

# PENNYRAIL

FEBRUARY , 1997

VOLUME 1, NUMBER 1

The official  
publication of the  
Western Kentucky

## NRHS National News

### Chapter News

#### FEBRUARY MEETING BADGETT CENTER MONDAY FEB. 24 7:00PM

Wally Watts will present the program - a video of SP's 4449 maiden trip.

1997 got off to a great start as 21 members and three guests were on

hand for the traditional President's program. Bob McCracken's video of scale live steam preceded a tape from Dennis Carnal's library showing CSX action on the old CE&I line from Evansville to Chicago. Only one train showed up for the Foamers - a northbound manifest with a C30-7 and C40-8W. Our president also supplied the goodies. Everyone seemed to have a good time.

#### New Members

Two of our January guests and another

individual have joined our ranks. Tommy Brown and Tim Griffey from Madisonville and Jacob Jachna from Sebree are our new members. Give them a warm Western



Kentucky Chapter welcome when you meet them.

#### Dues

1997 NRHS and Chapter dues are past due. There are 11 members who have not yet renewed. If you are one of the tardies get your check in today!

Members on the move include Chris Dees and Cliff Downey. Chris has been promoted and transferred to Princeton, IN. Cliff

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#### Western Kentucky Chapter, NRHS

112 Reed Place  
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\* \* \* \* \*

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Vice President  
Ricky Bivins

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#### SPRING BOARD OF DIRECTORS MEETING

The Spring BOD meeting will be held in Portland, OR on April, 4-6, 1997. In addition to the Board Meeting there will be a tour of the Willamette Shore Trolley system and a ride on the Mt. Hood RR.

#### NRHS CONVENTION

The Promontory Chapter is hosting the 1997 NRHS Convention in Salt Lake City. Dates are June 24-28. The schedule of events is detailed in the "TIMETABLE" and includes UP trips



with both the E9s and 844 as well as the Heber Valley RR and the Nevada Northern. A trip to the Golden Spike

## Chapter News

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has taken a new job and has moved to Nashville. Best of luck to both Chris and Cliff and we hope to see you as often as possible.

With the approach of Spring, Chapter members are already getting their travel plans made. Bob Vittitow and Chuck and Shirley Hinrichs are going to the NRHS Spring Board Meeting in Portland, OR. Bob is flying while Chuck and Shirley are Amtraking with a layover in Sacramento to visit the California Rail Museum. Wallace Henderson is going to Palestine, TX for railfan days at the Texas Railroad Museum. The UP trip over Tennessee Pass prior to the NRHS Convention is getting lots of attention. Don Clayton, Wally Watts, Wallace Henderson, David Cooper and Chuck and Shirley Hinrichs have already signed up. 844 and the E's will pull the UP train from Denver to Salt Lake with overnight stops in Canyon City and Grand Junction. For additional excursions see the 'Timetable' on page 6.

Don't forget items for the raffles. Proceeds from the raffles go a long way towards defraying the newsletter mailing expenses.

In the news. Tommy Campbell had a color photo of a P&L coal train derailment in the Jan. 26 *Paducah Sun*. Chuck Hinrichs had a shot of UP 8201 (one of two 6000hp SD90MACs) in the February *Railfan*. Chuck also scored with a color shot of the Charolais Coal units and a black and white of UP 8201 in the current issue of *Extra 2200 South*.

Make a note on your calendar. The May Chapter meeting will be

# TRACKSIDE WITH THE OLD GOAT

Greetings from the Old Goat!! I hope everyone is OK and everything is going good this month. Things are starting to look like spring - not too much winter weather so far this season. But, lookout for March. Last March 19, Madisonville had a 14" snow. Keep this in mind before you put away the winter coats and get out the short pants. You might just freeze your assets. Let's see what we have to report in the rail news department this month.

### CSX Motive Power Update . .

The new GE AC6000CWs (600 and 601) made a test run on the Henderson Sub on Friday, January 31. These 6000hp units, and a third (602) were delivered to CSX last September. These are the first 6000hp units in revenue service on any railroad in the country. Following a tip from Keith Kittinger, the Old Goat caught the units on northbound TOTE train R120 at Nortonville. The crew of southbound manifest S647 asked if R120 had the new 600s and how they are running. The TOTE train engineer stated that the locomotives were good pulling the long train (about 7000') and that only one unit had been on line since leaving Radnor Yard in Nashville. The train had pulled Baker hill at full track speed. The front end consist was; 601 in the lead followed by a CSX Technical Research Test Car and 600. In addition to the Nortonville sighting, the Old Goat, with some creative driving, was able to pace the train from Nortonville to Mortons Gap, catch the train on video at Earlington and again at Sugg Street in Madisonville. (the

video is impressive. ed.)

**Bits and Pieces . . .** Anyone driving along Highway 85, east of Madisonville, might spot two CSX cabooses parked on the siding at the Farm Supply store in Anton. One of the cabooses is ex-Seaboard Coast Line M5 style cupola in Family Lines paint. The other is an ex-Chessie System (B&O) bay window unit still in Chessie paint. These retired cabooses have been purchased by CSX employee Walter Short and he plans to move them to remote sites for hunting cabins. This leaves only three cabooses working coal trains out of Atkinson Yard. Better get your caboose shots ASAP. There are still two ex-IC cabooses at West Yard in Madisonville. The Paducah & Louisville uses them in local service.

Bill Grady and Lee Gordon are heading west for an 8 day railfan extravaganza. They are flying to Albuquerque (hey guys - Amtrak runs out that way) and will cover the BNSF (ex ATSF) mainline from New Mexico across Arizona to California. Plans also call for a check-out of UP and the ex-SP Sunset Route. We look forward to a slide show when your return.

### Paducah - Metropolis Area Railfanning Hot Spot . . .

Yes, on most days this statement is true, but on other days, well . . . you should have been here yesterday. Here's the story. In this compact area, on any day of the week, you have trains from the P&L, IC, BNSF and UP/SP. There are coal trains, grain trains, double stack/

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## Trackside with the Old Goat

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piggy back trains, manifest trains, rock trains and locals. Motive power on area trains can produce real surprises. In addition to the variety of on-line power from each of the areas railroads the presence of the VMV shops in Paducah can produce locomotives from any of the country's railroads as well as power from Canada, Mexico and even some South American lines. VMV does contract painting, wreck rebuilding and complete locomotive upgrading and refurbishing. These units come and go from VMV on all of the area's railroads and it is not unusual to see one or more units running on a test basis before final shipment. The P&L line from Paducah to the Vulcan/BRT terminal at Grand Rivers sees most of these test runs.

Coal is big business on both sides of the Ohio River. The Joppa Electric Power Plant, west of Metropolis, gets Wyoming coal from BNSF and Illinois coal off an IC-UP connection. The Cook Coal Dock at Metropolis gets as many as six trains a day off the BNSF. On the Kentucky side of the Ohio River TVA's Shawnee Steam Plant gets a daily unit train off an SP-UP connection. This train features SP AC44CWs. A new train is servicing the TVA plant. It loads at West Elk Colorado on the old D&RGW North Fork branch, heads east over the Moffat Tunnel line to Denver and then Kansas City and St. Louis. IC takes the train to Benton, IL and then Chiles Jct. and on to the TVA plant. The trains run with only UP-SP power. The

Vulcan/BRT Coal Dock on Kentucky Lake at Grand Rivers on the P&L also sees considerable traffic. Recent movements include UP-SP trains as well as trains off the IC and P&L. Rock trains also run on the P&L from the Vulcan/BRT quarry at Grand Rivers to Paducah with BNSF power. Anything from a GP9 or an SD70MAC can be seen on these trains. Add to this coal and rock traffic the regular P&L trains to and from Louisville, the P&L locals serving Calvert City and Mayfield, the IC Edgewood cutoff mainline traffic with grain, piggyback and manifests, the IC Fulton turn and the BNSF Paducah-Galesburg train and you have the makings of a great day of Railfanning. Give it a try!

### Stubby and the Goat on the Henderson Sub . . .

On Friday, January 13 Ron Stubblefield and the Old Goat had some time to kill and what better way to do that than railfan. Ron had never been trackside from south of Howell Yard to the Henderson bridge. Well today was the day . . . leaving Madisonville at 10:30am the scanner indicated a train on the Breton siding. We stopped at Hanson to wait for southbound manifest (R597) and it finally showed up with a pair of C40-8Ws (what else) doing the chores. We caught the next train at Robards. It was the hot new "UPS" Chicago-Nashville tote train (R129) rolling southbound at 60mph with a single C30-7 on the point. This train and it's northbound twin usually runs with a single locomotive. These new trains run Tuesday through Saturday. The other six tote trains on the Henderson Sub run every day.

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## CSX HiTech GE Locomotives

In response to a members inquiry here is a run-down of GE dash 8 and AC locomotives operating on CSX rails.

Loco Type	CSX road #	Total Units
B40-8	5930-5949	20
C40-8	7500-7646	147
C40-8W	7650-7917	267
C44-8W	9000-9052	53
AC44-CW	1-280280	
AC60-CW	600-602	3
AC60-CW	603-652 (On order)	50

This means that there are 770 high tech GEs on the property with 50 more coming. CSX has 25 EMD SD70MACs on order (700-724) for middle 1997 delivery. These AC units will be 4000hp. CSX has about 2800 locomotives in service at this time.

DJC

You may have noticed the Chapter logo on the front page.

Ron Stubblefield designed the logo using a CAD program on his computer. This is our official Chapter emblem. The day may come when it will adorn caps and mugs as well as our newsletter.

Thanks Ron!!!!



CFH

# January Minutes

Western Kentucky Chapter  
January 20, 1997

President McCracken called the meeting to order at 7:00pm.

Minutes of the November meeting were approved.

Treasurers Report:

Beginning Balance	\$ 328.35
Income	978.00
Expenses	447.85
Ending Balance	922.36

Directors Report: Chuck gave dates of the upcoming Board Meeting and Convention.

Old Business: none

New Business: The Chapter gave Tony Clark a vote of thanks for editing the newsletter. Good job Tony! Chuck Hinrichs is the new editor. Please send news items, sightings, etc. to Chuck. He would also like some old railroad stories from the members. Chuck also wants to add a video review column. Wallace Henderson provided preliminary information on a 4449 trip in the Pacific Northwest. Billy Byrd gave a brief report on TVRM - the RDCs are running. Billy will be at the throttle of TVRM steam again this year. Chuck has qualified as an Operation Lifesaver presenter. The Chapter Annual Report is complete and in the mail.

Guests were Thomas Brown, Jacob Jachna and Shirley Hinrichs.

Members attending were Wally Watts, Ricky Bivins, Greg Utley, Rich Hane, Joe Wirth, Don Clayton, Ron Stubblefield, Don Gregory, Marion Elliot, Harlan Best, D. A. Fraser, Bruce Cox, Dennis Carnal, Harold Kniffen, Bob Vittitow, Chuck Hinrichs, Bob Moffet, Wallace Henderson, Billy Byrd, Keith Kittenger and Bob McCracken.

## ?? Four feet, eight and one half inches ??

Your editor came across this gem on the internet. There was no source or author listed, hence I reproduce it here without permission--

### HOW MIL SPECS LIVE FOREVER

The US Standard railroad gauge (distance between the rails) is 4 feet 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England, and the US railroads were built by English expatriates.

Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did they use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made

by Roman war chariots. Since the chariots were made for or by Imperial Rome they were all alike in the matter of wheel spacing. Thus, we have the answer to the original questions. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification (Military Spec) for an Imperial Roman army war chariot.

Military Specs and Bureaucracies live forever. So, the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses.

\* \* \*

From the Dec. 20 1996 *Kentucky New Era's* "Looking Back" "25 Years Ago"

"L&N Railroad officials were in town to present a telegrapher's chair from the depot to the Christian County Historical Society. Accepting the chair were J. A. Sisk, L&N agent; and local society representatives Wallace Henderson, Wesley Dalton and William Turner."

\* \* \*

We all owe a sincere "thank you" to Tony Clark for the fine job he has done with the Chapter Newsletter. I hope to continue the quality tradition set by both Tony and his predecessor Rex Easterly.

*Chuck*

## Trackside with the Old Goat

(Continued from page 3)

The dispatcher told R129 it would be meeting a northbound tote train (R122) at Hanson. R122 was at Mortons Gap so we headed for Evansville's Howell Yard, but first, time to stop for some . . . that's right . . . FOOD. I didn't want to be in the Ohio River bottoms with a hungry Ron. I have seen him chewing on an old corn stalk before and it's not a pretty sight!!! We stopped for food.

At Howell Yard a northbound manifest (Q648), with a pair of C40-8Ws, was ready to leave for Chicago. Two CSX switchers were working the north end of the yard. there were about fifteen locomotives in the service area. No run-through or leased power was in sight. At the south end of the yard another pair of switchers were busy and two CSX manifests were ready to head for the Ohio River bridge and Henderson. At FS Tower (four miles south of Howell and the end of double track) the Howell-Sebree local (J724) was waiting for the northbound tote train (R122). The local had a GP40-2 and about ten cars. R122 had a pair of C44-8Ws. R122 stopped at the south end of Howell to let a southbound Evansville-Louisville manifest (R551) head south. R551 runs across the bridge to Henderson, makes a left turn onto the 'Texas' and on through Owensboro to Louisville. Two CSX SD40-2s were on R551.

Then it happened - the dreaded afternoon lull. From 2:00pm till 4:00pm nothing ran between Evansville and

Henderson. We heard two trains on the north side of Howell Yard, a coal train and the Mt. Vernon local, but we were 10 miles away. We wanted to see trains on the bridge approach so we stayed put. The lull broke at 4:00pm with a northbound manifest (R596) powered by a pair of C40-8Ws. When this train cleared FS Tower southbound manifest (S647) got underway. Power was a C30-7 and an SD50. The first 14 cars of S647 were flatcars loaded with 28 new John Deere combines. Manifest (Q595) was right on S647's block with an SD40-2, a pair of C40-8Ws and a GP40-2 for power. It was nearing 5:00pm and time to head home. Eight trains in six hours, not a great day, but not a bad day either. Thanks Ron, I had a good time.

**Paducah Notes . . .** Chris Dees reports the following action: BNSF train 448 departing Paducah with LMX B39-8, ATSF SD45-2, BN SD40-2, BN GP39E and EMD SD42E. Units going to VMV from BNSF train 445 were an ATSF GP20 (3024), BN SD9 (6178), ATSF GP35 (2921) and ATSF GP9u (2252). A UP coal train derailed on January 25 in P&L's north yard. Power was a pair of SD60Ms. Also on the 25th a pair of SP ACs were delayed coming out of Cook Coal when BNSF 5114 had to double the hill at Goreville due to units laying down on the train.

**Hopkinsville Notes . . .** Chuck Hinrichs and Wallace Henderson planned a quick trip to Evansville but never got out of town. A CSX military train (W894) was working the Fort Campbell Rail connection with a photogenic lash-up. In the consist was a CSX B23-7 in Family Lines paint, a CSX

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## SCANNER STUFF

Chris Dees

### A New Year - New Frequencies

161.040	BNSF Repeater -	
	Metropolis,IL	
160.725	Louisville & Indiana, New	
161.025	Louisville & Indiana, New	
161.265	CSX PBX Ch 1A	*
160.395	CSX PBX Ch 1B	*
160.430	CSX PBX Ch 2A	*
160.350	CSX PBX Ch 2B	*
160.890	CSX PBX Ch 3A	*
161.415	CSX PBX Ch 3B	*
	* Evansville, Terre Haute	
160.470	CSX Yard	
	Henderson, KY	
160.680	CSX Repeater	
	Spottsville, KY	
911.500	CSX Repeater	*
918.500	CSX Repeater	*
920.000	CSX Repeater	*
	* Madisonville, Evansville	
	and Nashville	
463.300	Hopkinsville Elevator	

### Notes

CSX is switching to a new style PBX where both input and output frequencies are broadcast (1A&1B, 2A&2B, etc.). It is advised that you not put a delay on these channels so you can hear both side of the conversation. These new PBX sites are going up in many places and it is a good bet that Madisonville will get all three pairs.

Don't know what the 900 MHZ CSX channels are for or what the new BNSF frequency at Metropolis is used for. Any information on the use of these channels would be appreciated.

CD

Kentucky has a law prohibiting scanners in motor vehicles. Contact you legislator and ask that the law be changed and that only criminal use of a scanner be prohibited. Why penalize the machine. Penalize the criminal use of the machine.

CFH

## Trackside with the Old Goat

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GP 38 in the old blue and gray CSX paint and an SP B30-7. While this lash-up was in the Latham siding to pick up more cars another military train came through town heading for Atkinson. This northbounder had a UP unit on the point trailed by a very ratty SP unit. This train returned to Hopkinsville the next day for transfer to Fort Campbell. The military traffic between CSX and Fort Campbell has been an almost weekly occurrence since late December.

Well that's it for this edition. Welcome to our new editor, Chuck Hinrichs. We know he will do a great job. He will need your help in sending in both current and historical information. So get busy and send your railroad stuff. Your information can be sent to either the Old Goat or the Editor.

Later, Dudes!

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or

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# TIMETABLE

**TVRM, Chatanooga** will operate a full schedule of excursions in 1997 using steam (4501 & 610), diesels (Farmalls ??) and RDCs. A complete schedule next month.

### **Tennessee Central Railway Museum, Nashville**

March 22, April 19, September 6, October 11, 18 and December 6  
Nashville-Watertown and return

April 25,26, October 4

Cookeville-Buffalo Valley and return

June 7

Donelson-Gordonsville and return

### **NRHS Convention, Salt Lake City**

#### **Pre-Convention**

Sat. June 21 UP (844 and E9s), Denver to Canon City.

Sun. June 22 UP, Canon City to Grand Junction - Royal Gorge, Tennessee Pass.

Mon. June 23 UP, Grand Junction to Salt Lake City - Soldier Summit.

#### **Convention**

Tue. June 24 Heber Valley Railroad - Steam in the Wasatch

Wed. June 25 Nevada Northern - Steam

UP, Salt Lake to Lyndall and return on the

Provo Sub with E9s

Thu. June 26 Golden Spike Monument and Ogden Union Station Museum

Fri. June 27 Salt Lake, Garfield & Western Ry

Meetings, Seminars, Annual Banquet

Sat. June 28 UP 844, to Cache Jct. and return

### **HIGH IRON TRAVEL**

Private Car "Caritas" on AMTRAK

March 1,2,8,9 Boston-New York and return

March 14-15 Boston-New York-Rutland-Boston

March 21-23 Boston- Washington-Boston

April 26-May 5 "Southern Belle" Explorers Special. 10 days covering almost all of the Kansas City Southern

May 17-18 Wisconsin Central - The acquired C&NW lines.

May 23-26 Chicago-Duluth-Chicago WC and DM&IR

August 31-September 7 AAPRCO Special

October 23-24 Houston-Nueve Laredo

October 24-November 9 Mexican Fiesta Trip

For details and fares call High Iron Travel 612-922-7259

### **Ohio Central Preliminary**

May 18 Jewett - Dresden one way - Steam

May 27 Dennison-Dresden-Dennison

June 22 Dennison-Roscoe Village and return - Steam one way

July 20 Dennison-Zanesville - w/Riverboat cruise

August 30 Murder Mystery Train - Coshocton-Dennison

October 5 Fall Foliage Newark-Dennison

Call 330-852-4676 for fares and details

There is a tentative trip with SP Daylight 4449 over Stampede Pass for early June. Check with Don Clayton or Wallace Henderson for details.