

PENNYRAIL

OCTOBER, 1997

VOLUME 1, NUMBER 9

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

OCTOBER MEETING
BADGETT CENTER (L&N DEPOT)
MADISONVILLE, KENTUCKY
MONDAY OCTOBER, 27 7:00 PM

PROGRAM

Chuck Hinrichs will present the program - a video potpourri of rail activity in Chicago during the 60s and 70s. Keith Kittinger will provide the refreshments.

CHAPTER ELECTIONS

Nominations for Chapter Officers for 1998 will be made at the October meeting. Offices are: President, Vice President, Secretary, Treasurer and National Director. Election will be held at the November meeting.

CHAPTER TRIP TO TVRM

The weather was beautiful, the trains were on time, Billy Byrd was at the throttle and all was right with the world. Ten Chapter members: Bob and Jackie McCracken, Rex and Melanie Easterly, Chuck and Shirley Hinrichs, David and Gayle Fraser, Wallace Henderson and Bob Moffet (Chuck and Betty Smith missed the trip due to the death of Betty's father) gathered in Chattanooga for a trip to Trion, GA in the private car "Eden Isle" behind double headed steam. Harlan Best and his wife were also on the train and joined us for part of the trip. Ex US Army 610 and ex Southern 4501 led the train south

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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
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PRESIDENT MOLLOY SETS VISIT TO WESTERN KENTUCKY

NRHS President, Greg Molloy, will be the featured speaker at the Owensboro Chapter's Christmas banquet. The dinner will be held at the Shady Restaurant in Owensboro on Saturday, December 13. Things get under way at 6:00 PM with a social hour. Dinner and program starts at 7:00 PM.

For reservations contact Eddie James at 502-683-4205.



Greg Molloy has brought a no-nonsense approach to NRHS meetings and he is an excellent speaker. He is also an accomplished photographer and his presentation will be both informative and entertaining.

Chapter News

(Continued from page 1)

from the TVRM station at Grand Junction with our Billy Byrd at the throttle of the lead engine 610. The trip south gave the steamers a good work out and Billy let the train ramble at track speed (and maybe a little more) until we stopped a little north of Trion and GP7 1829 was coupled to the rear of the train and pulled the train back to Chattanooga. There was a stop at Chickamauga where the two steamers were posed side by side and then pulled the train by for photos - once with only 4501 and then with both units with 610 on the point. Good photos were nearly impossible, however, due to rude and selfish "foamers" and uncontrolled "rug rats." A great trip and it's a shame more of the membership did not attend.

MEMBER NOTES

Don Clayton will host his annual 'open house' on Saturday, November 15. Mark you calendar for this special event.

Remember the Smith family in your prayers. Betty Smith lost her father just prior to the Chapter trip.

Greg Utley was back in town for a couple of weeks and headed back to California to complete his tour. Greg should be back home before the holidays.

Wally Watts hosted the Hopkins County Historical Society at the C&W RR on October 9. Some of the guests had a little trouble with the stairs down to the railroad but there were smiles all around.

Wally took his collection of scale steam engines to Marion on October 18 for a special program at the Mineral Museum. Ron Stubblefield is the Museum Director.

TRACKSIDE WITH THE OLD

Greetings from The Old Goat.....Hope everyone is doing OK. Are you taking time to enjoy the nice fall weather? I hope you are. The cold and dark days of winter will be here in a few short weeks. Can Christmas be only two months away? Better get your shopping done soon! Happy Holidays Ho! Ho! Ho! Let's see what rail news I have to report this month.

September Chapter Meeting in Madisonville.....Twenty-one people were on hand. Seems like we are stuck on around twenty-one or twenty-two people each meeting. I think this chapter could and should have better attendance at it's meetings. Try to attend our chapter meetings in the coming months. You will have a good time.

At the September meeting, the members enjoyed a Pentrex video covering the Union Pacific steam excursion from Denver to Salt Lake City for the NRHS National Convention last June. This video is one of Pentrex's better efforts. Thanks to Wallace Henderson for providing the video. Ricky Bivins provided the refreshments for the hungry hogs...I mean members.

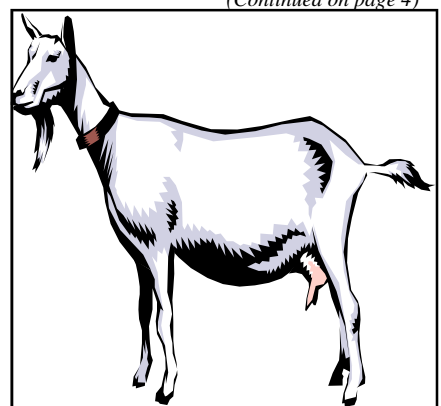
CSX provided only one train during the meeting. It was a northbound tote train (Q122), power was all CSX one SD40-2 and one B36-7. The train did provide some excitement as it accelerated back to full track speed of 55 mph. Track speed through Madisonville is 35 mph, but past the north Main Street bridge. the trackspeed

increases to 55 mph. The top speed downhill is 45 mph. The trackspeed increases to 55 mph. between Madisonville and Earlington.

PADUCAH & LOUISVILLE RAILROAD NEWS.....P&L has started using trackage rights on the CSX Morganfield Branch from Madisonville to the West Kentucky Railroad interchange in Providence. This is the ex-Tradewater Railroad from Lodestar Mines, ex-Costain, ex-Pyro Mining in Webster County. These trains run from Providence back to CSX Atkinson Yard then south on the Atkinson Cutoff main to the CSX/P&L interchange at East Diamond. The power runs around the train and heads south toward Paducah. These trains are running several times per week. No other information at this time.

P&L is still using trackage rights on the CSX Morganfield Branch from Madisonville to load unit trains at the Black Diamond #1 mine near Providence. These trains operate three times a week for Louisville Gas and Electric. CSX is still loading unit trains at this same mine. P&L now has trackage rights on the CSX O&N Sub between Central City and Drakesboro. At Drakesboro P&L uses trackage rights on the MCH to reach the TVA Paradise Steam Plant. P&L uses this route to deliver a weekly 50 car rock train to TVA. The limestone is

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GETTING THERE IS HALF THE FUN!

Chuck Hinrichs

"Some days are better than others." This old saw is quite applicable to the great outdoor sport of railfanning - we have all had days with great weather and no trains and the days with plenty of trains and thick clouds and rain. Wallace Henderson and your editor had a memorable trip through Indiana and Illinois on our way to the ICHS annual meeting in Kankakee. The weather was perfect and the trains were most cooperative. The scanner was quiet as we headed north on the Pennyrile Parkway but we finally picked up some action as we approached Henderson. Q122, with over 7000 feet of empty container cars and flats was spotted at Robards and again at Henderson as it waited for southbound UPS train Q129.

We crossed the river and caught a train at Wansford Yard with a pair of C30-7s and an SD40-2. Waiting next to the Whirlpool plant was an ISSR train with three GP40s and a slug. These units were all in the red, gold and white Indians Southern paint. At Oakland City we picked up an e/b NS coal train picking it's way through town with an SD70, an SD40-2 and a C40-9 doing the chores. We then checked out the Algers, Winslow & Western at their facility east of Oakland City. We had heard all sorts of horror stories about access to the AW&W but we checked in at the office and after signing a release were given the run of the place. The four exSouthern SD9s (203-206) are very well maintained and look great in their red, black and white paint. Back at Oakland City we caught a w/b NS manifest with 130 cars and then a s/b ISSR train

with an exNS B23-7 and two ex Indiana Public Service/AMAX GP38s - WG1 and WG2. The IPS/AMAX units are on lease to ISSR. At the ISSR facility in Petersburg we caught 2 exNS B23-7s and a slug in the new ISSR solid red paint. The next stop was Maysville (west of Washington on US50) where a pair of ISSR GP40s were waiting for coal loads and an EMD switcher lettered "Black Beauty Coal" was on the ready track. This is a coal loadout facility.

The next stop was Linton where we caught a s/b SOO/CP coal train with SOO 4400 (GP38-2) on the point. We also caught a w/b Indiana Railroad train with a GP16, SD18, SD20 and SDH15. The IR dispatching is handled out of a small trailer trackside at Linton. The IR engine house and office is at Switz City. The sun was getting low in the west so we headed for Bloomington to spend the night. If you like good food, follow Wallace - he knows. We ate at the Irish Lion - great food, a variety of imported draft beers and great surroundings.

We were up before sun-up to get to IR's Tulip Trestle to catch a w/b IR freight. The sight was impressive - 6 units - with just a touch of morning fog to add mood to the scene. My photographic gaff was described in last month's **Pennyrail**. We caught the train again at Switz City and the six units included a pair of ex IC SD20s, three SD18s and a GP16. Another IR SD18 was at the IR engine house. Things were quiet at the SOO engine house at Latta. We caught a few units on the shop leads including an LLP SD40 and one unit still in old Milwaukee paint. At Spring Hill Tower we caught a pair of SOO trains - a s/b coal movement and another s/b that passed through the plant and then backed north and

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Gateway Western

Early on Friday, September 26, I drove to St. Louis and left my car at the AMTRAK Station. I boarded train #300 "Ann Rutledge" for Kansas City. After a smooth trip across the "Show Me" state, it was time to detrain in Kansas City. Five other High Iron customers were on board this evening. Upon our arrival, we were met by two of the High Iron Travel's representatives for a ride to the KCS yard.

As we drove into the yard, my eyes almost popped out of my head as I surveyed the train: KCS F units (ABA) #2, #3, #4, Cimarron River, Pine Street State and Caritas. After a few libations in the lounge of the 'Caritas' and renewing old acquaintances it was off to bed.

Saturday morning, September 27, we depart Kansas City for Roodhouse, IL via KCS's newly acquired Gateway Western Line (formerly GM&O). This was one of seven passenger routes between St. Louis and Kansas City. Only one survives today. A great day of train travel as we traverse the farms and small towns of central

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NEXT MONTH

- Clayton's "Ohio State Limited" trip.
- CSX changes in train designation (space permitting).
- "Open House" highlights.
- The "Old Goat's" sightings column. Provided the weather is not too cold. Goats only function between 72 F and 75 F.
- More pictures and graphics of area rail subjects.
- New IC train designations and

THE OLD GOAT

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used in plant scrubbers to reduce air pollution.

TRAFFIC JAMS ON CSX IN THE MADISONVILLE AREA.....On average CSX runs twenty-five to thirty trains per day on the mainline and on the two branch lines around Madisonville. Most days these trains pass through Madisonville without any problems. But some days are a different story.

Here are three good examples.....Around 4:00 PM on Tuesday, September 16, track inspection train (W001) was northbound on the Earlington Main at Madisonville. The train had one CSX GP40-2 and two CSX business cars and had stopped at Trident to let the Atkinson yard switcher (J825) cross the main and return to Atkinson Yard. The inspection train couldn't pass Arklow because two southbounds were on the way from Evansville. At this time, southbound tote train (Q123) was getting ready to pass Arklow and southbound empty unit coal train (V531) was passing Hanson. The dispatcher had given a track gang three hours to do work on the Earlington Main between Earlington and Mortons Gap eliminating this track as an option for the southbounds. Back at Atkinson Yard, a loaded Widow Creek coal train was ready to head south via the Atkinson Cutoff. This is the (V238) train, that runs three or four times per week. This train was to follow the tote train and the Cimarron empties. The yard switcher (J825) was needing to follow the Cimarron empties to East Diamond Junction. It had a cut of cars to interchange with P&L. Speaking of P&L, the empty Gallitin unit coal train (U596) was at East Diamond needing to return to CSX Atkinson Yard to set out the empty cars.

To add to Yardmaster Davis'
(Continued on page 5)

BITS AND PIECES

On the way to Chattanooga Shirley and I took the opportunity to ride the Tennessee Central Museum Special from Cookeville to Buffalo Valley and return. We rode in an ex ATSF coach in very nice condition. The Friday evening trip included wine and cheese and very cordial surroundings - lots of fun. We had planned to ride the Walking Horse and Eastern on Saturday but the trip was sold out. We took a leisurely tour of east Tennessee on our way to Chattanooga. The TC Depot at Crossville has been nicely restored and serves as a gift shop and rail museum. The tracks, however, are long gone. We visited the exL&N station at Etowah and got a guided tour of the facility - most of the station was closed due to a car show in the parking lot. This facility has been nicely restored and is a true asset to the community of Etowah.

We dropped by TVRM on Saturday afternoon and found the McCrackens and Easterlys waiting at the depot for the short trip through the tunnel behind 610. Billy Byrd invited us (Rex, Bob and your editor) up for a cab ride - great stuff!! Wallace Henderson was at the east end and rode with us in the cab back to Grand Junction - crowded but still great fun!! An FRA inspector red flagged the train just past the tunnel and Billy brought the train to a prompt stop as required. After the conductor checked the train we continued on to the station. The Red Roof Inn left us with a bad taste in our mouth. High rates for some 'special event' and no towels in the rooms. We'll try the Hampton the next time we visit Chattanooga.

I was returning from an "**Operation Lifesaver**" presentation at Caneyville, KY and as I was passing Rosine I heard the P&L detector sound off. Dropped off of US62 and found the tracks in Rosine and heard a train grinding up the hill towards Louisville. Expecting to see the usual lineup of P&L GPs you can imagine my surprise when a pair of CSX C44-9WACs crested the hill with some 80 empty Clinchfield and CSX coal hoppers in tow. Dennis and Keith had reported seeing CSX 6 axle power on the P&L but I am still puzzled by the movement of empties toward Louisville.

The installation of radio/microwave signal and switch control equipment on CSX's Henderson Sub continues. Poles and antenna are in at both ends of most sidings and antenna towers are in at Mortons Gap, Hanson, Cavanaugh Lane (north of Kelly) and at Sadlers, TN. No word yet on operational start-up.

CSX has installed about a half mile long 'shoo fly' just north of the Casky siding. The detour is to accommodate the construction of a main line rail overpass over the US68 bypass on the south side of Hopkinsville. The 'shoo fly' is not yet cut into the main line.

A 6 hour mid-day curfew is in effect on the Henderson Sub as work on the Baker tunnel is once again under way. The curfew is expected to last for ten weeks.

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

THE OLD GOAT

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problems the empty D.B. Wilson Turn (V590) had arrived back at Atkinson Yard via the MH&E Branch and needed to enter the yard to setout its cars and take the power to the roundhouse. Yardmaster Davis was about ready to head for the house and his shift was only one hour old. This was a total of seven trains at one time at Atkinson Yard and/or the Earlington Main.

Here's another example.... Wednesday, September 24 around 4:00 PM I was getting home from work and heard a southbound train on the Earlington Main coming through Madisonville. I turned on the scanner to hear which train this was and to find out why it hadn't passed on through town. The train was southbound manifest train (Q595). The train had gone into emergency on the north side of Madisonville. The locomotives had stopped just south of the Noel Ave. crossing and the rear of the train was near the YMCA. The problem was the brake rigging on a Wisconsin Central boxcar had broken and caused the train to break apart. The bad order car was setout on the east leg of the wye at Trident. The yard switcher (J825) came over and took the car to the shop track for repairs. From the time (Q595) went into emergency till the time it was moving southward again, a little over one hour had passed. The Henderson Sub was clogged around Madisonville. Here's the lineup.... Following (Q595) was southbound tote train (Q123), stopped north of Arklow. This is the junction of the Earlington Main and the Atkinson Cutoff Main on the far northside of Madisonville. Behind (Q123) was a southbound grain train (G109)

at Hanson. On the power siding in Atkinson Yard was southbound manifest train (Q597) making setouts and pickups in the yard. On the Atkinson Cutoff main at Arklow was northbound manifest train (Q596) followed by manifest (Q648) followed by loaded phosphate unit train (K608) at South Atkinson and it was followed by tote train (Q120) parked at East Diamond Junction. Plus, the dispatcher had stopped northbound manifest (Q556) at Nortonville till the traffic jam around Madisonville had cleared. This train had work to do at Atkinson Yard. Add to this mess, a northbound loaded Dotiki Turn (V527) unit coal train for Evansville was parked on the Morganfield Branch, west of Madisonville. The "SA" Henderson Sub dispatcher in Jacksonville was having radio problems with the Atkinson repeater. He was not a "Happy Camper" and only six more hours to go in his shift. For the record, that's a total of ten trains all stopped in the Madisonville area at one time.

Here's one more example..... Friday, September 26 around 7:00 PM was starting to look like a 'Friday The 13th' on the Henderson Subdivision. Parked on the Earlington Main at Arklow was northbound manifest train (Q592), next at Monarch on the southside of Madisonville was loaded unit phosphate train (K808) headed for a Union Pacific connection in Chicago from Winston, Florida. Behind the phosphate train was empty military extra (W827) headed for Atkinson Yard from the Fort Campbell Rail connection at Hopkinsville. This train was parked at North Earlington. Over on the Atkinson Cutoff, southbound manifest train (Q597) had left Atkinson Yard. This train was followed by the TVA Widow Creek unit coal train (V237). Setting on the

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PENNYRAIL

Indiana - Illinois

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tied up waiting for a later move south. Haley Tower is still manned and active and we caught only a CSX local. We crossed over into Illinois and checked out the CG&B elevator at Henning. The old Whitcomb at this location has been replaced by an exNorth Star Steel Alco switcher. We found the old Henning Whitcomb at Rossville in new red paint and lettered Kaufman Grain. The Whitcomb is a 4 axle siderod unit.

A KB&S n/b train was picked-up at Stockland and we chased it north to the KB&S terminal at Iroquois Junction. The n/b had RS11s 312 and 315 in blue and yellow. 308 (in WC paint) and 309 (in GB&W paint) were at the engine terminal and out-of-service 318 was parked south of the engine house along with a caboos and an exMilwaukee steam tender. We left the KB&S and headed for the ICHS meeting in Kankakee.

On Saturday afternoon we had some free time and David Hayes and Cliff Downey joined us. We caught the entire KB&S fleet at Iroquois including the just acquired RS11 (1100) from Mississippi Central and still in MS paint. We saw a center cab GE at Sheldon and an Alco switcher (black, 1528) at CG&G at Gilman and an IC train coming off the Springfield line at Gilman.

Our return trip on Sunday included a pair of IC trains at Gilman, the entire Bloomer Line roster - 91 and two new units, 7549 and 7561 - at Gibson City. We visited the rail museum at Monticello - good collection and well displayed - and rode in an exIC business car behind an F unit, in Wabash paint, on exITT and IC trackage. Caught a n/b IC manifest at Effingham and a GP7 at the CG&B elevator at Olney. It was getting late and we turned the Explorer south and after a Steak-n-Shake break in Evansville we arrived home a little after 10 PM.

SEPTEMBER MINUTES

Western Kentucky Chapter, NRHS
Badgett Center, Madisonville, KY
September 22, 1997

Vice President, Ricky Bivins, called the meeting to order at 7:00 PM.

The minutes of the August 22, 1997 were read and approved.

DIRECTORS REPORT: Chuck reported on the death of past NRHS President, Dr. Raymond Wood. The Fall Board Meeting will be held in Dearborn, MI with some interesting tours planned. Chuck asked members to let him know of any Operation Lifesaver speaking opportunities.

OLD BUSINESS: Final plans for the October trip to TVRM were discussed and participants were urged to get the rest of their money to Bob McCracken. Don Clayton has firmed up the November 15 date for his annual open house.

NEW BUSINESS: Bruce Cox reports that the Owensboro October meeting will be on the 3rd Saturday night rather than the 2nd. There is a conflict with the meeting place, Settle Memorial Church. Owensboro will not meet in November due to the open house in Madisonville. Wallace Henderson gave a report on the TC Museum trip from Cookeville to Buffalo Valley on October 17-18 (these are the correct dates, not October 3-4). Billy Byrd reports that the TVRM trip will feature double headed steam (4501 and 610). Billy will be at the throttle of 610, the lead unit. Wallace Henderson was not able to firm up a date to visit the IC tunnels in Illinois - maybe later.

TREASURER'S REPORT:

Beginning Balance		\$655.18
Income		
Raffle	18.00	18.00
Expenditures		
Newsletter	50.89	50.89
Closing Balance		\$622.29

MEMBERSHIP: 57 (unchanged)

OCTOBER MEETING: Badgett Center, October 27, 1997 at 7:00 PM. Chuck Hinrichs will present the program and Keith Kittinger will provide refreshments.

Seventeen members and two guests, Ken and Marie Underwood, attended the September meeting. The Underwoods saw our notice in the Madisonville newspaper.

TIMETABLE

STEAM

UP 844 All UP excursion programs for the rest of the year have been cancelled!!!!

Other Rail Events

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

NRHS Board of Directors Fall Meeting - November 7-9 - Dearborn, MI

Don Clayton's annual 'Open House' - November 15 - 750 Wilson Dr. Madisonville, KY. 7:00 PM

Owensboro Chapter NRHS Annual Christmas Dinner - NRHS President, Greg Molloy, will be quest speaker. - December 13 - Shady Rest Restaurant, Owensboro. 7:00 PM Contact Eddie James for dinner price and reservation. You can contact Eddie at 502-683-4205.

Rail Tours to Copper Canyon - Featuring sleepers, SP dome, only open air cars in canyons. Six days, \$795. 14 years experience. Contact Bananafish Tours, 1-800-462-6773.

Savannah Sunset Tour - Orlando, FL to Savannah, GA. All inclusive. Contact American Rail Tours, 1-407-677-6366.

Rare Mileage - Chattanooga Choo Choo Superliner Excursion - Orlando, FL to Chattanooga, TN, April 4-6, 1998. \$799 all inclusive. Contact American Rail Tours, 1-407-677-6366.

Mid-Central Region NMRA - 30th Annual Model Railroad Expo and Swap Meet. November 22-23. Cincinnati Gardens 2250 Seymour Ave. Info: Frank Koch 1-513-662-RAIL

THE OLD GOAT

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Power Siding at Atkinson Yard were two northbound manifest trains (Q556 & Q648). Southbound trains getting near Atkinson Yard on the Atkinson Cutoff mainline were as follows....Manifest trains (Q595) & (Q647), plus loaded iron ore unit train (K160). CSX gets these ore trains in Chicago from a WC connection for the trip to Birmingham area steel plants. These trains started running again in early September after a summerlong layoff. These trains have been running on this line on-and-off since 1992. Two more trains were in the area. Northbound manifest train (Q596) was in the siding at Nortonville. It was waiting for five trains. Or as the SA Dispatcher said, "(Q596), You will be at Nortonville for the next wave - that's five southbounds." A southbound grain train (G011) at Sebree was being put in the siding at Breton for four northbound trains. Sometimes the grain has to set, while everything else goes by. This was a total of twelve trains on the mainline covering about thirty-five miles.

With this much congestion now, I can't wait till the fall and winter grain rush starts in a few weeks. On most days, add from six to twelve grain extras to the Henderson Sub lineup. Let's all get a good seat trackside to watch the action. It should be great show!

Just to show you that P&L can get busy in the Madisonville area here is an example.....Late in the afternoon on Thursday, September 25, P&L West Yard was looking like a Geep convention. Coming down the mainline was a southbound coal train headed for BRT at Kentucky Lake powered by 5

P&L GP10s. Parked on track one was a light engine set of four GPs (three P&L GP10s and a Tradewater GP9). On track two was an empty LG&E coal train with 6 P&L GP10s (one was the UK unit 1978). Add to these trains in the yard a loaded LG&E train parked on the Warrior Mine spur with 6 P&L GP10s.

That's 5 P&L trains in and around West Yard. Locomotive count was 23 GPs, all running, and this is 1997 not 1967. This would rate as a 'convention' in most railfan groups. Check out the P&L for yourself - this can't last forever.

LATE BREAKING STUFF. . CSX has leased - short term - some P&L GP10s and it is reported that at least two units made a trip to Birmingham and back. There are CSX coal trains, with 6 axle power, running on the P&L - purpose unknown at this writing.

See you at the Chapter Meeting and bring a friend.

Later Dudes!

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 502-825-0693

**Henderson Sub Video
is ready**

**Neff Video has completed the
video shot last fall on the
Henderson Sub.**

**Coplos will be available at the
Chapter Meeting for \$25.**

PENNYRAIL

A SOBERING THOUGHT

Those of us fortunate enough to have ridden the UP Steam Special through the Royal Gorge and over Tennessee Pass may have seen more history than was apparent in June. Union Pacific has cancelled all the remaining excursions for 1997. They site the congestion on UP (SP) lines in Texas as the reason for the cancellation.

It is no secret that Union Pacific has major problems in Texas and in the Pacific Northwest. Yards are choked, sidings are filled with trains, crews are overworked and the freight is not moving. Customers are, rightfully, most unhappy. To compound the problem, UP experienced a series of tragic mishaps and the FRA was on UP like frosting on a cake. The problems with UP are real and will not be cured by press releases and front office platitudes. The full integration of the combined UP/SP/CNW empire into a working, customer responsive, and safe railroad could take months and maybe years to complete.

It is possible, and in your editors opinion, likely, that the UP Steam Team may be a permanent casualty of the corporate effort to make the railroad a viable and ongoing business. I hope I am wrong. But in any case I am glad I got the opportunity to ride behind 844 and the Es in what may turn out to be their last public appearance.

The vintage equipment would likely stay on the property but use may be restricted to Company activities. Even Company use may be restricted. If I were a customer I would much rather have on-time delivery than a ride on a "shippers special".

CSX and NS are you watching? Swallowing Conrail could be

Gateway Western

(Continued from page 3)

Missouri: Higginsville, Glasgow, Slater, Mexico, Marshall, Centralia and even Louisiana. After an overnight stay in the yard in Roodhouse, we turn south on the wye for St. Louis. A quick trip to St. Louis puts us into the AMTRAK Station about 2:00 PM and time to say our good byes until the next trip. The old chariot gets me back home for a good night's sleep in

RAIL TRIVIA QUIZ

This Western Kentucky branch line ran 12 miles from a junction with the main line. In the late 1930s the branch had daily (except Sunday) service with mixed trains 25 and 26. Intermediate stops were made at Bradshaw, Hermon and Anderson. The line was abandoned in the 40s.

1. What railroad operated this branch line?
2. What town was the junction point for this branch?
3. What town was 'end of track' for this branch?

Answer will be in the November "PENNYRAIL".

I hope to make this mind teaser a regular feature in "PENNYRAIL". If you have a bit of rail trivia that you think would challenge our readers just drop me a note or an e-mail with the details.

Chuck

INDIANA TRIP PHOTOS



Westbound Indiana Railroad freight on Tulip Trestle west of Bloomington, Indiana
9/11/97
Photo by Wallace



Algers, Winslow & Western SD9s at AW&W engine house. Oakland City, Indiana
9/10/1997
Hinrichs
Photo by Chuck

HOLIDAY HINTS

If you want a change of pace for your Thanksgiving dinner try to wangle a seat at the McCracken holiday table. Jackie has found a new wrinkle on the traditional Thanksgiving fare. Check with Bob for the details!