

# PENNYRAIL

MAY, 1997

VOLUME 1, NUMBER 4

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National



## Chapter

### ONE WEEK EARLY

**MAY MEETING  
L&N DEPOT HOPKINSVILLE  
MONDAY MAY, 19 7:00 PM**

Hope everyone attends the May meeting in Hopkinsville. The meeting will be a week early due to the fourth Monday being Memorial Day. The program will be an open slide show. Anyone is asked to bring around twenty-five of your best slides. This is the third year in a row for the May meeting to be held at the old L&N station in downtown Hopkinsville. The station is undergoing an outside facelift - new paint - and will likely still be "in process" by meeting time but the interior is not affected. With the exception of the train shed the station still looks as it did during the time it was owned and operated by the L&N. For the new members this is the time to see the station inside and out. Make plans for this meeting and help with the program. Bob Moffet will provide the refreshments.

The depot is located at 9th Street(US68 and US41) and the CSX tracks in downtown Hopkinsville. A note about the parking at the station. Parking space at the station is limited. Please bring a carload of people with you or ride with another member. Hope to see you at the meeting in Hopkinsville.

WELCOME ANOTHER NEW MEMBER TO THE CHAPTER...At the April meeting the chapter welcomed another new member to the ranks. He is Kenneth Kembel of Madisonville. He lives on Country

*(Continued on page 2)*

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Chapter, NRHS

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\* \* \* \* \*

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"PENNYRAIL" is the  
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### MEETING SCHEDULE

#### Board Meetings

Fall 1997 Nov. 7-9  
Dearborn, Michigan  
Spring 1998 Mar. 27-29

Roanoke, Virginia  
Fall 1998 Nov. 6-8  
Kansas City, Kansas  
Spring 1999 Apr. 23-25

Chicago, Illinois  
Fall 1999 Nov. 12-14  
Scranton,  
Pennsylvania

#### Conventions

1997 June 24-28  
Salt Lake City, Utah  
1998 July 8-12  
Syracuse, New York



1999 June 22-27  
Sacramento, Calif.  
There is an NRHS home  
page on the Internet.  
[www.rrhistorical.com/nrhs](http://www.rrhistorical.com/nrhs).

The Regional VPs are  
compiling a list of rail  
facilities that offer

**Chapter News**

*(Continued from page 1)*

Club Lane as do members Bob McCracken and Chuck Malone. Welcome Kenneth, we hope you have a good time with us. Kenneth is the seventh new member to join the chapter this year. The membership total is now fifty-eight. I wonder how many more new members the chapter might gain with a little advertising? Let's all do our parts and help get the word out about the chapter.

Twenty-two people attended the April meeting in Madisonville. Not a great crowd, but around average for our chapter. Where were the members from the Owensboro area ? Not one of the twelve members from the Owensboro area attended the meeting. Try to do better this month - we missed you! The members at the meeting enjoyed a fine slide program from Jim Pearson. Jim is a retired Air Force veteran with over twenty years in the service. Jim worked in the military press corps and traveled around the world. The slides Jim showed reflected this travel. Jim showed slides ranging from Great Britain to Eastern Europe to Russia to Asia. Also included were slides from two of the United States most famous railfanning locations in the west, Cajon Pass and Tehachapi Loop in California. Lot's of good slides. Only one problem with Jim's program, he didn't bring enough slides. He only brought one slide tray containing eighty slides. Next time, please bring two or three trays of slides. No one will have a problem with a longer program when the material is this good. Thanks for a very nice program.

Jim has agreed to serve as our Chapters PR chairman. Thanks Jim!

**TRACKSIDE  
WITH THE OLD**

Greetings from The Old Goat....Hope everyone is healthy and enjoying the great spring weather. This time of year has to be one of the best times of the year for everyone. With the trees and everything getting greener everyday, it's a pleasure getting out of bed everyday. This time of year, I don't even mind mowing the grass !!! Hope everyone has a great spring.

Let's see what news I have to report this month. Well, not much news at all. I haven't been railfanning since January and the incoming news reports have been almost nothing at all. I hope Editor Chuck has more information this month, than I do. If not, this will be a short newsletter.

Rail action during the April meeting was a little slow. Q556 with a pair of SD40-2s went by at 7:45 and Q595 rumbled past at 9:15 with two C44-9Ws on the point.

**D E R A I L M E N T S . . . . .** A n eastbound loaded Louisville Gas & Electric coal train on the Paducah & Louisville Railroad was run into by a coal haul truck at the Andalex Cimarron Mine, east of Madisonville. The haul truck broadsided the train and derailed twenty-six cars. The haul truck hit the train around forty cars behind the locomotives. The driver of the haul truck couldn't give a reason for not stopping the truck. He was fired from his job. Thanks to Ricky Bivins for

this information. CSX had a tote train derail a couple of cars at Howell Yard in Evansville. This derailment blocked busy Howell yard for a few hours till the cars were rerailed. Burlington Northern Santa Fe had a derailment in Cape Girardeau on the ex-Frisco mainline from St.Louis to Memphis. Two locomotives and fourteen cars hit the ground of the northbound train. Both crew members were taken to the hospital for minor injuries. BNSF detoured eight to twelve trains via the Union Pacific Chester Subdivision between St.Louis and the BNSF-UP crossing at Rockview nine miles south of Cape Girardeau.

Wallace Henderson kicked off Spring railfanning with an April 25th trip to the River Line. On the way BNSF 9297, the SD60M with the experimental green and orange paint was spotted at VMV. Also at VMV were UP SD90MACs 8099 and 8117, a BNSF SD70MAC, an EML SD42-E, a GE B23-7 in primer and a UP (ex Kennecott Copper) MP15AC in green and yellow paint. SP C44WACs 315 and 290 were in the P&L yard. A BNSF unit coal train with C33-7, SD40-2 and Oakway SD60 was at Cook. River Line trains were: "CRFWZ", w/b TOFC with CR SD60M and UP SD60, w/b freight with UP GP50 and SP

*(Continued on page 3)*



## Trackside with the Old Goat

(Continued from page 2)

B30-7, e/b TOFC with SD40-2 and G50, w/b freight with SP B40-8 and UP B39-8, w/b TOFC with UP SD40-2 and CRL C30-7, w/b auto racks and auto parts with UP SD60, CSX SD50 and SP SD45E and e/b "PBASM" with SP SD40E and SP SD45T-2. Wallace arrived at Ware at 10:30 and the first train didn't show until 12:30. Between 12:30 and 2:30 the above seven trains were sighted. Then another break until 4:15 when three trains were seen in a little over an hour. These were: w/b TOFC "PBASM" with CSX SD40-2 and a pair of UP SD40-2s, a w/b freight with UP SD40-2 and SP GP60 and w/b freight with SP SD40T-2, SP B36-7 and UP SD50. Wallace headed for home when the signals went dark and the scanner quit talking. Not the best day but then not too bad either.

Chuck spent a sunny April afternoon at Paducah. Sightings included several UP SD90MACs in both new UP paint and in primer, a pair of BNSF GP50s (3827 and 3850) in ATSF blue and yellow and consigned to VMV, UP GP38-2 (1930) in fresh UP paint, BNSF SD70MAC (9546), BNSF 2529 (a properly labeled GP35) in the new green and orange paint, and several Helm (ex Amtrak) GP40s in black and silver paint. John Deming said that the P&L detoured only 4 Louisville-Paducah trains via CSX and NS during the early March flooding. John said that no LG&E coal trains were detoured. He also said that P&L had seen a flood of UP coal trains during the two week period April 6 through April 21. 25 unit trains from

Utah and Colorado brought coal to the Vulcan facility at Grand Rivers. According to John there were 5 UP coal trains in the P&L yard on Sunday April 20. A show Chuck was sorry he missed. John said that P&L was still hopeful of acquiring some slug sets from CSX but nothing firm yet. The exIC GP8s and GP10s are very tired.

Wallace and Chuck returned to Paducah on May 1. The BNSF local was crossing the river so we hustled through Metropolis and caught the train north of Cook. It had a BN SD40-2 on the point, a white face BN C30-7, a road slug (3975) and a GP38-2. The slug and the GP38 were in the new BNSF green and orange paint. Caught a s/b IC coal train with a pair of SD70s at Metropolis, a monster n/b IC freight (150+ cars) at Maxon with a pair of SD40-2s, FPF with a pair of GP38s and a pair of freshly painted UP GP38-2s and a light engine move - 2 SD40-2s both at Paducah. Lots of stuff at VMV. Highlights: a pair of ex CSX GP38s lettered "TOR", a GE in orange and brown paint buried in the shop, several of the Kiamichi GP38s and lots of SD90MACs and Helm lease units.

Well, that's all for this month. Maybe more news will come in next month. If anyone has any news items, trip reports and sightings let Chuck or myself know. Hope to have some spare time in the coming weeks to do a little railfanning myself. Hope to see some of you trackside. Keep in touch. Later Dudes!!!

Dennis J. Carnal  
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## PENNYRAIL

### Structure Up-Date

**L&N Structures** The are old L&N freight house in Hopkinsville is no longer in use by the former tenant - a lumber yard. There is a "for sale" sign on the property. The building appears to be in good and useable condition.

The exL&N station in Clarksville, TN has been beautifully restored. An exSR GP35, in R. J. Corman red and silver paint is now next to the restored depot.

### ILLINOIS CENTRAL Structures

The IC station at Gracey can be scratched from the list of remaining IC structures. Your editor jumped off of US 68 a couple of weeks ago and found the station in very poor condition. It is weed covered and the roof has collapsed and the structure is obviously beyond repair or restoration. The tracks from Hopkinsville to Gracey, the Cadiz RR tracks from Gracey to Cadiz and the IC tracks from Gracey to Princeton have all been pulled up. The P&L uses a bit of the Princeton-Hopkinsville line south of Princeton and serves a limestone quarry.

**NC&StL Structures** The Paducah Chapter meets in the NC&StL

## NEXT MONTH

- Don Clayton's week long tour of the Kansas City Southern empire.
- Wallace Henderson's trip to the Carolinas.
- More 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.

# April Minutes

Meeting called to order by President McCracken at 7:00 PM. The minutes of the March meeting were approved with a minor correction.

**Treasurers Report:**

Opening balance	\$823.40
Income	40.00
Expenses	86.12
Closing balance	\$777.28

National Director, Chuck Hinrichs gave a brief report on the Spring BOD meeting.

Approved 2 new members. Membership is now 58.

**OLD BUSINESS** Discussed the Fall TVRM trip. Tentative date is October 19. Wally and Ron will follow-up. Discusses mugs and patches. Ricky will have patch samples soon. Hold action on mugs until we see how patches look.

**NEW BUSINESS** Jim Pearson agreed to be the Chapter's new PR chairman. Chuck will get Jim the information and material that he has. Rex Easterly reported on both live steam and G gauge activity in Nashville. Rex will also resume his annual ice social in either August or September. Jim Finley suggested a June Joint Meeting (Owensboro, Madisonville and Paducah) at the rail museum in Princeton. Ron Stubblefield gave a brief rundown on his new job at the Marion Mineral Museum. No action this. Chris Dees announced Bi-State Model RR Open House on April 26-27.

Attendees were: Don Clayton, Wallace Henderson, Chuck Hinrichs, Ricky Bivins, Tom Wortham, Jim Pearson, Greg Utley, Tommy Brown, Jim Finley, Dale Heflin, Harold Kniffen, Chris Dees, Bob McCracken, Keith Kittinger, Dennis Carnal, Rich Hane, Rex Easterly, Jake Jachna, Ron Stubblefield, Donny Knight, Wally Watts and new member Kenneth Kembel.

Meeting adjourned at 8:00 PM

# BITS AND PIECES

**CORRECTION** Last month I reported the death of Stan White. This report was in error and Stan is alive and well. Mr. W. C. White passed away on March 2, 1997. In addition to many business and civic activities Mr. White served as President and General Manager of the Cadiz Railroad.

**“Q”** On, or about, May 1, 1997 CSX redesignated it's scheduled manifest and TOFC trains with a “Q” prefix (Q120 for example). The “Q” prefix replaces all previous “R” prefixes. Numerical train designations are unchanged. “S” and “L” prefixes will still be used for second sections and alternate schedules.

Henderson Sub trains are: Q120, Q121, Q122, Q123, Q124, Q125, Q126, Q128, Q129, Q556, Q557, Q592, Q595, Q596, Q597, Q645, Q646, Q647 and Q648. This is 9 scheduled TOFC trains and 10 scheduled manifest trains running on the Henderson Sub.

“Texas” trains are: Q550, Q551, Q552 and Q553. These are all manifest trains.

**New CSX train.** R - whoops - Q126 is a new TOFC train running on the Henderson Sub. The train runs from Jacksonville to Chicago and presently runs on Thursday and Saturday. The train takes pressure off Q120 and Q124 on heavy traffic days.

**Off-line power on CSX.** Some of the “strangers in paradise” during the past several weeks include: a CR

B36-7, an MPI SD40M-2, a SOO SD60, a GATX SD40, a Rio Grande SD40T-2, a CR SD50, another SOO SD60, an SP SD40E, a CP SD40-2, a UP C30-7 and an SP SD45-2. Thanks to Wallace Henderson for some of this information.

Some feline help on Bob



Moffet's "G" scale layout.

**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-uky.campus.mci.net](mailto:chuckrail@hop-uky.campus.mci.net).

**Ft. Campbell** had another move in early May as a unit returned from Ft. Polk, LA. The CSX train had an interesting lash-up. Sandwiched between a pair of GP38s were a pair of BQ23-7s. The GE crew cabs have an odd military look with the cab windows welded shut. The units were coupled nose to nose and had very ratty Family Lines paint and consecutive numbers, 3006B

## RAILFANNING TO TEXAS

It's a two day drive from Hopkinsville to Palestine, Texas made easier by the use of I155 across the Mississippi at Dyersburg. I then drove south following the old Cotton Belt through Pine Bluff and, due to tornadoes, along the former MP main south of Little Rock.

The trip got off to a great start with the BNSF local at Paducah with a light unit lash-up including GP38-2, 2094 in new green and orange paint. The rest of the power was an LMX B39-8, two EML SD42Es, SF B40-8W, SF GP60M, BN GP28M and SF SD75M. A work train near Paragould had a SP B23-7 and a few miles further lots of track equipment. Up is serious about up-grading the old Cotton Belt. At Jonesboro an SP train was holding for a BNSF rail train to clear the diamond. South of Jonesboro the Cotton Belt is paralleled by a hiway all the way to Pine Bluff. Saw one n/b with a pair of C44-9Ws and a UP ballast train heading toward Memphis with a GP38 on the point.

At Brinkley the CRIP, SSW depot still stands where the diamond used to be. The CRIP is abandoned from here to Little Rock and SP acquired the track to Memphis. Caught three trains; the Pine Bluff local with a pair of B23-7s, a n/b for East St. Louis with a B40-8/SD45E combo and a BNSF trackage rights train with a BN SD40-2 and an SF SD75M.

The next morning I caught a meet at Fordyce. The eb had a pair of B39-8s and the w/b had a pair of C44-9Ws.

The old Cotton Belt depot still stands vacant. The Rock Island depot is used by the Fordyce & Princeton and a sister road - Arkansas and Louisiana - GP28 in nice green and white was out in front. Near Camden I searched for the East Camden & Highland and found an SW1200M at work. This is a rebuilt NW2 originally out of EMD in 1945.

The Red River bridge provided an excellent shot as an e/b with two C44-9Ws crossed in fog and mist. South of Texarkana was a UP intermodal with a pair of C30-7s and at Marshall an e/b with a couple of exCNW GP50s. Also caught a n/b with SD40-2s and a local with a B23-7/GP15 combo. The T&P station at Marshall is being renovated. The station sits in the wye formed by the UP-T&P junction.

Due to the devastating tornadoes in Arkansas I returned via Shreveport, El Dorado and Pine Bluff. I spent the day in Shreveport and found the former IC freight station just across the street from the IC (now KCS) Red River bridge. The SP-SSW yard is also on the river front and also a long SSW bridge over the Red. There is also a unique "four way stop" where a UP line to the SP yard crosses the KCS and is complete with highway type stop signs. Spotted a KCS intermodal with two SD60s, a KCS light engine move with a GP40-2M (exCN) and a GP40-2, two e/b SP trains with C44-9Ws plus a C30-7, a UP local with a pair of B30-7As and the SP yard job with a GP38-2 and an MP15AC. I found a nice modern T&P depot complete with T&P signs. It is for sale. I finally found the KCS mainline (Shreveport isn't the easiest place to get around in). I was

*(Continued on page 6)*

## NORTHWEST ON AMTRAK

*Bob Moffet*

A trip to Seattle and Portland taken February 3-10, 1997 resulted in on time or better performance at the termination point of each segment. The Empire Builder was on time until a delay (1 hour, 16 minutes) occurred in Milwaukee. A Genesis unit was moved to the point replacing one of a pair of F40PHs. BNSF was not happy with the change as some of the Genesis units are not adaptable to snow plows. The run terminated in Spokane due to a mud slide in the Cascades that derailed a BNSF freight. The train would have been terminated at Everett in any case due to mud slides between Everett and Seattle. The through bus from Spokane to Seattle was an hour early in spite of having to borrow 10 gallons of diesel fuel from a ski lift operator in order to make it to a service station.

Amtrak 753, Talgo Pendular, was ridden from Seattle to Portland. The Talgo provided an excellent ride through great scenery and punctuated by light snow and a tournament at a trackside golf course.

The Pioneer was 15 minutes late out of Portland and was over an hour late at Hinkle. The sleeper was coupled to a mail car providing a good forward view. This view and a scanner kept me up-to-date on red blocks, passing trains (including the westbound Pioneer) and a close encounter with buck deer. In Wyoming the UP dispatcher did a good job routing the Pioneer through some 15 freights. The train left Denver on time and arrived in Chicago 25 minutes early allowing a 10 minute connection with the Illini for the last leg of the trip home.

**TEXAS RAILROAD MUSEUM**

*(Continued from page 5)*

rewarded with a n/b with an SD45T-3 and SD40-2, a s/b with SD40-2s, a pair of SW1500s working a "city job" and a pair of ex-MidSouth GP10s.

In late afternoon I headed east to Gibsland, home of the Louisiana & North West. A KCS local was working the interchange with a Tex-Mex GP38-2 while an exMidSouth GP10 sat in the yard. The L&NW power included a chopnose GP7, an exATSF GP7R and a pair of ex SP F7s and a nice caboose. The Fs were retired - serviceable and are for sale. Any one want an F7? At Arcadia, LA the former IC station is preserved as a museum along with an IC caboose.

The next morning at El Dorado I found a UP local with two B23-7s, the Ouachita RR with and exBN NW2 (blt 1939), an SW9 and the El Dorado & Wesson switching the Lion Oil refinery with an SW7. Out of service were a pair of Alco S-2s plus a threesome of S-2s from the Big South Fork Scenic (Kentucky and Tennessee) and originally D&RGW and D&H. Two of these had been used, renumbered and relettered while the third still had it's BSFSR lettering..

North of Stuttgart I met a w/b BNSF trackage rights train with SF warbonnet C40-8Ws. At Clarendon I caught an e/b SP local crossing the White River bridge with a CSX B36-7 and an SP B23-7. Also at Clarendon I found a boarded up SSW freight depot. Surprise! At Earle, AR near the exMP depot is a block-long mural of an MP steam passenger train at the depot. The last train was a w/b UP coal train with a C44-WAC, C40-8, C41-8W and LMS C40-8W. Next was the long drive home. It was a tiring but most rewarding trip!!!

# TIMETABLE

## STEAM

### 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

### C&O 2716

July 4th Weekend Kokomo, IN. Short runs plus an evening train with longer route and light dinner. Tickets and info 800-456-1106

July 19-20 Logansport, IN. 3 trips per day, 20 miles. Evening train to Monticello with light dinner. Tickets and info 219-722-IRON

July 26-27 Chatsworth, IL. 3 trips per day. Evening train with light dinner. No phone yet.

### Union Pacific

No details but two fall round trips from Houston to College Park, TX in conjunction with the opening of the George Bush Library are in the works as is a trip up the old Cotton Belt to Tyler, TX and Pine Bluff, AR.

### Nickleplate 587

Monticello, IL Daily trips Saturday and Sunday during month of May and on May 26. Tickets \$7 Info at 217-762-9011

## Other Rail Events

### 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.

### Summerail at Cincinnati Union Terminal

August 9 at Cincinnati Union Terminal. There will be 12 multimedia dual projector slide presentations all set to music. In addition to the slide presentations there will be a railroad show and sale, tours of Tower A - the home of the Cincinnati Railroad Club and, during the dinner break, a narrated slide presentation on the history of the Union Terminal. Tickets are \$12. Seating is limited so get your reservations in early. Call 513-651-RAIL for additional information or send check or money order to Summerail '97 Cincinnati Railroad Club PO Box 14157 Cincinnati, OH 45250-0157. **If you like quality rail photography don't miss this.**

### EMD Open House

September 20-21 LaGrange, IL - more later.

### Hardin Southern

Hardin, KY Work is being done on the locomotive and rolling stock and a summer excursion season is anticipated - Hardin to Murray and return. No word yet on start date or hours.