

PENNYRAIL

AUGUST 1997

VOLUME 1, NUMBER 7

The official publication of
the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter News

AUGUST MEETING

**BADGETT CENTER (L&N DEPOT)
MADISONVILLE, KENTUCKY
MONDAY AUGUST, 25 7:00 PM**

The August meeting will feature a program by Chris Dees with refreshments provided by Ron Stublefield. We hope to see all of you and bring a friend!

Twenty-one people attended the July meeting in Madisonville. It was great to be back home at the Badgett Center and to have the CSX sponsored interruptions. The program featured two short videos from the Wally Watts collection. Plus, they made pigs of themselves on the snacks provided by 'The Old Goat'

Congratulations to Bill and Lisa Grady!!Yes, "Little Wild Bill" has arrived in Louisville!!! The big event is the birth of James Franklin Grady on Friday, August 8th at 12:34 PM. James weighted in at 7.5 lbs. and is 20 inches long. Both Lisa and James are doing great. The proud DAD, Bill, is doing fine too. Lisa and James were to arrive home from the hospital on Sunday, August 10th. Lisa's mother will be staying with the family for a week or two to help Mom and Dad with the baby. Congratulations to the family and best of luck in the future from everyone in the chapter!!!

Jim Bergant is doing well following prostate surgery. A pre-surgery bone scan was negative and the prognosis is excellent. Jim, we all wish you a speedy and complete recovery.

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Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Chuck Hinrichs

"PENNYRAIL" is the
official publication of
the Western Kentucky
Chapter, NRHS. Send
news notes, historical
notes and other rail
information to:

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
502-886-2849

e-mail
chuckrail@hop-uky.campus.mcl.net

FALL BOARD MEETING

Dearborn, Michigan is the site of the Fall Board of Directors Meeting. The dates are November 6-8, 1997. Guests are welcome at these meetings and there is much to do in addition to the Board deliberations.

NRHS BIRTHDAY

October 2, 1997 marks the 62nd anniversary of the founding of the NRHS.



NOMINATION DEADLINE

September 15, 1997 is the deadline for nominations for NRHS National Officers and Regional Vice Presidents. Elections are conducted by mail ballots later in the year. Our Regional VP, Dr. Wesley Ross will stand for re-election.

Chapter News

(Continued from page 1)

There has been excellent response for the Chapter outing to TVRM on October 19. Seats in the *Eden Isle* are sold out but coach seating is available and all chapter members are welcome in the private car (except for lunch). 4501 with Billy Byrd at the throttle will power the excursion into northern Georgia. Chuck Hinrichs is checking on motels and will have details at the August meeting. Some members may also ride the Walking Horse & Eastern on the way to Chattanooga on the 18th. (See "Timetable" for details)

Make sure to circle Saturday, November 15 on your calendar. This is the date for Don Clayton's annual open house. This event brings rail enthusiasts from all over the region together for a day of excellent eats and great rail fellowship!

After a two year hiatus, while the hosts relocated and built a new house, the Easterlys (Rex and Melanie) have set the date for their **NRHS EASTERLY ICE CREAM SOCIAL**. The date is Saturday September 13, the time is 2:00 PM and the place is Franklin, KY. Invitations, with directions, are in the mail.

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This is my seventh issue of "PENNYRAIL" and I would be remiss if I didn't acknowledge the many kind words you have given me regarding our Chapter's newsletter. I would also like to thank you for the great cooperation you have shown by submitting materials for publication. Without your help this newsletter would not be what it is today.

Thanks to each of you and you have my pledge to keep "PENNYRAIL" a publication that is a credit to our Chapter.

Chuck Hinrichs, Editor

**TRACKSIDE
WITH THE OLD
GOAT**

Greetings from The Old Goat.....First of all, the weather is still too hot and humid for me to do any railfanning. I sweat enough while at work or working around the house doing yardwork. I plan to stay in the cool comfort of air conditioning till sometime in late November. Then, I may spend some time trackside. Till then, I plan to encourage Editor Hinrichs and the rest of the true foamers to keep up the good work reporting on this summer's railroad action. Plus, please free to sweat some for me. As surprising as it may seem, I have heard some news the past few weeks. Here's what I have to report this month.

Two trains passed the station during the August chapter meeting. Both trains were manifest trains, one northbound and one southbound. Power was all CSX two SD40-2s and two C40-8Ws.

Bill Grady reports seeing CSX unit number 602 in Louisville on Sunday, July 20th. This unit is one of three new General Electric C60CWs, a 6,000 hp unit, on the CSX roster at this time. This unit has been named "The Spirit of Maryland". The unit was leading unit coal train # U235-16 to the TVA Gallatin Power Plant, north of Nashville. This was the first time Bill had seen one of these units. Thanks for the report, Dad.

On July 29th, Western Kentucky Railroad, ex-Tradewater Railroad sent four of it's GP9s to Providence for pickup by CSX. These units are ex-Chicago Northwestern units. They were rebuilt by the

Great Western Railway at Loveland, Colorado in August 1994. They are still lettered Tradewater Railroad and are painted light blue.

CSX sent the Atkinson Yardswitcher to pickup the units and return them to Atkinson Yard in Madisonville. The four units were picked up later that night by the Paducah & Louisville Railroad. Thanks to Keith Kittinger for this report.

Spencer Brewer reported seeing two CP America units pulling a southbound manifest train through Madisonville on the morning of Sunday, August 10th. The two units were both SD40-2s. The lead unit # 787 is an ex-SOO Line unit and the last unit # 5513 is an ex-Canadian Pacific unit. Thanks to Spencer for this report.

A few days ago, I noted another new radio code line repeater station built by CSX on the Henderson Subdivision. This repeater is built at the north end of the sidetrack in Robards. This is around 65 miles from the repeater at Mortons Gap. There are two more repeaters between Mortons Gap and Nashville spaced around 60 miles apart. These repeaters will replace the trackside line poles, that carry the signals to operate the signals and the switches along the railroad.

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MICHIGAN'S UPPER PENINSULA

Don Clayton

Since I had never been in Michigan's Upper Peninsula by rail, I took advantage of High Iron Travel's 4th of July private car trip to this area.

My trip started by driving to Newbern, TN to catch Amtrak's "City of New Orleans" to Chicago. Newbern is a good departure point for a couple of reasons - a nicely restored IC depot across the street from the police station, free parking and a departure early enough to get settled and get a little more sleep before arriving in Chicago. Breakfast found me seated with 3 other teachers speeding up IC's main line. A shrimp Creole omelet, grits, etc. gets the day off to a good start.

Chicago is a good exercise spot with a walk around the 'Loop' and then lunch at the famous Berghoff Restaurant on Adams St. I waddled back to Union Station in time to board the "Empire Builder" for Minneapolis/St. Paul. Today's consist is a bit unusual since the "Flexliner" is dead-heading on the rear of the train for some demonstration runs in the Twin Cities. The "Empire Builder" greets it's first class passengers with a vase of fresh flowers, Washington State Wine, two souvenir wine glasses and a voucher for a complimentary drink in the lounge car.

Upon my arrival in the Twin Cities, I was met by Nona Hill, manager of High Iron Travel. She drove me to the three car train spotted on the rear end of a Minnesota Commercial transfer run. She handed me the key to the private car and I spent the night on the "Caritas" - alone! On the "Caritas" I enjoy the luxury of a bedroom suite - bed in one

half and a sofa in the other half. The car has a complete kitchen, lounge area and an observation platform.

The next morning our train is placed on the head end of a Wisconsin Central freight bound for Green Bay - about 300 miles of former SOO and C&NW trackage. During the afternoon we spotted 3 young people from the west coast training (camped out) on a TOFC flat car. Too bad they could not join us in the art deco dining room of the "Caritas" for steak, wine and all the trimmings. That evening a tornado warning forced evacuation of the train crew. We sat on the main line for several hours (we passengers were not evacuated!) Our train finally arrives in Green Bay 28 hours after leaving the Twin Cities. The train is parked at the former C&NW station, now a restaurant and micro-brewery. The group assembles tonight and we sleep in our roomettes and bedrooms.

The 4th of July begins a 300 mile round trip to Ishpeming, MI via Escanaba on the former C&NW line now owned by Wisconsin Central. Today's run takes us to Escanaba and we park on the water front to watch the fireworks.

July 5th takes us from Escanaba to Ishpeming and return. A side trip on the Lake Superior & Ishpeming Railroad takes us to an open pit iron mine. Again, our train is parked in Escanaba for the night. On the 6th we retrace our route from Escanaba to Green Bay. The passengers detrain and the cars are parked in the freight yard. I stay aboard and sleep in a bedroom on the ex-Frisco sleeper "Cimarron River." Ten year veteran attendant, Katie Shultz, is in charge of the Pullman.

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HISTORICAL SPOTLIGHT

Don Clayton

The September 20 excursion from Cincinnati to Paris, KY sponsored by the Cincinnati Railroad Club has sparked an interest in passenger service on this trackage. This is the first Amtrak excursion over this route. I am aware of only one other Amtrak excursion to operate in Kentucky, the AAPRCO Special that ran on IC's Edgewood Cutoff last October. The Cincinnati-Paris route did see a steam excursion during the Cincinnati NRHS Convention. Several of our Chapter members rode that trip.

The last regularly scheduled passenger service on this route was L&N's "Flamingo", 17 southbound and 18 northbound. By 1964 the name had been dropped and only the train number appeared in the timetable.

The April 30, 1967 L&N timetable is the last issue in my collection to show this service. The trains, 17 and 18, ran on an overnight schedule between Cincinnati and Atlanta - a distance of 490 miles. The trains served Paris, Winchester, Corbin, Knoxville, Etowah and Atlanta.

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NEXT MONTH

- IC Historical Society Convention report.
- CSX summer action.
- More of Don Clayton's "summer of trains."
- The "Old Goat's" sightings column. Providing the weather cooperates and the goat can pry himself away from his air conditioner.
- More pictures and graphics of area rail subjects.
- Paducah up-date and UP coal trains in western Kentucky.
- Summary of IC locomotives and IC train symbols. (No room this month)

July Minutes

Badgett Center July 28, 1997

Meeting called to order by President Bob McCracken at 7:00 PM.

MINUTES: Approved as read of the May 19 meeting in Hopkinsville. No minutes were kept at the June meeting in Princeton.

MEMBERSHIP: (No deletions or additions.) 57

DIRECTORS REPORT: Chuck gave a brief resume of convention trips and activities, which were well received. All national officers and regional VPs will stand for re-election. The chairman of the board, Mr. Lee Dietrich is an elected official. Chuck and officers believe this position should be assumed by the outgoing president. Heritage Grants amount to \$20,000. Several chapters received these grants for restoration of cars and other equipment including some structures. Grants will be equally matched. The Fall Board meeting will be in Dearborn, MI on November 7-9. A directory will be published on an annual basis.

OLD BUSINESS: The Eden Isle private car trip on TVRM has been sold out. Those wanting tickets must get coach and then may join the group in the Eden Isle.

NEW BUSINESS: Don Clayton reports member Jim Bergant of Louisville, has suspected prostate cancer. He requests our prayers. Don Gave information on the upcoming Amtrak special from Cincinnati to Paris, Ky. At this writing, the trip has been entirely sold out. Don announced the open house this year will be November 15, the third Saturday. Wallace Henderson suggested a fall trip to the Edgewood Cutoff, to view the rarely seen tunnels. He gave info on the Walking Horse and Eastern line in Tennessee, and a possible upcoming excursion there.

NEXT MEETING: Monday August 25 at 7:00 PM at the Badgett Center, our regular meeting spot. Program will be by Chris Dees, and refreshments by Ron Stubblefield. September program by Wallace Henderson.

A raffle was held which netted \$18.00.

MEMBERS PRESENT: Tim Griffey, Ron Stubblefield, Joe Wirth, Harold Kniffen, Bruce Cox, Chuck Hinrichs, Mike Keipp, Marion Elliott, Rich Hane, Don Clayton, Dennis Cama, Bob McCracken, D.A. Fraser, Wallace Henderson, Tommy Brown, Chris Dees, Ricky Bivins and Wallace Watts.

GUESTS: Diana Lutz, Russ Gleason and Brian Grace.

TREASURERS REPORT:

Beginning Balance	\$765.74
Income	0.00
Expenditures	
Flowers - C. Malone	26.50
Newsletter	69.08
Total	95.98
Ending Balance	\$670.16

SUMMERAIL 97

The incessant buzzing of the alarm clock blasted me out of bed at 3:45 AM. A quick shower and shave cleared the cob-webs and after brewing a pot of coffee and toasting a bagel I loaded cameras and an overnight bag in the faithful Explorer and headed for Madisonville in a steady down-pour. Bob McCracken was waiting at his garage door and after loading his stuff we were on the road to Cincinnati. What, you might ask, would prompt two otherwise quite normal individuals to be heading east in a pouring rain well before dawn. What else but Summerail 97! Bob and I had attended the first Summerail last year and we were not about to miss the second edition.

Summerail is an all-day railroad slide show featuring the work of some of the region's finest photographers. The event is held in the beautifully restored Cincinnati Union Terminal and is hosted by the Cincinnati Railroad Club and the Miami Valley Railfans. A railroadiana show and sale and tours of Tower "A" preceded the first session.

Mark Perri's *Steam Scenes* opened the show with 614, 2102, 4070, 765, 611 and 1218 in modern day steam trips. David Lichtenberg's *Midwest Memories* was next with vintage shots of KCS, Rock Island, Katy and Frisco. *Amtrak Review* by Willie Davis depicted Amtrak's changing appearance over the past 25 years. (seeing the equipment Amtrak started with it's amazing they made it past the first year.)

Following an intermission we were treated to a delightful change of pace with Brad and Allen McClelland's *The V&O Afton Division*. You had to

pinch yourself to remind you that all the shots were made on the McClelland model railroad. Scott Lindsey's *Reflections of the South* featured Southern and L&N in east Tennessee, the western railroads entering Memphis and current CSX and NS action.

David Patch's *East of Hudson* screened following another short intermission. This featured Guilford, Conrail, P&W, CP, CN and commuter operations in the New York and Boston areas. *Day(light) Dreaming* by Randy Nelson was a tribute to SP 4449.

There was a two hour break for dinner and a last crack at the railroadiana sale. During the dinner break Gibson Yungblut screened his *History of C. U. T.* - a great program showing both the construction and restoration of this architectural gem.

The evening session lead off with Bob Todten's *Alcos of My Acquaintance* with Alcos from SIs on short lines to PAs in passenger service. Next was Mike Brestel's *Two Decades of My Favorites* and took us from coast to coast. Following a short break we shivered through Gary Zutters' *Winter in the Great White North*, a spectacular display of railroads battling the Canadian winter. Scott Withrow explored the nooks and crannies of southern Indiana and Illinois with his *My Big Back Yard*. This program featured CSX, Conrail and Scott's favorite, SOO Line.

Garland McKee's *Santa Fe Across the Southwest* followed the last intermission. Garland's camera captured all the desert majesty as Santa Fe moved the merchandise. The finale was Dale DeVene Jr.'s

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SUMMERAIL 97

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Towers, Trains and Signals, an in-depth study of the fast disappearing towers and vintage signals that controlled trains in years past.

After the show Bob and I checked into our motel and then joined some of the railfans and photographers for a little refreshment and some Mexican cuisine to close out a perfect day (and evening.) Chapter members Wallace Henderson and Jim Bergant were also Summerail attendees.

After pigging out on Hampton's free breakfast Bob and I headed back to Western Kentucky on the back roads (US42, KY 146, US 31W and US 62). We didn't catch a lot of trains but did see lots of things that you miss from the Interstates and Parkways. The exL&N line from Louisville to Cincinnati has lots of character and features street running in a couple of locations. There is lots of new industry in the Warsaw-Carrolton area and a return trip with better weather will be made.

The Summerail sponsors have already set the date for Summerail 98. It will be at C. U. T. on August 8, 1998. Mark your calendars now!!

* * * * *

OPERATION LIFESAVER

... If you know of any club, civic organization, school group or any other group that would like to have an Operation Lifesaver presentation please contact Bruce Cox, Chuck Hinrichs or Bob Vititow.

Chuck

UPPER PENINSULA

(Continued from page 3)

July 7th is a free day in Green Bay. I explore downtown with car attendant Marty Burrows who is escorting the sleeper/lounge "Pine Tree State" to Chicago. During the afternoon I help him change the oil filter on the car's generator. At about 8:30 PM we are placed on the head end of a WC piggyback express run to Schiller Park, IL. Schiller Park is the former SOO Line yard serving the Chicago area and is near Rich Hane's hometown of Franklin Park. I am the only passenger on the positioning move. The "Cimarron River" and the "Pine Tree State" are the only cars in this move. The "Caritas" returned to the Twin Cities. I occupy a bedroom in the "Cimarron River" for a second night.

We arrive at 6:00 am on July 8th. I grab a taxi to the METRA station in Franklin Park for a quick 13 mile trip to Union Station. A tour of the Art Institute of Chicago passes quickly and it's time to board the "City of New Orleans" for Newbern, TN. A delicious dinner of crab cakes, salad, veggies and bread pudding is eaten as we travel south on "The Main Line of Mid America". A good night's sleep is anticipated as we race for Newbern. We arrive in Newbern a few minutes late. I was the only passenger handled at this stop. I drove home to Madisonville and began the unpacking and bill paying ritual that follows every trip.

My next trip is a return run on the "Montana Rockies Daylight." This time I will make the round trip rather than last year's one-way run.

Don

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THE OLD GOAT

(Continued from page 2)

CSX and P&L News.....CSX has lost the contract to haul coal to the TVA Power Plant at Gallatin, Tennessee from mines in the Madisonville area. The daily unit coal trains stopped running on CSX the first of July. But CSX still gets part of the haul. Here's the reroute....The trains are still loaded at mines on the CSX Morganfield Branch, west of Madisonville. CSX brings the trains back to Atkinson Yard in Madisonville. The CSX locomotives are removed from the train and a Paducah & Louisville power set takes the train via Paducah & Louisville tracks to the Vulcan Material's Barge to Rail Transfer Dock on Kentucky Lake, near Grand Rivers. The trains are unloaded into barges for the trip via the Cumberland River to the power plant, north of Nashville.

Paducah & Louisville has assigned two sets of power for this daily train. The sets have one P&L GP10 on each end, with two Western Kentucky Railroad GP9s in the middle.

P&L has contracted with CSX to service these units at the Atkinson Yard roundhouse in Madisonville. The units are to be serviced after three round trips between Atkinson and BRT.

More news on the Morganfield Branch.....Starting around the first of July, Paducah & Louisville Railroad was given trackage rights on CSX Morganfield Branch between Madisonville and the Black Diamond # 1 Mine, east of Providence. This mine is the ex-Island Creek Coal Company, Providence # 1 Mine. P&L uses six of their Geeps to pull these seventy car coal trains between the mine and a Louisville Gas & Electric power plant near Louisville. During July, six trains were loaded for L.G.& E. P & L pulls these trains back to Madisonville, then south on the CSX Atkinson Cutoff mainline to

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THE OLD GOAT

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the CSX/P&L interchange tracks at East Diamond, then north on P&L trackage to Louisville.

CSX still loads it's own trains at the Black Diamond # 1 Mine. Other mines served by CSX on the Morganfield Branch are....Roberts Brothers Warrior Prep Plant, Costain Coal Diamond J Mine, Webster County Dotiki Mine and unit trains from Costains's Caney Creek Mine via Western Kentucky Railroad at the interchange in Providence. These five mines, plus the Andalex Resources, Cimarron Mine, east of Madisonville. are the last coal mines still served by CSX in the Madisonville area at this time.

Paducah & Louisville served coal mines in the Madisonville area are as follows.... Andalex Resources, Cimarron Mine; Roberts Brothers Warrior Prep Plant; Black Diamond # 1 Mine; Peyton Brothers Pleasant View Mine; Charolais Mining St. Charles Prep Plant and Magic Mining Company. A total of six mines still shipping coal via the P&L.

Thanks to Keith Kittinger for some of this information.

Well, that's all for this month. Some news items and I didn't have to sweat too much either. What more could you want ? Keep sending in your news items, trip reports, etc.... Editor Hinrichs needs your information each month. Keep in touch.

Later Dudes!

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

502-825-0693

TIMETABLE

STEAM

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.

November 9 - Tyler, TX to Pine Bluff, AR Info: Cotton Belt Rail Historical Society PO Box 2044 Pine Bluff, AR 71613 (870)-541-1819

Chapter Trip to TVRM, Chattanooga, TN October 19 Chattanooga to Summerville, GA with 4501 (Byrd at the throttle). Details in 'Chapter News.'

Steam Fest '97 Coshocton, OH September 20-21 Five steam locomotives in passenger and freight runs on Ohio Central. Night Photo Session with R&R Editor, Jim Boyd. Info: 1-800-779-0443

Other Rail Events

L&N Historical Society - Annual Convention - October 24-26 at Cincinnati, OH. Tours of CUT and Queensgate Yard - Excursion on Indiana and Ohio - layout tours - Railroadiana and Model Train show and sale. Info: L&NHS PO Box 17122 Louisville, KY 40217.

Illinois Central Historical Society - Annual Convention - September 11-14 at Kankakee/Bradley, IL Trip to downtown Chicago on METRA's former IC suburban line - tour of Woodcrest Shops and the IC Operations Center - Railroadiana Show. Info: Mark Miller 111 Scott St. Marion, IL 62959-7102 (618)-997-5788 evenings.

EMD Open House

September 20-21 LaGrange, IL - EMD's 75th Anniversary

Walking Horse & Eastern Shelbyville, TN - Excursions from Shelbyville to Wartrace and return on Saturdays through the month of October. Train leaves Shelbyville at 10 AM and returns at 2 PM. Cost is \$18 per adult.

Tennessee Central Railway Museum Cookeville-Buffalo Valley, 32 miles, \$10-\$25 - October 3-4 - Contact Cookeville Chamber of Commerce for reservations or information (615)-526-2211.

NMRA Cumberland Division Meet - November 1 - Tennessee State Fairgrounds, Nashville, TN - 9 AM to 4 PM.

BEER, 4449 AND TENNESSEE PASS

Wallace Henderson

I left home on June 11th to ride two steam specials over western mountain railroads, chase and photograph freights on Tennessee Pass and attend the NRHS Convention in Salt Lake City.

I drove to Denver spending my first night in Lawrence, KS. Lawrence is the site of the famous "Don Ball Curve" on UP's busy main line west from Kansas City and also the location of the free State Brewing Company in the former Kansas City, Kaw Valley & Western interurban station in downtown Lawrence. Great beer and fine food add to the attraction of Lawrence as an overnight stop. In an hour and a half I photographed five trains on the "curve" with UP/SP power. (I did the same on my return trip but in the morning with four trains in an hour, one with CR/CSX power).

The next morning I visited the Midland RR Museum in Baldwin, KS, home to Rock Island E8A, a Katy RS-3M, another RS-3 (in NYC Lightning Stripe), some smaller power and a nice collection of passenger cars and cabooses (they operate a tourist train on weekends). I then followed the former MP main line all the way across Kansas and into Colorado before turning north towards Denver. I saw ten UP trains, most of them either headed for, or coming from the Royal Gorge/Tennessee Pass line. One freight's power included a pair of Wisconsin Central SD45s, the coal trains had SP/UP AC4400CWs and the regular freights a variety including some of the new SD90/43MACs.

I flew from Denver to Portland to ride the Stampede Pass Steam Special behind

"Daylight" 4-8-4 #4449. On board were Chapter members Don Clayton, Wally Watts and our NRHS Regional VP Dr. Ross and his wife Shirley.

Departure from Portland was under heavy overcast which soon cleared as our 17 car train headed through the Columbia River Gorge with beautiful views of a cloudless Mt. Hood. At Pasco the Special was wye'd in order to head west on the old NP main line. A photo run was made in fine low afternoon light before our arrival in Yakima. Here the old NP station contains a brewery in one end, personally sampled by your writer. The next morning another cloudless day greeted us and we were soon headed for Stampede Pass. Leaving Yakima we were surprised by trains of the parallel Yakima Valley Transportation Co.'s electric museum line - a Plymouth diesel, a steeple cab electric pulling an NP caboose and a four truck "Birney" streetcar. My seat in the first dome let me get some nice photos of this equipment and the ensuing climb to the pass through the Yakima River Canyon. At Ellenburg we added a pair of new orange and green BNSF C44-9Ws behind 4449 for the 2.2% climb over the pass and down the west slope. The trip up the Yakima Canyon was scenic and beautiful, the Cascade peaks were all snow clad, but the looping descent down the west side from the tunnel was spectacular. After our helpers were dropped in Auburn, we had a fast run down to Portland and an on time arrival.

The next day I rented a car and drove up the Columbia River Gorge to railfan the parallel lines of BNSF (exSP&S) on the north bank and UP on the south bank. I saw only seven trains on BNSF, two with the new orange and green GE C44-9Ws, but the treat of the day was a northbound freight on the former Oregon Trunk descending into the

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Columbia Gorge and then crossing the river into Wishram, WA. The UP on the south bank was much busier with at least twice as many trains as the BNSF.

After a return flight to Denver in a United "Sardine Can" (a.k.a. 757), I drove to Leadville to chase and photograph freights on Tennessee Pass. I drove up US 285 from Denver through Como to Fairplay, which follows the route of the fabled Denver South Park & Pacific (later Colorado & Southern) and there are many traces of the old right-of-way still visible plus preserved depots and even the stone roundhouse at Como.

I quickly learned that chasing freights over Tennessee Pass required an early start as an east bound coal train or two crested the pass around 7 AM. AC4400CWs, either UP or SP, were the preferred power as were the Minturn based helpers. SD90/43MACs showed up frequently on regular freights. Chasing was easy as the highway closely follows the railroad except for the stretch where the tracks go through the upper Eagle River Canyon to Red Cliff. Below Red Cliff towards Minturn the railroad is still in the canyon but the highway is high above with many vistas of trains down in the canyon.

The first day (Wednesday) produced eight trains, the second day only three, and the third morning three (before 8:30 AM) before I left for Denver. The scanner indicated a lengthy maintenance window on the second day so I took the opportunity to ride the Leadville, Colorado & Southern tourist train up to Climax on the old DSP&P line - standard gauged in 1943. This ride, behind an ex BN chopnose GP9, is through spectacular scenery and is a "don't miss!" if you are in the area.

Arriving in Denver, I joined

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BEER, 4449 AND TENNESSEE PASS

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Dick Billings' Overland Chapter NRHS for his "package tour" on the Royal Gorge/Tennessee Pass Steam Special to Salt Lake for the NRHS Convention. Again, I had a dome seat in the last car of the train, the "City of San Francisco," which afforded an excellent photo vantage point for the three day trip.

Our departure from Denver was delayed by the "Hillary Special" carrying the wives of the world leaders present at the Denver Economic Summit to Winter Park in the Rio Grande ski train equipment. However, as we waited, we were treated to the ladies assembling on the back platform of the business car "Kansas" and waving to the photographers. Many of the waiting railfans, including your Editor, were "absolutely thrilled" with the sight of Mrs. Clinton. I got a photo with my 300mm lens.

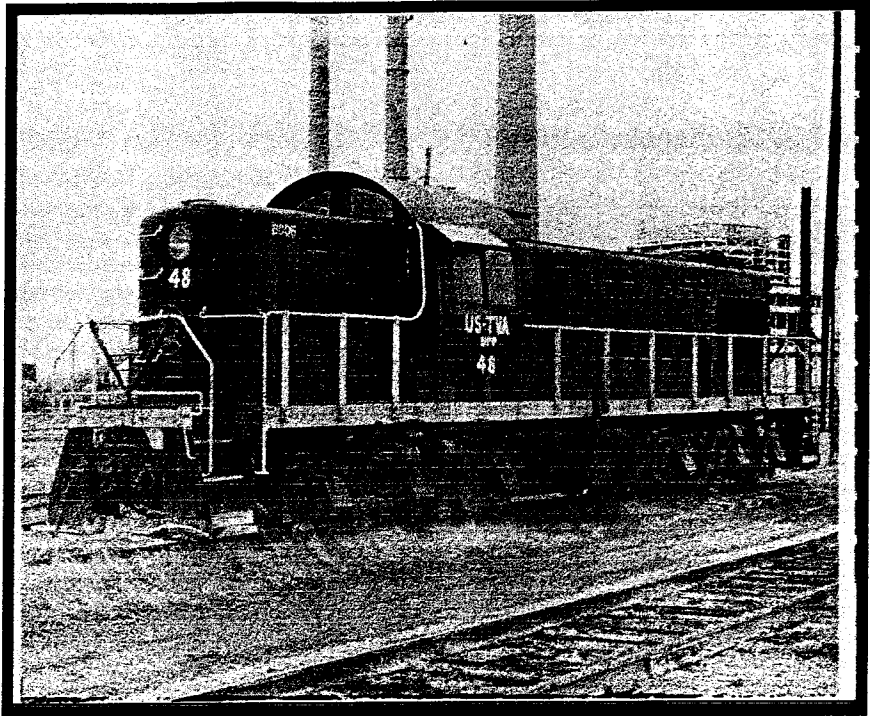
The details of the Royal Gorge/Tennessee Pass Steam Special were covered in the last issue of "Pennyrail."

Wallace

(Continued from page 3)

The trip took 13 1/2 hours!!! A round trip ticket from Cincinnati to Atlanta was only \$26.50.

The December 14, 1968 timetable shows 17 and 18 gone from the schedule. Back in 1959 the route was served by two trains in each direction. "The Flamingo" at night and "The Southland" on a daylight schedule. This was the last year that "the Flamingo" offered Pullman service - one of L&N's "Pine" series sleepers with 6 sections, 6 roomettes and 4 bedrooms. These cars were built in 1953 to equip the "Georgian" and "Hummingbird." As of this writing the trip is sold out.



TVA #48 at Paradise Steam Plant c 1989

Photo by Chuck Hinrichs

Another locomotive with historical significance may be on a one way trip to the scrap pile. TVA 48 (8006) began life as one of Alco's first RS-1s. It was delivered to the Rock Island in 1941. This unit, and all pre-1941 RS-1 production, was requisitioned by the military, placed on six-motor trucks and with a modified cab sent to war on the Trans-Iranian Ry. Many of these units were returned to the U.S. following the war and #48 found its way to TVA's Paradise Steam Plant near Drakesboro, KY. When Midwest Coal Handling began serving the Paradise Plant, #48 stood idle. The unit was acquired in the late 1980's by MCH and was actually used to move coal on an infrequent basis. At one point MCH considered restoring #48 to its original RS-1 configuration but no action was ever taken. The unit was sold to an individual several years ago and it has been at VMV in Paducah since late 1994. There have been several potential buyers but no deal has yet been struck. The unit now is missing many exterior parts and may not be long for this world.

SCANNER ALERT !

Chris Dees reports, in his newsletter, that there is legislation pending in Congress that will dramatically inhibit the use of scanners. HR 2369 IH (Wireless Privacy Enhancement Act of 1997) is a bill to amend the Communications act of 1934 and is presently in the Committee on Commerce. The bill includes provisions that will, in effect, prohibit the manufacture or sale of scanning radios. "This is very serious. It could mean the end of all radio monitoring - railroad, fire, police etc. If you are a railfan, this means no listening, even to such things as hot-box detectors. As a concerned citizen wanting to know about weather conditions or local emergencies, forget it. IT WILL BE A FEDERAL CRIME TO DO SO!!!"

If you are concerned about additional inroads on your personal freedoms I suggest that you contact your Congressman and Senators to voice your opposition to HR 2369. Do it today!!!