

# PENNYRAIL

JUNE, 1997

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The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



## Chapter

### JUNE MEETING PRINCETON RAILROAD MUSEUM PRINCETON, KENTUCKY MONDAY JUNE, 23 7:00 PM

Jim Finley and the Princeton Railroad Museum will host the June meeting of the Western Kentucky Chapter. Program and refreshments will be provided by the Museum members. The Princeton group has assembled a nice array of area railroad items and they are anxious to show off their collection. Let's have a great turnout!! Location Map is attached along with Chapter roster.

**N.R.H.S. MEETING IN HOPKINSVILLE.....**The May meeting was in Hopkinsville for the third year in a row, but at a different location. The meeting was in the Pennyriple Area Museum due to the painting of the former L&N station. The museum is a good location for our meetings, except for one small problem. You can't see the railroad from the building. Only two blocks from the tracks and you can't see a train. Twenty-three people attended the meeting and enjoyed a open slide show. Ron Stubblefield, Jim Finley, Chuck Hinrichs, Jim Pearson and Ricky Bivins took part in the program. Good show and thanks to each one of you. Bob Moffet was in charge of the food and did a great job. Rex and Ron were happy campers and so were the rest of the members.. Thanks Bob for the food, you can bring more of the chocolate cake anytime !!! Our special thanks to William Turner and Debbie Massey, Museum Director, for helping out in the last minute meeting location change from the L&N Depot to the Museum. The museum is willing to host our June meeting on an annual basis. With more room and seating than

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The name of the game is membership. The National organization has seen a decline in membership. Several factors are involved. The reduction of main line steam programs by the major railroads caused some drop-outs. The problems with membership records and membership billing delays certainly is a factor.

We, at least most of us, have learned to live without main line steam. The Philadelphia office seems to have the records problems well in hand. It is time to



put a positive spin on things and get more of our friends and associates involved in the wonderful world of trains. When is the last time you asked some one to join NRHS. Try it! You may be pleasantly surprised at

**Chapter News**

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at the depot it is an option we will consider.

Chris Dees is publishing a rail

**IN MEMORIAM**

Chapter member Charles "Chuck" Malone died on Tuesday, May 13, 1997, following a long battle with cancer. Our deepest sympathies go out to Chuck's wife, Dorothy, and all his family

newsletter - **"The Southwest Hoosier Railnews."** Lot's of good stuff and photos too. Drop Chris a line if you would like to be on the mailing list.

Our Chapter will be well represented at the NRHS Convention in Salt Lake City. Attending will be: Don Clayton, Wally Watts, Greg Utley, David Cooper, Wallace Henderson, Jim Bergant, and National Director, Chuck Hinrichs and his wife Shirley.

**Welcome** to new member Kenneth Kembel. Kenneth lives in Madisonville and joined last month. Before retirement he worked for Peabody Coal.

**Raffle** . . We will not have a raffle at the Princeton meeting but will continue when we return to Madisonville for our July meeting. Check your files and closets for rail items for the raffle. The proceeds help defer the production and mailing costs for the "Pennyrail."

**Owensboro** . . . The Owensboro crew was noticeably absent at last month's meeting. Guys we miss you and hope to see you at Princeton in June and back in Madisonville in July.

**TRACKSIDE WITH THE OLD**

Greetings from The Old Goat...Hope everyone's having a good early summer, in spite of the cool and wet weather. This weather must be like living in the Pacific Northwest. Not a sunny day for two weeks Let's hope for some nice sunny and warm weather in the coming weeks. Here's the news for this month. During the Chapter meeting five trains passed through Hopkinsville. We didn't see a one, but we could hear them fine The first four trains were southbounds in this order...tote train (Q123), military extra (W810) with Union Pacific power, manifest train (Q595) and manifest train (Q597). Then northbound manifest train (Q592) passed through town around the close of the meeting. Returning to Madisonville, The Old Goat, Ricky Bivins and "Mr.Sleepy" Tim Griffey saw the northbound manifest train (Q592) pulling into the siding at Crofton.. Parked on the main was another southbound military extra with Union Pacific power. Behind this train was another southbound parked at the north end of Crofton. Then at Mannington, we saw another southbound train headed for Crofton.

Sighted an Ex-RF&P locomotive on Saturday, May 31st. It was a GP40 #6758 still in RF&P paint. The unit was on a southbound unit tank train of around seventy ADM tank cars carrying corn syrup. The train had two CSX locomotives, one SD40-2 and one SD50. This was the first time for me to see a unit tank train of corn syrup. This train was the first of five

southbounds to pass through Madisonville between 1:00 and 2:15 in the afternoon. I have also noted several Soo Line and Southern Pacific/Union Pacific units on the Henderson Sub during the past few weeks. Chuck Hinrichs also spotted an RF&P unit #6857. It was southbound on Q597 on May 29. It was in a six unit lashup that included a C30-7, a C40-8W, a GP40-2, the RF&P GP40, another GP40 and a GP39-2. That's more 4 axle EMD power than we usually see in a month on the main. The train had some interesting stuff farther back in the consist. WC boxcar #26173 with the "Model Railroader" anniversary logo was in the train and near the end was MCH CF7 #2627 - destination unknown. 2627 had been working at TVA's Paradise Plant for several years.

Wallace caught a s/b military train with UP power (C36-7 and SD40-2) in a meet with a n/b military train with a pair of CSX units and an SP C44-9W. He caught the sulphur train with a CP SD40 and CSX C44-9W.

If anyone has any news items, trip reports, etc. , ..contact myself or Editor Hinrichs. We need your information each month. Keep in touch.

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# KCS A SYSTEM TOUR

*Don Clayton*

A private car tour of the KCS system - since I had never ridden a scheduled passenger train on KCS I had to ride this trip!!

Ron and Kay Stubblefield dropped me at the AMTRAK station in Birmingham on April 25. We slept in our Pullman awaiting tomorrow's departure. The train consist was: KCS GP40-2 4713, NYC 6 bedroom-lounge "Laurel Stream", Frisco 14-4 sleeper "Cimarron River", New Haven 6 bedroom-lounge "Pine Tree State", WC president's business car "Prairie Rose" and High Iron Travel owners business car "Caritas".

Saturday found us on the former GM&O from Tuscaloosa, AL to Corinth, MS. The Corinth station served both the GM&O and Southern and it has been nicely restored. We spent the night in Corinth.

We spent Sunday riding the old GM&O from Corinth to Meridian, MS. The "Crescent" calls twice daily in Meridian.

Monday found us on the former IC line from Meridian to Vicksburg, MS. KCS calls this line their "Transcontinental" route. We took a bus tour of Vicksburg.

On Tuesday we rode over 300 miles from Vicksburg to Shreveport, LA on ex IC tracks. We then joined the "real" KCS for run to Alexandria, LA. The GM&O and IC trackage came to KCS when they acquired the MidSouth. The MidSouth was an 80's spin-off from ICG.

On Wednesday we continued south to Baton

Rouge, LA and then retraced our route to Shreveport.

Thursday, May 1, and AMTRAK's 26th birthday, was spent riding southwest to Lake Charles, LA and Port Arthur, TX. We met the "Sunset Limited" at Beaumont with private cars "Pacific Union" and "Bonnie Brook" on the rear of the train. Following a tour of the rail museum at the restored KCS depot in DeQuincy, LA we spent our only 'moving' night on the train returning to Shreveport.

Friday took us north to Heavener, OK in the beautiful Ouachita Mountains. Heavener is a busy division point with a big freight yard.

Saturday the KCS delivered us to Pittsburg, KS. We were switched to the Southeast Kansas/South Kansas and Oklahoma RR family of lines. This combine is comprised of former MP, SLSF and ATSF lines in Kansas and Oklahoma. A private car CNW #401 "Chicago" (ex L&N #375) joined our train for a ride to Owasso, OK.

As we departed Owasso on Sunday we spotted SLSF #4500, a 4-8-4 with "Meteor" on the tender. The Osage Hills of Oklahoma made breakfast's Bloody Marys even better!! A photo stop at Bartlesville, OK at the MKT-ATSF station produced a surprise. This prairie town of less than 50,000 sports a group of real skyscrapers - it is headquarters for Phillips Petroleum Co. Next stop was Cherryvale, KS for a tour of a rail museum in the former ATSF depot. The museum had a model layout with great scenery.

Monday winds up our trip with a short run to Kansas City, MO. We say our good byes at the AMTRAK station. I ride to St. Louis with Mike Rose. In St. Louis, Keith Kittenger meets me at the

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## PENNYRAIL

### Structure Up-Date

The IC-Cadiz RR station at Gracey, KY is about to join the sad list of ghost structures. Your editor jumped off of US 68 a few weeks back and found the station in a state of near total collapse. This is the last vestige of rails in Gracey, once a busy interchange between the IC-ICG and the Cadiz. The IC and Cadiz rails were pulled several years ago and it looks like the station will follow in the next big wind. (CFH)



IC local at Gracey c 1981 Jerry Mart



Gracey Station May 1997 Chuck Hinrichs

### NEXT MONTH

- Bill Grady's trip to New Mexico, Colorado and Arizona.
- NRHS Convention highlights plus info on the UP trips before and during the Convention.
- More of Don Clayton's "Twin City" adventures including a trip behind steamer #261.
- The "Old Goat's" sightings column. Providing the clouds leave and we finally see some sunshine.
- More pictures and graphics of area rail subjects.

## May Minutes

Monday May 19, 1997  
Pennyrile Area Museum  
Hopkinsville, KY

President McCracken called the meeting to order at 7:00 PM. The Minutes of the April meeting were approved with a minor correction.

### Treasurers Report

Opening Balance	\$777.28
Income	43.00
Expenses	54.54
Ending Balance	\$765.44

Membership is now at 57

A moment of silence was observed for deceased member, Chuck Malone.

**Directors Report** Chuck reported that the NRHS web page is on line.

**Old Business** 20 members have committed to an October 19 trip on the 'Eden Isle' at TVRM behind Billy Byrd and 4501. President McCracken will make reservations. Have your checks ready at the June or July Meeting.

**New Business** Following a lengthy discussion on meeting places it was agreed to hold the June meeting at the museum in Princeton. An effort will be made to secure and alternate person who can open the Badgett Center. Presently Don Clayton is the only one approved to open the building. Hope to have a favorable resolution by the June meeting.

William Turner gave a brief history of the Pennyrile Area Museum. The building occupied by the museum is a former US Post Office.

**June Meeting** Monday, June 23, 7:00 PM at Rail Museum in Princeton, Kentucky.

**Guests:** Desmond Sivels, J. D. Sivels, S. L. (Sandy) Eggers

**Members:** Bob McCracken, Betty Smith, Chuck Smith, Tim Griffey, Ricky Bivins, Ron Stubblefield, Jim Pearson, Michael Keipp, Chuck Hinrichs, Dale Heflin, Billy Byrd, D. A. Fraser, Rich Hane, Thomas Brown, Jim Finley, Dennis Carnal, Rex Easterly, Wallace Henderson, Wally Watts and Bob Moffett.

## BITS AND PIECES

**Owensville Terminal** has filed to acquire and operate 22.5 miles of track currently owned by Evansville Terminal between milepost 205 near Browns, Illinois, and mile 227.5 at Poseyville, Indiana. Evansville Terminal currently has embargoed operations over the line. Owensville Terminal has already filed to operate the trackage at Browns as well as between Poseyville and Evansville, Indiana. This is trackage formerly operated as part of the ill-fated Indiana Hi-Rail empire. (CTC Board)

**Paducah & Louisville** Railroad has filed to abandon the six miles of the "Old Line" between Nortonville and White Plains. This track has been out of service for over two years. This track from White Plains to Greenville was abandoned two years ago and the track has been removed. The "Old Line" is still used west of Nortonville, between St. Charles and Dawson Springs. The mayor of White Plains would like to see the former railline turned into a bike and/or hiking trail between Nortonville and White Plains. If the railroad needed the line in the future, it could take the land back. (DJC)

**CSX** is telling customers due to the CSX purchase of Conrail, the bigger CSX can improve service. CSX plans to save one day in shipping time between the Southeast hub in Nashville to cities in the Northeast. The plan is to route traffic from Nashville via the Henderson Subdivision north through Evansville to Terre Haute and onto the Conrail, ex-Big Four, St. Louis to Indianapolis mainline. This route would bypass the bottlenecks in Louisville and particularly the CSX Queensgate Yard in

Cincinnati. But, what about the bottleneck on the Henderson Subdivision at Howell Yard in Evansville? Has CSX got a plan for this problem area? Time will tell. More information as I hear it. (DJC)

### P&L Seeks Partial Ownership of Metropolis Bridge

Union Pacific Railroad has been transporting coal from Utah and Colorado into Paducah via the Illinois Central. The coal is being transported to the Vulcan BRT facility at Grand Rivers by the Paducah & Louisville Railway. There it is shipped via barge to various power generating plants in the South. The P&L is seeking a partial ownership in the bridge over the Ohio River at Metropolis, Illinois. The bridge is owned by the Paducah and Illinois RR, which is jointly owned by BNSF, IC and CSX. The action will probably result in litigation. P&L is seeking a direct connection with the Union Pacific Railroad. (Chapter Chatter)

### Your Tax Money at Work.

There is a string of brand new TOFC flats stored on the ex IC, and now Fort Campbell Rail, tracks near North Drive in Hopkinsville. The flats are lettered DODX (Department of Defense). During the series of training moves made from December of 1996 through May 1997 all rail movements were made using leased TOFC flats and auto racks. The new flats never moved. A Fort Campbell crossing guard told me that the new flats were stored for use in only a 'true emergency.' Thank goodness we taxpayers have deep pockets!!

**e-mail** If you have access to the Internet let me know

## ANOTHER MAN'S OPINION

Several months ago Dennis "The Old Goat" Carnal suggested that the club's officers need to make use of the news letter to communicate with the membership and let them know where we are headed. I'm going to accept the challenge to communicate, but I'm not sure where we are headed. As I said in the meeting, this is not my club, it's *your* club. I will, however, give you *my* concept of the club and what I consider to be it's vital components.

We are the National Railroad Historical Society. Now I know that some of you don't really give a rip about the national organization. There's no question that it involves some politics and people on power trips. However, it is this national nature of our organization that gives us the respectability and license to exist in our community. The availability of the Badgett Center would probably never have been there without our national status. We would simply be a bunch of local train nuts (which isn't all bad) and would be meeting at St. Mary's. I think the new group of national officers have the potential of streamlining things and maybe eventually offering things which we at the local level will find interesting and useful.

The railroad part of our heritage needs no further explanation. What is neat about our group is the diversity of interests. Just about every aspect of full size or model railroading has an advocate somewhere in our local membership. It has certainly enlarged my knowledge and appreciation

for many subjects far removed from live steam.

The historic part of our title is especially interesting. I think some people expect a more extensive treatment of older railroading, and might be a little disappointed at the more current subject matter we have at a lot of meetings. However, I looked at my dictionary, and the very first definition of history was "A narrative of events; story". It does not mention that it needs to be something that occurred long ago, or in a place far away. It is simply a narrative of events, and I think our programs do a good job of that.

And, finally, we are a society. My old dictionary to the rescue again: "A group of human beings (that includes most of us) broadly distinguished from other groups by mutual interests". We certainly fit that description.

The point of this discourse is that our title pretty well describes what *I* think we are. We are a nationally sanctioned group of people with a common interest in railroads who meet to socialize and tell stories of railroading. We are not a highly organized group with a lot of very detailed policies and procedures. I work in that atmosphere all day and I sure don't need it in my spare time. Most of the meetings I run at the NRHS are on the ragged edge of chaos. That's intentional. I want them to be fun and I want everyone to feel comfortable in participating. If you want "*Robert's Rules of Order*" you're in the wrong place.

The one thing I have in my mind that sort of nags at me is the fact that we just sort of exist from month to month. Some chapters have a very focused existence, such as the

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AMTRAK station and we have a quick trip home.

Trip details are readily available - just ask me. How much does a 9 day private car trip cost? If you

## 'BUILDER' DETOUR

*Don Clayton*

have to ask you probably can't afford it.

A May 11 call to AMTRAK confirmed that the "Empire Builder" was still detouring some 200 miles in North Dakota due to the devastating flooding in the area. I booked an economy bedroom from Carbondale to Minot, ND on the spot. A quick pack job and then off to Carbondale for an early morning (like 3 AM) departure on a 2600 mile rail adventure. Rain started as we headed for Chicago running on time. #58 is carrying two sleepers this day. A short nap and then to the diner for a true southern breakfast - juice, eggs, grits and biscuits - with plenty of hot black coffee.

Lunch at Berghoff's (seems like train trips revolve around eating) and then a 1 PM boarding of the "Empire Builder" for Minot - a new destination for me. A delightful ride along the Mississippi River at sunset brought the day to a close.

Tuesday morning at 4 AM I awake in Fargo, ND and find out, from an assistant conductor, our route to Minot (the old GN line from Fargo to Minot and route of the "Empire Builder" in the 60s). This part of North Dakota is sparsely populated and we passed only one town with a name on the water tower - New Rockford. I picked up a rent car and checked out the local rail museum, a SOO 4-6-2 in a local park, the old SOO freight and passenger stations and a modernized GN station. We retraced our detour route from Minot to the "Twin Cities".

More next month including a

**ANOTHER MAN'S OPINION**

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restoration of a railroad artifact like a station, a piece of rolling stock, or even the operation of a museum. If you feel motivated to undertake something like that, we, your leadership, need to know. I don't have the time or energy for that on top of GE presently, but, hopefully, I will in a few years when I retire. Most importantly, I don't think I have the organizational skills to get into something like that. But, if you want to do something of that nature, let us know and we'll

**CSX  
ROSTER AND PAINT**

According to the most recent issue of "The Bull Sheet" the pre-CSX paint schemes are fast becoming only a fond memory. Only two units remain in L&N gray, a pair of GP38s - 2144 and 2176. SD40, 4617 is the only unit still in C&O blue and the lone remaining unit in B&O blue is GP38, 2107.

37 units still sport 'Chessie' paint, 28 are in 'Seaboard' paint and 27 are running in 'Family Lines' colors. One unit still has vestiges of 'Guilford' paint and a pair still have remnants of 'RF&P' paint. There is one unit still wearing the 'SCL' black.

The EMD GP40-2 is the quantity leader on the CSX roster with 388 units, just nosing out the SD40-2 with 387 units listed. The most popular GE locomotive is the C40-8W with 287 units listed followed closely by the CW44AC with 252 units on the roster.

"The Bull Sheet" lists 2,746 locomotives on the CSX roster with a total horsepower of 8,216,740, or an average horsepower per unit of 2,992.

**TIMETABLE**

**STEAM**

**C&O 2716**

All 2716 trips for this summer have been cancelled. The FRA did not extend the flue time. Additional problems arose at Logansport and the 1293 would probably not be ready in time. Cancelled trips are at Logansport, Monticello and Chatsworth.

**UP 844**

October 12 - Omaha to Sergeant Bluff, IA and return. Info and tickets: Sioux City & Pacific Excursion PO Box 792 Columbus, NE 68602.

October 18 - Wichita, KS to El Reno, OK. Info.: Great Plains Transportation Museum % Steve Corp 1310 W Douglas Wichita, KS 67203.

October 19 - El Reno, OK to Fort Worth, TX. Info.: Central Oklahoma Chapter, NRHS % Tom Elmore PO Box 6617 Moore, OK 73153-0617.

**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.

**KRM 152** will not be ready to run by the 4th of July weekend.

**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**

The Hardin-Murray trips are running on Saturdays only during the summer months.

The three day trip on Gateway Western from Springfield, IL to Independence, MO to benefit the restoration of Frisco 1352 originally scheduled for the 4th of July weekend has been cancelled