problems. The president of the T.P.&W. was very happy with the operation of the engine. The trips were so successful, that the Iron Horse festival Association has already asked the Society to return in 1997. The future of the Steam excursion business lies with the regional and short line railroads. The Society will have more news about future fantrips later in the Winter...

Southeast Missouri Fantrip to Southern Pacific Country. One more trip to railfan the Southern Pacific Railroad before the Union Pacific Railroad takeover was official. the date of the trip was Saturday , Sep. 7th., just a few days before the U.P.s takeover date of Thursday, Sep. 12th.... The date that the 150 year old Southern Pacific Railroad would cease to exist. The Old Goat met Chapter Member Jim Futrell from Mayfield in Paducah for a day of Railfanning Southern Pacific style. Arriving at Thebes at 11:00 a.m., we sighted the first train of the day. A Westbound U.P. manifest train with 2 U.P. locomotives, One C30-7, and one SD40-2. were headed across the Mississippi River Bridge into Missouri. We also made a run for Missouri at this time, in the hope of not missing any trains. We were in luck, the next train was an Eastbound Southern Pacific manifest train at Illmo.. The train had just made a crew change and was headed for the River Bridge,

When we arrived in town. The power was all Southern Pacific, two C44-9Ws and one B30-7. This train was noted at 11:15 a.m. We heard the Southern Pacific Dispatcher in Denver giving a track crew track and time for the next hour. We took advantage of this time to checkout the Southern Pacific bay-window Caboose on display in the trackside park in downtown Scott City. Then in honor of our old trackside friend Ronnie (Big Mac) Stubbyfield, we went for eats. This way, we would be ready for an afternoon of hard and fast Railfanning. After lunch, we headed West towards Bell City, around 30 miles from Scott City. But we didn't get past Delta, before we sighted our next train. It was an Eastbound U.P. manifest train, with 3 U.P. locomotives. The time was 12:30 p.m. and the Southern Pacific track crew asked the Dispatcher for more time on the Mainline at Messler. the reply from the Dispatcher was "NO, I have 5 trains closing in, so stay in the clear". Bad news for the track crew, but great news for two Railfans !!!!. The first was the Eastbound Southern Pacific local returning to Illmo, with one Southern Pacific GP40-2 and about 20 cars. This train was by Messler siding at about 1:00 p.m.. We decided to stay at Messler and wait for the other four trains to pass our location. At 1:30 p.m. , a Westbound S.P. manifest train, with two S.P. C44-9Ws rolled by. The next train was at 1:45 P.M., it was Westbound U.P. Piggyback train. Power for this train, was one U.P. C36-7, and one U.P. GP50 in new paint, with the U.P. slogan "We will Deliver" on the side of the locomotive. Then at 2:15 p.m., another Westbound train passed through Messler siding. This was an Union Pacific manifest train, power was 3 U.P. units, 2 SD40-2s and one GP38-2. We decided to move our location a few miles to the West for the next train. We stopped at the grain elevator, just North of Bell City. At 2:30 p.m. the next train showed itself. it was another Westbound Union Pacific manifest train, this time with 4 U.P.

Locomotives. We drove into Bell City and sighted a Southern Pacific work train tied up in the house track. The work train had a Southern Pacific SD45T-2 for power. A nice little locomotive for a work train. Moving back toward Scott City, we were surprised by a fast moving Westbound Union Pacific Auto parts train at Randles. The train passed the hot box detector at Randles at 62 mph. It looked like it was moving fast, as we slid to a stop and jumped from the car to shoot the train. A kid, on a bicycle, had no idea what we were doing. Ron would have been proud of our sliding stop to catch the action... the Old goat told Jim that we should stay where we were, because a Westbound doublestack train would be following behind the auto parts train in a few minutes. Well, the Union Pacific didn't make the Old Goat a liar. Ten Minutes behind the auto Parts train at 3:40 p.m. the Westbound APL Doublestack train rolled through Randles. The 3 U.P. SD40-2s had the Doublestack rolling at 65 mph through the detector.

Moving on Eastward to Delta, we sighted our next train. It was a Westbound U.P. Piggyback sighted at 4:05 p.m. , power for the train was 2 U.P. SD40-2s and one Conrail Leasing (CRL) C30-7. Moving on Eastward, the next train sighted was the Burlington Northern / Santa Fe local tied up in the yard at Chaffee, Missouri. Power for the train was one Burlington Northern ex-Frisco GP15-1, plus the train had a Burlington Northern Caboose. During the day, we heard several BNSF trains moving on the St Louis to Memphis line, but we didn't see any BNSF trains on the mainline. We moved to the SP/UP crossing with BNSF at Quarry. The next train was an Eastbound U.P. Piggyback at 4:50 p.m. pulling into the siding to meet 3 Westbound trains. The power on the Eastbound piggyback was one U.P. SD40-2 and one CRL C30-7. The first Westbound showed-up at 5:00 P.M... It was a Westbound U.P. piggyback with one U.P. C41-8W, and one U.P. C40-8. then at 5:10 p.m.

A Westbound Southern Pacific manifest train with two more Southern Pacific C44-9Ws passed through Quarry. This train was followed at 5:20 p.m. by another Westbound Southern Pacific manifest train with two more C44-9Ws. we moved back to Scott City for one last look at the Southern Pacific. we sighted a Westbound U.P. loaded Coal train parked on one of the mainline tracks in the middle of town. Power on this train was brand new. The lead locomotive was Union Pacific SD90MAC # 8047 and the trailing unit was Union Pacific AC60-9W #7046. The SD90MAC had been built in either June or July and still was showroom shiny. A very nice way to end the last day of railfanning on the Southern Pacific in Southeastern Missouri, even though the units were Union Pacific. Thanks to Jim Futrell for a great day of railfanning with the Old goat. Jim, I would print some of your jokes, but Editor Clark would censor them too much. Maybe you can come to one of our meetings, and do the program for us. If you would, I bet little Ronnie would buy you dinner. Think about this offer and let us know. Hope we can go railfanning again real soon.

CSX News Items.... CSX has asked the Surface Transportation Board for authority to control the Indiana Railroad in Southern Indiana. This line is the former Illinois Central line from Newton, Illinois through Sullivan, Indiana to Indianapolis. the Fort Wayne Historical Society has in the past ran excursions on this railroad in the Indianapolis area. If CSX takes over the line you can forget about excursions in the future. the Indiana Hi-Rail line from Browns, Illinois to Evansville has been sold to a Railamerica Company. This former Illinois Central line is now called the Evansville Terminal Company. CSX has taken over the former Indiana Hi-Rail lines in the Henderson area. this line was the former Illinois Central line from Princeton, Ky. to Evansville., with trackage rights on CSX from Henderson to Evansville..

Well, that's all for this month's edition of "Sightings". Please remember to call or send in your information for the Newsletter at the following address. We need your support every month. Thanks to everyone for the news this month. Hope to see a large turnout for the October meeting. Later dudes !!!

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From Chris Dees.....

Effective July 27, 1996 the Western Kentucky Railway was granted permission to abandon their line between mile JE 62.5 at Blackford, and mile JE 97.25 at Princeton, a total of 34.75 miles. This leaves Crittenden Co. with no rail service and Caldwell Co. with only mainline service through P&L.

Mexico to be next in the spinoff arena. The Northeast Railway, a 2400 mile segment, will be first on the block UP+KCS may buy this portion.

Operation Lifesaver has a web site on the Internet at [HTTP://www.oli.org/olil](http://www.oli.org/olil) Offering statistics and safety information

FRA accident/ incident reports are available at [HTTP://www.dot.com](http://www.dot.com)

The Evansville terminal is a new 40.4 mile Railroad taking over the former Indiana Hi-Rail around Evansville. The company is owned by Rail America.

CSX has stepped into the high tech world of CD-ROM for teaching. More than 60 CD ROMs are being used for training on MOW and Mechanical subjects, using small battery powered players for on - site references. Some titles include MOW equipment, track construction, and C44-9W AC locomotive operations, TTX AAR and FRA are also using similar systems.

NEOMODAL, or Northeast Ohio Intermodal Terminal, located on the W+LE at Navarre, Ohio recently opened using state of the art administrative and cargo handling technology, truck drivers only get of their vehicles to make the air brake connections,.... Loading and unloading of trailers is accomplished by one person and takes only 3 1/2 hours for a 60- car train.

KCS SD40 # 4621 was on a Coal train at the BRT facility at Grand Rivers on 9/24/96.

Thanks Chris for this info..

Bang, back to square one. So I started over once more, after I got HAL the 486 unscrambled.

And now, on to a more difficult subject, I am announcing that with the completion of the March, 1996 Newsletter, I will resign the post of Editor of this Newsletter..... Reed Minerals is going to start the construction of a new plant this Fall / Winter, And will be requiring more of my time. As of right now I'm working more & more overtime as we plan to phase out one operation, and start another.... Well, until later

Tony.

N.R.H.S. Fall Board Meeting

Date..... November 8-10, 1996
Location... Huntington, W. Virginia
Hotel..... Holiday Inn Gateway,
Huntington (Headquarters) Ramada
Inn, Huntington.

Program..... Friday ACF Industries
Tour NS-CSX Mainline Kenova
WV Slides and Video (Evening)

Saturday..... C&O Passenger Station
Tour ACF Industries Tour Ohio
River Company Tour Banquet
(Evening)

Sunday Board Meeting
Reg \$20 Tour \$15 breakfast \$9.
banquet \$24 Holiday Inn \$64 night
Ramada Inn \$54 Night.

EDITOR'S SWITCHLIST

You probably noticed the Newsletter is a little smaller, and probably late this month. The reason being is that on the evening of Oct. 17th, while working on the Newsletter. A cold front came through the area at about 8:30 p.m. with a lot of wind and rain, lightning. Which brings me to this point. I was printing a completed newsletter when the lights blinked, and before I could close it out, the power went off.
AAARRRRGGGG !!!!!!!