

PENNYRAIL

SEPTEMBER, 1997

VOLUME 1, NUMBER 8

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

SEPTEMBER MEETING
BADGETT CENTER (L&N DEPOT)
MADISONVILLE, KENTUCKY
MONDAY SEPTEMBER, 22 7:00 PM

PROGRAM

Wallace Henderson will present the program - a video depicting the UP Steam Special through the Royal Gorge and over Tennessee Pass and on to the NRHS Convention in Salt Lake City. Ricky Bivins will provide the refreshments.

CHAPTER TRIP

Billy Byrd has received information that the October 19th TVRM trip will have double headed steam (610 and 4501). 610 will be the lead unit with our Mr. Byrd at the throttle. It is not too late to get a coach ticket for the trip but I would not wait, as this trip will likely be a sell-out. Our reserved block of rooms at the Red Roof Inn was held only through the 15th of September but you may contact the Red Roof directly for available rooms.

MEMBER NOTES

Lionel Davis writes that he is settled at a new address in South Carolina. Lionel is a Quality Services Coordinator for BMW. Lionel also says that he has kept his home in Mortons Gap and plans to return in 6 years or so and finish work on a building to house the reconstruction of an O-scale L&N

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Western Kentucky
Chapter, NRHS

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* * * * *

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CONVENTION

The 1997 NRHS Convention, hosted by the Promontory Chapter, was an unqualified success. With the cooperation of Union Pacific, the Heber Valley RR, the Nevada Northern RR and the Garfield & Western RR there were trips a plenty. The museums at the UP Ogden Depot and the UP Depot at Brigham City as well as the National Park Service's Golden Spike site at Promontory also contributed to the excitement and historical significance of the gathering. Salt



Lake City and the other cities along the Wasatch front were a perfect backdrop to convention activities and the weatherman fully cooperated with beautiful weather for the entire Convention. Hat's off to the

Chapter News

(Continued from page 1)

Atkinson Sub. The new Davis address is:

Lionel T. Davis
309 Tyler Oaks Drive
Boiling Springs, SC
29316-5765
Phone 864-814-3368

Chris Dees' possible relocation to the Atlanta area will probably not happen until early fall of 1998.

The July 4th death of CBS journalist, Charles Kuralt, was a loss to all who appreciate quality television. Kuralt's passing also hit close to home as our own Billy Byrd was featured in one of Kuralt's "on The Road" segments. Kuralt was in Kentucky from May 17th through May 20th, 1983 and recorded Byrd with his steam tractor, at the Crab Orchard & Egyptian RR and at the throttle of the "Guthrie Bullet." Your editor was in Madisonville for some of the recording and was much impressed with Kuralt's easy and friendly manner. He will be missed.

Wallace Henderson is still willing to escort a Chapter tour to the IC Edgewood Cut-off tunnels in southern Illinois. If you are interested please let Wallace know at the Chapter Meeting.

The History Channel is running a series of railroad programs titled "Trains Unlimited." The first program aired on Monday, September 15 at 9:00 PM and is reported to include about 11 weekly segments. Dennis says that the content is excellent and very current. Watch your TV listing for the next segment.

Bruce Cox, Chuck Hinrichs and Bob Vititow are ready and willing to give 'Operation Lifesaver' presentations. If your company needs a good safety meeting why not give one of the guys a call.

TRACKSIDE WITH THE OLD

Greetings from The Old Goat.....Hope everyone is doing OK and keeping out of trouble. Looking at the woods behind my house and watching the leaves fall from the trees means only one thing.... Christmas stuff will be in your local Wal-Marts and K-Marts in a few short days. Better get your shopping done soon, before the good stuff is all gone.

Boy, nothing like Christmas when the weather is still ninety degrees in the shade. I have to hurry and finish this column, so I can run outside and start putting my Christmas lights on the house. I don't want to wait till the last few weeks to get started and run into the week of Thanksgiving, before having the house decorated for the holidays.

Speaking of Thanksgiving, ask Keith Kittinger to tell you the details of a true story about a few employees at a turkey packing plant. It will bring a new meaning to the term "stuffing the bird". Plus, it will add just a little extra something to your meal on Thanksgiving Day. Happy Holidays from The Old Goat

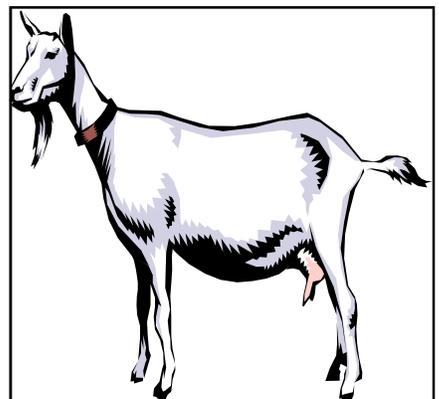
Now that the holidays are taken care of, let's see what railnews I have to report this month. The CSX Henderson Subdivision has been a part of the Chicago Service Lane for the past few years. This plan was started with the purpose of improving rail traffic between southern cities through Nashville and on to Chicago. According to CSX reports customer service has improved on this line. Several

new trains have been added to the subdivision. On average, between twenty to thirty trains per day use the subdivision. Now even more trains are on the way for the route. Due to the Conrail merger, CSX has started another service lane using the Henderson Subdivision. It is called the Heartland Service Route running between Nashville and Detroit and/or Cleveland via the Henderson Subdivision to Evansville, north to Terre Haute, then east on Conrail's St.Louis to Indianapolis ex-Big Four line. Eight trains per day will be added to the Henderson Subdivision lineup. These trains have been running north from Nashville on the Mainline Subdivision to Louisville, ten north to Cincinnati via the CSX Short Line Subdivision. The running times for these eight train should be cut by twelve hours per trip.

More new locomotives are on the way to CSX. By the time you read this column, CSX should have started to receive first of twenty-five SD70MACs from EMD. These new locomotives will be numbered in 700-724 series.

That's all the railnews I have for this month, now to a few sightings from the last few weeks....On August 25th, I noted a northbound tote train at Mortons Gap on the Earlington Mainline. Power was one Conrail C40-8W, one Conrail SD40-2 and one CSX

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ILLINOIS CENTRAL HISTORICAL SOCIETY

Chuck Hinrichs

The Annual Meeting of the Illinois Central Historical Society was held in Kankakee/Bradley, Illinois over the September 12-14 weekend. Chapter members Wallace Henderson and Chuck Hinrichs and Chapter friends Cliff and Maralyn Downey and David Hayes were in attendance.

Activities got under way early Friday morning with a bus trip to University Station, the southern terminus of the METRA (ex IC electric) line. We boarded train 116 for a run to the northern terminus at Randolph Station in downtown Chicago. After a 30 minute layover (time for coffee and a donut) we boarded train 117 for a trip back south to Homewood where our busses were waiting to take us to the IC complex. The first item of business was lunch. IC had a tent set up outside the Homecrest Shop and shop employees had prepared a great lunch - burgers, hotdogs, bratwurst and all the trimmings.

Following lunch we broke into three groups and rotated tours of the locomotive shop, the IC/CN intermodal terminal and the Homewood Dispatching Center. We spent an hour at each facility. The locomotive shop does all the major service work for the IC system. The "E" units and some of the business cars were also in the shops along with the expected collection of SD40-2s, GP11s, GP38s and some of the Chicago Central Geeps. SD40-2 #3031 was being rebuilt to -3 specifications and if it works out as planned the rest of IC's SD40-2s will receive the same treatment. This is a fairly new facility and it is spotless!

Much of the old Markham yard has been converted to the intermodal facility. The humps are gone and only flat switching is done. The IC portion of the intermodal yard has four tracks and can handle 500,000 lifts a year. The neighboring CN facility with two tracks can handle 250,000 lifts per year and there is room to double it's capacity. Like the shop area this is a relatively new facility and it is also spotless. To offset the lost yard capacity at Markham some classification and train building is now done downstate at Champaign.

The Homewood Dispatching Center is also a fairly new facility and is 'state of the art.' The center does not have the NASA look of the UP or CSX facilities and each district has it's own cubicle with several computer screens and desks for the dispatcher and the crew caller.

On the way back to Kankakee the busses stopped at a Homewood Hobby shop for a look see and some refreshments. Pizza was served in the hospitality suite and slide and videos were shown until the wee hours of the morning.

The railroadians Show and Sale got under way at 9 AM Saturday morning. The show was a little smaller this year as there were three competing shows in the area. Saturday afternoon saw everyone heading trackside for some serious railfanning before the evenings banquet and program. Dinner was a little late but worth waiting for. Hunter Harrison, IC President, was the featured speaker and he made a very forthright and informative presentation.

He reviewed his tenure with IC and some of the recent improvements including a very much improved safety record, the recommittal of the railroad

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PENNYRAIL

Montana Two Years in a Row

The July 18-20 weekend provided three 'rare mileage' trips to choose from. The "Montana Rockies Daylight", the Delaware State Fair Train and an a Northwestern Pacific trip in California. As I had already written the history of passenger service on the Montana Daylight route, I opted for this trip. Last years trip on the "Montana Daylight" was a one way trip and this trip would be an out-and-back adventure

It took a couple of days to secure space on the westbound "Empire Builder" to Sandpoint, ID the terminus of the "Montana Rockies Daylight", but with tickets finally in hand I headed for Newbern, TN and AMTRAK to Chicago. The northbound "City of New Orleans" was about three hours late due to a tree on the track. Following a short layover in the Windy City it's time to board the "Empire Builder" for the trip to Idaho. There is a private car in 'Lehigh Valley' livery bringing up the markers from Chicago to the Twin Cities. The "Empire Builder" is packed - about 400 souls on

NEXT MONTH

- Chuck and Wallace's trip to the ICHS meeting in Kankakee.
- CSX changes in train designation.
- All the happenings on the Chapter Trip to TVRM.
- The "Old Goat's" sightings column. The weather should be cool enough to get the Goat off his sofa and out trackside.
- More pictures and graphics of area rail subjects.

THE OLD GOAT

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B36-7. This train was meeting a southbound molten sulfur unit tank train, parked on the Atkinson cut-off. Power on this train was one CP Rail SD40-2, one SOO Line SD60 and one CSX C40-8. Hey, what railroad is this anyway? Sometimes it's hard to tell by the locomotives pulling the trains. I have noted EML Lease, Southern Pacific, and Union Pacific power on the Henderson Subdivision in the past few weeks.

On September 7th, I noted a loaded Paducah & Louisville Providence # 1 Turn on the CSX Morganfield Branch. This is the train that has trackage rights on CSX from Madisonville to Providence. The seventy car Louisville Gas & Electric unit train had six Geeps pulling the train into Atkinson Yard. The power was this lashup...one grey P&L GP10, two National Railway Leasing (NERX)ex-Seaboard System GP16s, one Tradewater Railway GP9 in light blue paint, and last two more grey P&L GP10s. I wish I had my camera with me. Bill Grady, the new Dad, reports seeing two of the Tradewater GP9s in Louisville at the P&L yard. Harold Kniffen reports seeing more different types, colors and railroad names on locomotives passing through Earlington, than he had ever seen or heard of before. Harold had no other information, but he got his name in the newsletter.

Look for the Neff Video shot on the Henderson Subdivision in the next few weeks. Hope everyone buys a copy. This is the first video shot in this area on the local railroads. Also, later this year look for the Old Goat Video of "The Central City Limited". This is the video shot during the excursion trips on the Paducah & Louisville Railway in 1992. The trains were pulled by the Fort Wayne

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BITS AND PIECES



Billy Byrd and Charles Kuralt on Billy's steam tractor during the taping of a segment of Kuralt's CBS series "On the Road." May 1983 Photo by Chuck Hinrichs

They say that bad things happen in 'threes' - don't believe it! When my camcorder, my computer printer and a TV cratered I figured I was off the hook, but before the printer and the camcorder were back from the shop (the camcorder still is screwed up) disasters continued. Our spare refrigerator died and while I was making room for a new unit I noticed a puddle under the water heater - yup, it was a goner - and then I noticed a distinct sag in my garage roof. That adds up to two sets of three so maybe now things will return to some semblance of order. Wrong!! The night before Wallace and I left for the ICHS meeting in Illinois the hard disk on my computer crashed and about two months of data (including the July and August 'Pennyrails' were history. I didn't have the heart to tell Wallace about my string of bad luck before we took off for Kankakee - he probably would have hitch hiked! But things got better quickly. Our trip was great - lots of trains and some locomotive gems - the weather was great - the ICHS meeting was superb - and we got home without a hint of difficulty. Maybe the streak of bad luck is over, but then maybe not. On Thursday morning Wallace and I were west of Bloomington, IN at Tulip Trestle on the Indiana Railroad just ahead of a 130 car westbound manifest. As we scrambled out of the Explorer for a spectacular trestle shot I remembered that I had not reloaded the camera after the last shot on Wednesday evening. You guessed it - I was still reloading as the train rumbled across the trestle. One more to go . . . maybe!

I learned another valuable lesson on our trip out west to the NRHS Convention. You can't shoot slides and do video at the same time. I was disappointed in my video coverage and there are gaps in my slide coverage. I suspect that it is alright to bring both units but don't try to cover the same event with both camera and camcorder it just don't work.

THE OLD GOAT

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Historical Society locomotive Nickel Plate # **765**. This video is the most complete coverage of these trips anywhere. This two hour video was shot trackside, on the train and from the cab of the steam locomotive. This video will be priced at \$ 20.00. This covers the \$ 5.00 postage and handling cost. Start saving your money today. Look for an order form in a later newsletter.

Keith Kittinger reports that CSX is taking delivery of their new EMD SD70MACs. There are at least seven of the new units on the property. They are presently in the Cumberland, MD area and it will likely be several months before we see one on the Henderson Sub.

The UPS strike is over and CSX's hot piggyback - Q129 - is back in operation. This southbound train comes through this area in late morning and carries mostly UPS trailers and containers.

Well, that's all for this month. Hope to see more of the membership at the September meeting. Remember to send in your information each month to me or Chuck. We can always use more information for the newsletter..Keep in touch.

Later Dudes!

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 502-825-0693

Don't forget items for the Chapter raffle. The proceeds go to defray the printing and mailing costs for "PENNYRAIL" your Chapter newsletter.

Montana Daylight

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board. Many are headed for Glacier National Park and I don't blame them - it is a beautiful place. I arrive in Sandpoint on the 17th and settle into the motel for the night.

Friday, July 18, starts a 4 day 900 mile adventure courtesy of Montana Rail Link. Our consist is MRL 6919 & 5019, generator car, baggage/dorm, crew car, 2 coaches, diner, 3 dome coaches, dome diner and 2 observation/sleeper/dining cars. I had a coach class ticket which includes continental breakfast, box lunch, coffee or tea and a roomy leg rest coach seat in former AMTRAK "Heritage" cars. The ticket also includes 3 nights in hotels at our overnight stops in Missoula and Livingston. On the return trip I was given a complimentary up-grade to dome or "Big Sky" class. This premium class entitles you to a deluxe continental breakfast in the ex UP dome diner now called "Columbia River", a gourmet lunch in the exSAL diner (now owned by the Huntington Chapter, NRHS) and complimentary soft drinks during the day. There are many photo opportunities during the 4 day trip. Passengers are encouraged to ride the vestibules with the top half of the Dutch doors open! After a couple of rolls of film were shot and I had eaten well beyond my capacity the trip - all to soon - was over.

A van takes me to Spokane to catch the "Empire Builder" for Chicago. I met a fellow teacher from Hopkinsville Community College. This was his first train trip and he was really enjoying it. Caught the "City of New Orleans" for a restful trip south to Newbern, TN and then the short drive

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ICHS

(Continued from page 3)

to intermodal traffic and an on-going program to improve the 'quality of life' for operating personnel. IC is looking at ways to give operating people more regular and predictable hours of work. If the attitude and morale of the rest of the railroad matches the shop, intermodal and dispatch center the program is working.

Harrison committed the IC business train for an excursion at next year's ICHS meeting in Waterloo Iowa. Harrison also detailed two projects that reinforce IC's ongoing efforts to remain an independent railroad. IC will bid on the third parcel in the Mexican Railroad privatization program. This parcel is in southern Mexico and has lots of petrochemical operations. If their bid is successful IC will put rail cars on barges at Vera Cruz and off load at Mobile. IC is also discussing a partnership with DM&E to build into the Powder River. Connections would be made in southern Minnesota via the line to Albert Lea and then to the recently re-acquired Iowa Division (Chicago Central) to Chicago and the IC main stem. Both programs offer exciting potential for the reborn Illinois Central RR. It is refreshing to see a railroader as CEO of a railroad and to be as frank and open as he was during his presentation to the ICHS.

It was a most informative and enjoyable meeting and we are



AUGUST MINUTES

President McCracken called the Meeting to order at 7:00 PM

MINUTES: Approved as read of the July meeting held on Monday July 28.

DIRECTORS REPORT: None

OLD BUSINESS: Chuck reports he has obtained a block of rooms at Chattanooga for the upcoming TVRM excursion in October. The rooms at the Red Roof Inn will be held until September 15th.

The Walking Horse & Eastern will run on Saturday, October 18, for anyone wishing to ride this train on the way to Chattanooga. A trip also is available on 18-19 October on the Watuaga Valley.

Bob McCracken confirmed the Eden Isle list.

NEW BUSINESS: Rex Easterly invited all to his Ice Cream Social at his home in Franklin, Ky. on September 13 at 2 PM. He suggests all arrive with empty stomachs!!

Don Clayton and Wally will host the annual open-house-joint meeting with the Owensboro Chapter and any other Chapter wanting to attend on November 15 at 7 PM.

It is reported that the Steve Neff's Henderson Sub video will be ready by end of September. This should be a good one with many local scenes.

Chris Dees reports a bill is pending in Congress prohibiting the manufacture, sale and use of scanners and asked all to call or write their Congressman to voice opposition. "Another Freedom threatened!!"

Don and Bob will talk to the Badgett Center people concerning admittance to the facility in Don's absence. etc.

NEXT MEETING: Monday evening, September 22. Program by Wallace Henderson and refreshments courtesy Ricky Bivins

Those present were: Wally Watts, Chris Dees, Ricky Bivins, Ron Stubblefield, Bob McCracken, Rex Easterly, Dennis Carnal, Jake Jachna, Bruce Cox, Jim Pearson, Keith Kittinger, Wallace Henderson, Bob Moffet, Chuck Hinrichs, Harlan Best, Mike Keipp, Al Fraser, Don Clayton, Harold Kniffen, Thomas Brown and Rich Hane.

TREASURERS REPORT:

Beginning Balance		\$670.16
Income		
Raffle	\$18.00	18.00
Expenses		
Newsletter	\$32.98	32.98
Ending Balance		\$655.18

MEMBERSHIP: 57 (unchanged)

The August Meeting raffle netted \$18.00

Three new light bulbs were installed on the depot platform courtesy Chuck Hinrichs and Dennis

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 - "Blue Streak Special" Tyler, TX to Pine Bluff, AR on the ex SP 'Cotton Belt' route. Info.: Arkansas Railroad Club 501-945-2158 (after 7 PM).

Chapter Trip to TVRM, Chattanooga, TN, October 19, Chattanooga to Summerville, GA with double-headed steam (4501 and 610) with Billy Byrd at the throttle of 610. Details in 'Chapter News.

Other Rail Events

EMD Open House

September 21 LaGrange, IL - 9 AM to 5 PM - no tickets required. This event celebrates EMD's 75th Anniversary.

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

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

Tennessee Central Railway Museum Cookeville-Buffalo Valley, 32 miles of ex TC trackage. October 3 and 4. \$10-\$25. Info: Cookeville Chamber of Commerce - 615-526-2211.

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

NMRA Central Indiana Div. Meet - October 25 - Bedford, IN - clinics, layouts, contests, dealers tables. 11 AM to 4 PM Info: Bill Litkenhouse 812-275-3634