

# PENNYRAIL

APRIL, 1997

VOLUME 1, NUMBER 3

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National



## Chapter News

### ONE WEEK EARLY

**APRIL MEETING  
BADGETT CENTER  
MONDAY APRIL, 21 7:00 PM**

Mark your calendar! the April and May meetings will be held on the **third** Monday of the month. The program for April will be presented by Jim Pearson and will feature selections from Jim's vast collection of rail and geographical slides. Refreshments will be provided by Keith Kittinger.

Three guests and 19 members were present for the March meeting. Ricky presented a great program with slides, video and a railroad poem that Ricky has read to his kids - all good stuff!! Harold Kniffen - with a great assist from his wife Barbra - provided the refreshments. CSX cooperated with lots of trains during the meeting (see the Old Goat's column for details). There was no discussion of the issues presented by Dennis in the March **PENNYRAIL**. This is unfortunate, as the points Dennis makes should concern each of us. Perhaps we can find time at the April meeting for some discussion.

**WELCOME NEW MEMBERS....**At the March meeting, the chapter gained two new members. They are Donny Knight of Clay. and Michael Keipp from Hopkinsville. Also, former chapter only member Jim Futrell of Mayfield moved his national membership from the Paducah chapter to the Madisonville chapter. Welcome to the three of you. These three additions make a total of six new chapter members during the first three months of 1997. Hope the

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Western Kentucky  
Chapter, NRHS

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\* \* \* \* \*

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### NRHS CONVENTION

The Salt Lake Convention is generating lots of interest. **If you are planning to attend get your registration in the mail promptly.** The convention trips are filling up quickly. For a registration packet you may call 801-355-5871 between 9AM and 1PM, MST.

### SPRING BOARD HIGHLIGHTS

David Hodges was confirmed as Society Secretary. Elaine Pinsky was appointed



assistant Secretary. Final Dues notices will be mailed before month end. Chicago will host the Spring 1998 BOD and Scranton will host the Fall 1998 BOD. Need host for 2000

**Chapter News**

*(Continued from page 1)*

chapter can keep growing at this rate during the rest of 1997. At this time the chapter membership totals fifty-seven members.

MEMBER NEWS.....Bill & Lisa Grady have announced the upcoming birth of their first child. The arrival date is around August 10th. Also, in the baby department, Robert & Glenna Metcalfe have announced the upcoming birth of their third child. The arrival date is around the first of October. Best wishes and good luck to both families.

Ron Stubblefield has been named Curator/Manager of the Clement Mineral Collection Museum in Marion, KY. The Museum has one of the worlds finest collections of Flourite crystals. The Museum also features other mineral specimens as well a historical items on the area and its mining heritage. Congratulations Ron!

Your editor scored again with a color photo in the May issue of **RAILFAN**.

**Chris Dees** sends the following: CSX 8560 and SP 7506 blasted through town with K-26; per standard SP practice, the unit was red/grey with lots of black soot.

Went over to French Lick to the Indiana Railway Museum and got to ride in the cab thanks to Don Dolezal of the Owensboro chapter NRHS.

Let me know your snail-mail address; I've started a newsletter for SW Indiana to send to the "home-folk" railfans in Kentucky.

**TRACKSIDE  
WITH THE OLD  
GOAT**

Greetings from The Old Goat....I hope everyone is having a chance to enjoy this fine spring weather. After a few months of winter weather, doesn't everything look better when the trees start showing a little green color again? Let's see what we have to report this month.

CSX provided a pretty good show for our meeting night. The first train was at 7:00, a southbound grain train (G192) on the Earlington mainline. Power was all CSX, two C40-8Ws. The next train was at 7:30 - another southbound grain train (G002) with three CSX Units, an SD40-2 and two C40-8Ws. The next train was a northbound manifest (R556). This train passed the station at 8:50 with an SD50, an SD40-2 and a pair of GP38-2s all in CSX paint. The last train of the evening passed the station at 9:30 as the meeting was breaking. This train was northbound TOFC (R120) with four CSX C44-9Ws. Plus, during this time three or four more trains were passing through Madisonville on the Atkinson Cutoff. Not a bad night of train watching and all the Foamers left the meeting happy.

**AREA RAILROAD NEWS**

CSX has added another piggyback train to the Henderson Sub lineup. The train (R126) is a northbound TOFC running from Jacksonville to Chicago via Waycross, Birmingham and Nashville. The twice a week train originates on Thursday

and Saturday and replaces second sections of R120 and R124. It doesn't have a southbound counterpart at this time. The addition of this train makes for a total of nine pig trains per day during the week. Seven pig trains run on weekends, as trains (R128 & R129) run only on weekdays. CSX runs ten scheduled manifest trains per day on the subdivision. Plus, lots of grain, coal, coke, molten sulfur, potash, phosphate and military extras. At this time, the subdivision sees from twenty-five to thirty-five trains per day.

Paducah & Louisville Railway has lost the contract to handle the Burlington Northern/Santa Fe container/piggyback traffic in Louisville. Norfolk Southern now handles this traffic on its trains from St. Louis and/or from interchange with BNSF at Centralia. The piggyback hub at the P&L Oak Street Yard has been closed. The overhead crane is being dismantled, the light poles are being removed and the BNSF signs have been removed from the property. At this time the reasons for the change in service is not known. If you had wanted to see P&L geeps pulling doublestack trains, time has run out. Thanks to Bill Grady for this information.

The Old Goat has noted a few  
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**Trackside with the Old Goat**

*(Continued from page 2)*

Illinois Central GP11s and at least one Illinois Central GP38-2 pulling P&L trains during the past few weeks. The units are in full Illinois Central colors (black is full color???) and Illinois Central numbers. Anyone have any answers? The Old Goat noted the P&L West Yard to Millwood Switcher had two P&L cabooses leaving West Yard on March 27th and returned late that afternoon with only one caboose. Has a caboose been donated to a town in the area or has someone purchased a caboose from P&L. Anyone have an answer to this question?

**Earlington Fire** - Fire destroyed the historic Victory Building in downtown Earlington early Tuesday morning April 1. Three apartment dwellers lost their lives in the blaze while another three escaped with only minor injuries. The building, built in 1902, was one of the last remaining old structures in Earlington. The apartments - four occupied and four being refurbished were on the second and third floors. The ground floor housed the Earlington Post Office and a home improvement/property rental company. Also destroyed was a single story building west of the Victory. This building - once home of the **Earlington Bee** - housed a beauty shop. The building to the east of the Victory and housing a snack shop and video store sustained water and smoke damage.

CSX closed the Earlington Main at 3:00 AM Tuesday and Earlington did not see another train until 9:00 PM Thursday.

The closure was due to concern that vibration from passing trains might cause collapse of the remaining building walls. Normal rail traffic resumed on Saturday.

Please keep the families of the victims and the people of Earlington in your prayers during the coming weeks as this town of 2,000 starts to rebuild their lives.

Remember to send in your news reports or railfan trip reports to either Chuck or myself. Hope to hear from more of the membership in the coming months. The reports have fallen off to almost nothing. We need your input for each issue so please send us your reports.

See you trackside in the coming weeks.

Later Dudes.

Dennis J.Carnal  
704 Choctaw Drive  
Madisonville ,KY 42431-3365

\* \* \* \*

Stan White, owner operator of the Cadiz Railroad, has recently passed away. The only remaining remnant of the Cadiz RR is an Alco switcher quietly rusting away at the Trigg County Museum.

\* \* \* \* \*

**A Reminder** - The program for the May meeting is "Your Favorite Slides" Sort through your recent efforts and pick out twenty or so slides to show in Hopkinsville. A Kodak projector will be provided. Will have one empty tray but bring your own if possible.

**Information Requests**

**PENNYRILE ALCO** There is an Alco switcher at the coal loadout visible just north of the WK Parkway between the Green River and the Beaver Dam exit. Is this the same unit (with new paint) that was in use at South Hopkins Coal at Nortonville in the 1980's??

**L&N Structures** There are old L&N depots at Hopkinsville, Madisonville and Henderson and freight depots at Hopkinsville and Henderson. Are there any additional L&N buildings still standing on the Henderson Sub?

**ILLINOIS CENTRAL Structures** The P&L has been pretty efficient in removing old IC structures along the old IC Kentucky Division. I am aware of buildings at Leitchfield, Kosmodale, Gracey and Paducah. Are others still standing??

**Computers and e-mail** We would like to further up-date our membership roster and include e-mail information in addition to the traditional address and telephone information. If you are on line drop me an e-mail. [chuckrail@hop](mailto:chuckrail@hop)

**NEXT MONTH**

- Details the NS, CSX splitup of Conrail.
- Wallace Henderson's trip to Texas.
- Highlights from the ICHS, Kentucky Division meeting.
- Information on the projected summer trackwork on the Henderson Sub..
- The "Old Goat's" sightings column. Spring weather should get lots of folks out and around.
- More pictures and graphics of area rail subjects.
- A membership roster with

## February Minutes

Western Kentucky Chapter  
March 24, 1997

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

The minutes were approved as corrected (there were 274 class 5200 Hudsons on the NYC roster). Sec. Watts also noted that our Chapter's 12th anniversary occurred in February.

### Treasurers Report

Beginning balance	\$778.34
Income	51.00
Expenses	55.94
Ending balance	\$773.40

Mike Keipp was welcomed as a new member and the raffle netted \$15.

Chuck up-dated members on upcoming NRHS meetings and BOD agenda items.

New Business - Ricky reports that membership patches may be available soon. Chuck reports that Chapter mugs can be secured for less than \$2 each in quantities of 72. Billy Byrd gave an up-date on TVRM schedules and activities. Billy will be at the throttle on April 19-20. A fall trip on TVRM was discussed. Joe Wirth brought CSX calendars for anyone who wanted one.

Old Business - None.

Guests; Russ Gleason, Mike Barton and Bob Welch. Members; Wally Watts, Mike Keipp, Don Clayton, Rex Easterly, Keith Kittinger, Chuck Hinrichs, Wallace Henderson, Donnie Knight, Don Gregory, Harold Kniffen, D. A. Fraser, Billy Byrd, Bob Moffet, Bruce Cox, Tommy Brown, Ricky Bivins, Greg Utley, Bob McCracken and Joe Wirth.

The April meeting will be a week early (April 21). Jim Pearson will have the program and Keith Kittinger will provide refreshments.

## AN AMTRAK ODYSSEY

The NRHS Spring Board Meeting was to be held in Portland, Oregon the first weekend in April. Now Portland is a long way from Hopkinsville and one of my retirement vows concerned air travel - no! nada! neyt!. How about Amtrak. The Pioneer (Chicago-Portland-Seattle) is due for shut-down in May and this might be the last chance to ride it. Hey, lets go for it! A call to my travel agent indicated that things were not going to be easy. Lots of western trains run on three day-a-week schedules and even the City of New Orleans misses one day a week. We (Shirley and I) finally got a schedule that would work. Ford Explorer to Carbondale, IL on March 30 (ar 3:00 AM), City of New Orleans to Chicago on March 30 (ar 9:10 AM), California Zephyr to Sacramento, CA March 30-April 1 (ar 3:05 PM). A day layover in Sacramento and a visit to the California Railroad Museum. Sacramento to Portland on Coast Starlight April 2-April 3 (ar 3:20 PM). April 3 thru April 7 layover in Portland for NRHS Board Meeting. Portland to Chicago on Pioneer April 7 - April 9 (ar 4:15 PM), Chicago to Carbondale of the City of New Orleans April 9 - April 10 (ar 1:23 AM) and Ford Explorer back to Hopkinsville.

Three AM isn't the best time to set out on a ten day trip but everything was on time and a good breakfast in the Diner got the trip off on the right foot. The Zephyr got out of Union Station on time but a air hose parted before we got out of Chicago and we were fighting the clock the rest of the trip to Sacramento

though we never dropped more than an hour from the advertised. The trip up the east side of the Rockies was spectacular - still lots of snow on the ground. Had a good thunderstorm in western Colorado. Dawn in Nevada revealed fresh snow. I had forgotten just how beautiful the basin and range country is. The sun was out as we crested the Sierra and Sacramento weather was cool, clear and windy. The California Rail Museum is just great - beautiful equipment beautifully displayed. The Coast Starlight is a great train - first class all the way. We were late out of Sacramento which allowed us daylight views of the spectacular mountains in northern California. Our stay in Portland was great - details elsewhere! The Pioneer, with only a coach, sleeper, lounge-diner and a dormitory car got out on time and the trip up the Columbia Valley was made in bright sunshine. What great scenery. The next day saw deteriorating weather and finally some heavy snow in Wyoming and northern Colorado. The Zephyr section was late into Denver. The final leg across Nebraska, Iowa and Illinois into Chicago was uneventful and an early trip to the diner wound up our trip on the Pioneer - a great little train. The City of New Orleans was nearly an hour late into Carbondale and we didn't get home until just about sun-up.

It was a great trip and we are already planning to ride the Texas Eagle before Amtrak pulls the plug on this one. This was my first trip on Superliner equipment and I

## FROM THE BYRD HOUSE

*Billy Byrd*

### THE SIGNAL THAT WAS AND WASN'T THERE

In my 43 years on the Louisville & Nashville I saw many incidents of all kinds. This story relates to the Madisonville, Hartford & Eastern, MH&E, or as Conductor Tommy Ogg called it - "The Misery, Hell and Eternity." There is a grade between Bremen, Ky and old Lynn City, Ky about 1 1/2 miles long with a cemetery about half way on the right side of the right-of-way. One night I was firing for J. M. McManus on a mine run. We had a J-3 class, 1500 series, steam engine. Mac called me to the right side and he said that there is an old conductor buried in that cemetery (I forget his name.)

He said, "I'm going to call for a signal and he will give us a highball." I thought "he's lost what little he did have" but he blew four blasts on the whistle and sure enough we got a come ahead signal. It was just like a lantern going up and down. It did kinda unnerve me. The next night Mac did the same thing but I noticed he did it at the very same spot. We got the same 'come ahead' signal. The next night I said "let's wait until we get a little closer and let's see what he will do."

Mac said "No, that will make him mad and he won't do it." A few days later I caught the ditcher and we were ditching by the cemetery. I got off the engine and went into the cemetery and then it dawned on me what had

happened. There was a tall shiny monument in there and when the engine got to that certain spot it sways on the track, the gleam of the headlight hitting on the monument reflected back and looked just like a "highball" signal.

Another incident I well remember. I was firing for McManus again and we had an H27A class engine, the 1280. She was the last of the long barrels, that is the firebox between the drivers. The 1281 had a wide firebox over the drivers. Engineer McManus and I were called to go the Fies Mine. The backwater was up to the ties on the mine spur. Mr. J. S. Rhodes was the track Section Foreman on that part of the MH&E. He preceded us on a motor car. He found the roadbed had washed out from under the ties on a curve. From the engine there was no way we could see it. Mr. Rhodes saved our lives as the engine would have turned over and McManus, the brakeman and I would have been killed. I am so thankful that he went in ahead of us and I told him

### RAILFAN WEEKEND AT THE TEXAS STATE RAILROAD MUSEUM

so many times.

I had never been to the Texas State Railroad Museum so when I saw a Railfan Weekend advertised I immediately signed up. The Museum operates 30 miles of track eastward from Palestine to Rusk. This is East Texas 'Piney Woods' country. Palestine is roughly half way between Texarkana and San Antonio and is a former division point on the International - Great Northern

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## PENNYRAIL

### PORTLAND OREGON

The Pacific Northwest Chapter, NRHS hosted the 1997 Spring Board of Directors meeting. In addition to the work sessions the PNC had a full slate of rail activities for the officers, directors and guests.

The fun started Friday afternoon with a trip on the Willamette South Shore Trolley. The WSST runs seven miles south from Portland to Lake Oswego and is never far from the Willamette River as it wends its way through a variety of up-scale residential and commercial developments. Equipment is an ex Portland unit and a double decker of British origin. The wire is down and each trolley pushes or pulls a trailer with a diesel powered generator.

Saturday featured a trip on the Hood River Railroad. Three coaches - one open aired - and a concession car were headed by a GP9 for the trip from the Columbia River Valley to the high meadows and orchards on the slopes of Mt. Hood. In addition to Mt. Hood we also saw Mt. St. Helens and Mt. Adams in the clear and cool weather. The Hood River has another GP on the roster and is also home to a pair of Alco C 415s which will pull a dinner train which is being readied for a late spring start-up. The Hood River is also a freight hauler serving lumber and fruit processing operations on line. Connection is with UP at Hood River.

Sunday featured a walking tour of the - under construction - light rail tunnel. This is an impressive 3 mile, twin bore tunnel and will be in service in 1998.

We rode both the modern light rail cars as well as the replica old time trolleys. All-in-all a great time in the Rose City.

**TEXAS RAILROAD MUSEUM**

*(Continued from page 5)*

RR, later Missouri Pacific and now UP. The line operated by the Museum was built by the State of Texas, using convict labor, to tap ore reserves for use at a smelter at the state prison at Rusk. It later became an SP branch. The Museum has four operating steam locomotives - a Texas & Pacific 4-6-0 (Cooke 1901), a General Pershing WW1 Army 2-8-0 (Baldwin 1917), a Tremont & Gulf 2-8-2 (Baldwin 1917) and an ATSF 4-6-2 (Baldwin 1911). The Museum is also home to T&P 2-10-4 #610 (Lima 1927) though she is not operational. A pair of Alco diesels are also on the serviceable roster - Point Comfort & Northern RS-2 (1947) and an Army MRS-3 (1953).

The Saturday Special was to be pulled by the Santa Fe Pacific but repairs were not complete and the 'General Pershing' 2-8-0 with ATSF lettering and an appropriate Santa Fe number did the honors. The 2-8-0 is a handsome machine with a red boiler jacket and evidence of immaculate maintenance. Our train was a mixed with a RI caboose, an ATSF combine and an ATSF cafe-lounge-open observation car.

At Rusk, while we ate a box lunch, the 2-8-0 turned on the wye and the MRS-3 shuffled the trains consist and turned the passenger cars on the wye.

Saturday evening featured a Texas style barbecue and a night photo session.

Sunday saw #610 pulled out for photos and the train was pulled by the RS-2. A shop tour at Rusk and a 2 PM return to Palestine completed the weekend.

This is not an annual affair so watch the ads. I recommend the weekend. Both the TSSR and the Gulf Coast Chapter, NRHS spared no effort to assure a great weekend for the railfan.

# TIMETABLE

**TVRM, Chattanooga** will operate a full schedule of excursions in 1997 using steam (4501 & 610), diesels (Farmalls ??) and RDCs. A complete schedule is attached to the March *Pennyrail*.

**Tennessee Central Railway Museum, Nashville**  
**See February 1997 "Pennyrail" for details.**

**NRHS Convention, Salt Lake City**  
**Pre-Convention:**

UP Trip Denver-Salt Lake is sold out!

**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

**Milwaukee 261**

May 17/18 Minneapolis-Willmar, MN with side trip to Benson, MN For info: Friends of 261, 4322 Lakepoint Circle, Shoreville, MN 55126

**Summerail**

August 9 at Cincinnati Union Terminal - details later.

**EMD Open House**

September 20-21 LaGrange, IL - more later.

**Cass Scenic Railway - Railfan Weekend**

May 16-18 Tripleheader Shays and more. For info. Railfan Weekend, Box 107, Cass, WV 24927 of call 1-800-225-5982

**Oroville Rail Historical Society**

Oroville, OH to Pittsburgh, PA and return. Wheeling & Lake Erie RR and Columbus & Ohio River RR. For brochure send SASE to: ORHS, PO Box 11, Oroville, OH 44667

**Galesburg, IL**

June 28-29 Annual Galesburg Railroad Days. BN/Amtrak Station 9:00 AM to 5:00 PM. Info: Galesburg Area CVP, PO Box 749, Dept. MC, Galesburg, IL 61402-0749 or call 1-309-343-1194.

No definite information yet on possibility that C&O 2716 will run in this area in cooperation with KRM. Watch "Timetable" for late breaking news. The Logansport trips are pretty well set and negotiations are under way for a trip (or trips) on the TP&W.

Word is out that KRM has the pair of P&L Business cars. No word yet on plans to use the cars on excursions.

All Aboard Days at the B&O Museum in Baltimore. Live steam! April 26-27, 10 AM to 5 PM. Info: 410-752-2490