

PENNYRAIL

NOVEMBER, 1997

VOLUME 1, NUMBER 10

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

NOVEMBER MEETING
BADGETT CENTER (L&N DEPOT)
MADISONVILLE, KENTUCKY
MONDAY NOVEMBER, 24 7:00 PM

PROGRAM

Wally Watts will present the program - a video of 4449 on Stampede Pass if it arrives in time or another steam video. Chuck Hinrichs will provide the refreshments.

CHAPTER ELECTIONS

All current officers were nominated for re-election. Nominees are: President, Bob McCracken; Vice President, Ricky Bivins; Secretary/Treasurer, Wally Watts and National Director, Chuck Hinrichs. Election will be held at the November meeting.

CLAYTON'S OPEN HOUSE

Some 40 guests gathered at the Clayton house on a cold and clear Saturday evening for Don's annual open house. The table was loaded with a superb selection of food and a variety of liquid refreshment was dispensed. The C&W railroad was up and running and all the guests visited the train room between trips to the buffet. Bill Grady brought a tray of slides depicting his trip west this spring - great stuff. Though the crowd was down a little from last year it did not lack for appetite or railroad enthusiasm. Everyone had a great time. Thanks Don!

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ELECTION

All incumbent national officers of the NRHS were re-elected at the Fall BOD Meeting in Dearborn, Michigan. The Board of Directors also considered a series of bylaw changes that will be voted on at the Spring BOD Meeting in Roanoke, Virginia. The budget for the next year was discussed and approved. The NRHS is in stable financial condition but there is no fat in the budget and no surplus funds. Membership continues on a gradual decrease with no significant

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

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President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Chuck Hinrichs

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change projected. The lease on the Philadelphia office was extended with a modest decrease in rental fees. The extension allows the search for a permanent home to continue without

Chapter News

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CHRISTMAS BANQUET

The Annual Christmas Banquet of the Western Kentucky Chapter will be held at Cody's Restaurant in Madisonville on Monday evening, December 8. The festivities will get under way with a happy hour at 6 PM and dinner at 7 PM. We will adjourn to the Badgett Center (the old L&N Depot) for a program following dinner. Mark your calendar now and don't miss this holiday get-together.

MEMBER NOTES

Wallace Henderson's photo of IC steam at Princeton, KY made the cover of the January 1998 issue of "RAILFAN & RAILROAD". The photo ties into a feature article on the last days of IC steam written by former Chapter member Cliff Downey. Congratulations to both Wallace and Cliff.

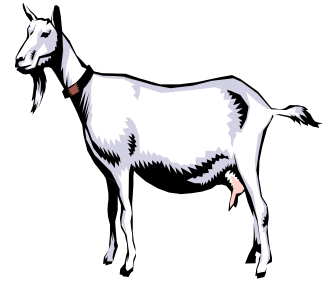
Joe Wirth has been hospitalized in Owensboro with a kidney infection. Our prayers are with Joe and his family and for his quick and complete recovery.

Bob Vittitow was re-appointed as NRHS Program Director for **Operation Lifesaver**. Congratulations Bob and keep up the good work. In addition to his NRHS **Operation Lifesaver** activities, Bob also serves as Kentucky State Coordinator for **Operation Lifesaver**.

Owensboro Chapter Christmas Banquet The annual Christmas banquet of the Owensboro Chapter will be held on Saturday, December 13, at the Shady Rest Restaurant in Owensboro at 7:00 PM. NRHS President, Gregg Malloy will be the speaker. Dinner is \$14 per person. Call Eddie James for

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings and Happy Turkey Day from The Old Goat, Hope everyone has a great Turkey Day. Lot's of family, friends and food. Speaking of food, remember to cook your turkey till it's nice and dry. The Old Goat likes his turkey so dry, he can hear it while he chews. This year try your turkey very dry, you can thank me later. Remember drier is better!! Have a great day! Let's see what railroad news we have to report this month.

CSX Henderson Sub News.....Starting in mid-October and running till the end of December, the Henderson Sub is under a six hour per day curfew six days per week. The reason for the curfew is work on Baker Tunnel, at Ridgetop, TN. CSX runs five or six early morning northbound trains toward Evansville, then let's the workers have the line. These trains pass through the Madisonville area around 9:00 AM. Evansville will start letting southbound trains leave Howell Yard around 11:00 AM. These trains run to near Baker Tunnel. Then, as soon as the workers clear, the trains can proceed on to Nashville. Most days six to eight trains are waiting in the Baker Tunnel area. The fall and winter grain rush has started on the Henderson Sub. Most days, Howell Yard in Evansville will be holding six to ten southbound grain trains. These trains are waiting for crews and/or locomotives. Most days, six or more empty northbound grain trains move north from Nashville. The Chicago to Birmingham iron ore trains

are running daily on the Henderson Sub, some with one or two Wisconsin Central SD45s along with one or two CSX units. Also, unit trains of coke, phosphate, potash and molten sulphur operate several times per week. Add these trains to the manifest, piggyback, grain, coal, military and locals and it is not unusual to see twenty to thirty trains per day on the Henderson Sub.

Also, the past few weeks the Henderson Sub has seen it's first automotive unit train. The train is the Q229/L 229. This train had been running from Portsmouth, Virginia to Nashville via Hamlet, Atlanta and Chattanooga. The train now runs between Atlanta and East St. Louis via Nashville, Evansville and Vincennes. This has been a Monday through Saturday train with no train on Sunday. Note, this is a northbound train from Nashville, but has an odd train number. Also seen recently on the Henderson Sub is Q553. This train normally runs from St. Louis to Louisville via Vincennes, Evansville and Owensboro. The reason for the diversion through Nashville is not known.

Paducah & Louisville Railroad News.....Starting in early October loaded CSX unit coal trains have been running on P&L tracks from Louisville to the Vulcan Materials Barge to Rail Transfer (BRT) on Kentucky Lake near Grand Rivers. The coal is then shipped to various TVA power plants in the area. A few of the

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Ohio State Limited Amtrak Style

Don Clayton

In order to boost AMTRAK's revenues, a group of Superliner coaches and a pair of new P42 GE locomotives are available for charter service. This fall, many NRHS Chapters and other rail groups are chartering and AMTRAK train for fund raising outings.

The Mad River and Nickel Plate Railroad Society of Bellvue, OH chartered such a train for the weekend of September 20-21. The route - mostly Big Four (NYC) - would give me over 200 new miles of passenger travel on a Cleveland-Cincinnati trip.

On Thursday my bags are packed and Ron Stubblefield and Chris Dees drive me to Newbern, TN to catch the northbound 'City.' We are a little early and spend the time chatting on the benches in the town square. #58 is 'on the advertised' with 4 p42s and an assortment of coaches, sleepers, diner, lounge, etc. My bed is ready and I am lulled to sleep by the "rhythm of the rails" as we speed north on IC's smooth welded rail "Mainline of Mid-America." At 7:00 AM the attendant knocks on the door for my wake up call. USA Today has already been slipped under my door. I head for the diner and a delicious breakfast of eggs, grits, biscuits, fruit and coffee. Due to yard congestion we arrive at Union Station a few minutes late.

A refreshing (more like hot and humid) walk around the loop precedes lunch at The Berghoff. With still some time to kill I decide to take a train ride (imagine that!). I pick METRA's new North Central route to Antioch, IL. This train runs on SOO (ex

Milwaukee) tracks to Franklin Park and on Wisconsin Central (ex SOO) tracks to Antioch. The route features new stations on the 50 mile (one way) run and the trip takes an hour and twenty five minutes (again one way). The one way fare is \$5.80. This route sees ten trains per day and runs only on weekdays. I am back at Union Station in plenty of time to board the "Lake Shore Limited" for Cleveland. I am in room #10 of "Gulf View" one of AMTRAK's new viewliner sleepers (there are three on this train) plus coaches, diner, lounge and baggage and mail cars. The room features two movie channels, 3 music channels, private wash basin and toilet, bunk beds and super efficient air conditioning (burr!!). Following a delicious dinner I sleep until a few minutes before arrival in Cleveland. A quick cab trip to the hotel lets me finish my sleep.

Bright and early Saturday morning, I'm back at the station for the 8:30 departure of the "Ohio State Limited" - a name borrowed from the NYC. The original "Ohio State Limited" dates back to the early 30s and was a deluxe train in 1935 with 7 sleepers, lounge, diner and coaches between New York/Boston to Cincinnati and St. Louis via Cleveland. The 1961 consist was similar but by 1968 the train had lost it's name and it's amenities. It was coach only and operated on a 5 hour 15 minute schedule between Cleveland and Cincinnati. The 1968 fare was \$23.87 - my ticket was about five times that. Service lasted through the Penn Central merger and ceased on April 30, 1971.

AMTRAK's 1997 version was a nine coach train, 2 first class cars of Canadian origin and a pair of GE P42 locomotives. The trip to Cincinnati was a nice smooth

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Michigan Fall Colors

Trip 10 for 1997 began on Friday, October 3 with a 3:36 AM departure from Carbondale on AMTRAK's #58, "The City of New Orleans" for Chicago. Before I even got to the Carbondale waiting room I was flagged down in the parking lot by Fred Wetzels and Pam Wilson from Owensboro. They too were "AMTRAKing" this weekend. After a short nap I had a good breakfast in the Superliner dining car. Upon arrival in Chicago, Fred, Pam and I walked around the Loop and met two other instructors from Owensboro Community College, Steve Walton and Jim Johnson. Steve and Jim had flown (traitors) from Louisville. The five of us had lunch at my favorite Chicago restaurant, The Berghoff. I rushed back to Union Station to catch the 2:05 PM departure of train #352 "Lake Cities" for Ann Arbor. The 'Michigan Corridor' is a delight - 4 trains each way between Chicago and Battle Creek. Three each way continue on the Ann Arbor, Dearborn, Detroit and Pontiac. The remaining round tripper goes to Toronto via Lansing and Flint. On arrival in Ann Arbor I was met

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NEXT MONTH

- Election results and some words of wisdom from our new officers.
- CSX changes in train designation (space permitting).
- Owensboro and Madisonville Christmas Banquet highlights.
- The "Old Goat's" sightings column. Provided the Goat doesn't choke on the dry turkey.
- More pictures and graphics of area rail subjects.
- New IC train designations and

THE OLD GOAT

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trains have ran into Paducah, then onto the TVA Shawnee Power Plant a few miles west of Paducah. These unit coal trains are loaded in eastern Kentucky and West Virginia at coal mines served by CSX. The trains move through Corbin then north to the ex-L&N Eastern Kentucky Subdivision at Winchester, then over to Louisville for the trip on P&L to Kentucky Lake. At least one loaded unit coal train per day seven days per week are being shipped from Louisville via P&L. On some days, two loaded trains have been noted. The empty hopper trains are sent via P&L back to Louisville. The trains have been running at different times, but late afternoon in the Madisonville area, on most days, sees an empty hopper headed for Louisville. These trains have been powered by pairs of the new CSX GE AC44CWs (road numbers 1 through 301) on their entire trip from the mines to BRT at Kentucky Lake. For you with scanners, the P&L dispatchers call these trains by the lead unit's number. Such as "CSXT # 1 at West Yard", so these are easy to pick out from the P&L units. The trains are running with P&L crews. Some of the crews like the new units and some do not.

More P&L trains are running on the CSX Morganfield Branch. P&L is now running on Western Kentucky Railway (ex-Tradewater Railway) to the main prep plant at the Lodestar Mine west of Clay. This is the former Costain Mine (ex-Pyro Mining) main prep plant. P&L is still loading coal at the Lodestar Diamond J Mine, west of Providence and at the Black diamond Mine (ex-Island Creek Providence # 1 Mine), east of Providence. The Black Diamond trains run to Louisville Gas & Electric power plants in the Louisville area. CSX is still servicing some P&L locomotives at the Atkinson Yard engine house,

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BITS AND PIECES

Shirley and I had a most pleasant trip to Michigan for the NRHS Fall Board Meeting. We left on a cloudy Wednesday morning and took a leisurely back roads trek through Indiana. This trip was not as productive as Wallace and I had a few weeks ago and trains were few and far between. The fall colors were spectacular and made up, in part, for the lack of rail activity. We spent the night in Ft. Wayne. After a restful night in a new Hampton Inn we were on the road again headed for Michigan. We found a pair of old Michigan Central structures at Coldwater, Michigan. The depot is a museum (closed) and the freight house is occupied by a restaurant and gift shop. The buildings are nicely preserved though the tracks are heavily rusted. Found another old depot at Allen on the same track as Coldwater. We followed US 12 all the way to Dearborn. Checked at the Dearborn Inn (the NRHS headquarters hotel) to see if we had moved up on the waiting list. Alas no luck but we did find another Hampton Inn just a short distance away. Had a great dinner at 'The Big Fish' and turned in early.

Friday morning we boarded busses for Windsor, Ontario and a ride on VIA from Windsor the Chatham. We had about an hour in Chatham and caught the CN local and a CP container train headed for Windsor before VIA took us back to Windsor. We took a brief tour of the Hiram Walker plant - no samples - and then a tour of the Essex Terminal RR yard and shop. We returned to Detroit and rode the Detroit People Mover - an automated elevated railway that circles the downtown area. It is pretty depressing seeing all the abandoned and neglected buildings including the multistory Michigan Central Office/Depot building. A ho-hum dinner at the Chicago Roadhouse completed the day and we returned to the Dearborn Inn for a movie on Great Lake's railroad ferry action and slides with emphasis on old traction systems.

Saturday found us on busses again heading for Clinton, Michigan and a ride on the Michigan Southern RR. We had a pair of cabooses, a coach and an open gondola behind a GE center cab for the run south to Tecumseh and then to end of track at a former crossing of the Wabash (now NS) main line. The MS has a 1950s vintage EMD diesel-hydraulic switcher which was running and actually moved a few feet for our benefit - the GMDH3 is a one of a kind unit and looks like it has found a good home on the MS. The weather was perfect and the open gon was crowded with photographers. Our busses met us at the end of MS tracks for a short run south where we boarded the Adrian and Blissfield. The consist was a pair of diners (where we had lunch), a coach and a grain hopper. There was a geep on each end of the train. Following a photo run-by one of the geeps and the hopper cut off and headed north to Adrian while we headed south to Blissfield. We bussed back to Dearborn for a short meeting and then the evening banquet. The speaker was Aarne Frobrom, President, Michigan State Trust for Historic Preservation. He described the joys and frustrations associated with the restoration of Pere Marquette #1225. They have a working steam locomotive and no place to run it and likely, in the near future, no place to store it. The future thrust of their activity will be education oriented rather than catering to the excursion business. The weather was deteriorating so we headed directly home after the Sunday

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and there are reports that P&L GPs have been seen at several locations on CSX trains.

Trackside on the CSX Henderson Sub.....Sunday, October 12th found The Old Goat and Rick Andrews south of Madisonville in the early afternoon, we were looking for trains. We were hoping to see plenty of the leased locomotives, that CSX is using this fall. The first train sighted was at Gumlick Trestle. It was a very short, only twenty-six cars, northbound manifest train (Q646). Power was a CSX SD40-2 and a GE Leasing (GECX) Super Seven rebuilt C-30-7. We knew of three southbounds were on the way, so we headed for a nice place to shoot southbounds. It is the county road bridge on Cavanaugh Lane, just north of Kelly. The view has been changed at this location, due to the construction of one of the new radio code repeater towers. The wait for the southbounds wasn't very long. The train (S125) was an extra section of tote train (Q125), and had long string of auto racks, plus a few piggybacks on the rear of the train. The power was one CSX C44-8W. We caught the next southbound at the north end of the Latham Siding at Hopkinsville. The train was manifest train (Q597) with two CSX C40-8Ws for power. Time for some refreshments before the next train which we caught at the south end of Latham Siding at the Metcalfe Road. It was southbound loaded iron ore train (K160) headed for Birmingham. Power was two more CSX 40-8Ws. We were starting to wonder about where was all the leased power on CSX ? Moving to the south side of Hopkinsville, we waited at Casky Siding for the next

train. It was southbound tote train (Q123) with two CSX B36-7s and one Southern Pacific B30-7. We saw two more railfans at this location. After talking to them for awhile, we noted that the signals were lined for another southbound train. It was manifest train (Q595) with was two CSX SD40-2s. Well, at least they weren't two more C40-8Ws! After watching this train, we started back toward Atkinson Yard in Madisonville. It was a quick trip, because we didn't meet anymore southbound trains. At Atkinson Yard, a northbound military extra (W865) four CSX units. A GP40-2/GP35 other & slug set and two GP38-2s were the power for this train. At the engine house were twelve more four axle locomotives and four six axle locomotives. During the next two hours only two northbound trains passed through Madisonville. Northbound tote train (Q120) and empty iron ore train (K160). Also, one more southbound manifest train left Evansville. It was (Q645), power was a pair of CSX SD50s and one CSX SD40-2. Power on the northbounds was all CSX, as were the locomotives in the enginehouse at Atkinson. So much for seeing lot's of leased locomotives on this afternoon. Better luck next time. But, we had a good time!!!

Trackside again on the Henderson Sub.....Saturday, October 25, 1997 started out cloudy and cool, but it didn't matter. The Old Goat and his buddy, Mr. Ron Stubblefield, were hunting trains. This was the first time railfanning together in over a year. By the way, Ron's driving hasn't improved much since our last trip. But, no one got hurt. Ron arrived in Madisonville around 9:30 AM, if he had been on time we would have seen a northbound tote train (Q126) passing through

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Ohio State Limited

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ride in the roomy Superliner coach. Chapter members Dennis Carnal, Keith Kittinger and Bill Grady met me in Cincinnati and

Michigan Fall Colors

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by John Wicks, retired Professor of Economics from Montana. John had a rent car ready to head for Howell, MI on the former Ann Arbor RR (now Tuscola & Saginaw Bay).

Saturday offered me my first trip on the former Ann Arbor Railroad. We would ride 153 miles from Howell to Cadillac via Durand, Owosso, Alma, Marion and Mt. Pleasant. At Cadillac we switched to the former Pennsy Grand Rapids-Mackinaw City branch know as the Grand Rapids & Indiana many years ago. We rode the branch for 21 miles to Walton Junction. Back at Cadillac we retraced our route to Howell enjoying the superb fall colors.

The last passenger train on the Ann Arbor was a daily (except Sunday) local with 'day coaches only' between Toledo, OH and Frankfort, MI. This was a 293 mile trip - one way - that took 13 hours and included 51 stops!! The Ann Arbor provided connecting steamship service to Michigan and Wisconsin ports across Lake Michigan. The last run was July 19, 1950. The July, 1959 'Official Guide' shows a summer only (on weekends) Pennsy passenger train, "The Northern Arrow", to Cadillac and Mackinaw City with sleepers from Cincinnati (3), St. Louis (1) and Chicago (2). Imagine, six sleepers into northern Michigan with a dining car and a sleeper/lounge with a drawing room! Our 1997 train had only coaches, and exIC lounge car and an exSAL observation car. Our arrival back

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OCTOBER MINUTES

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 October 27, 1997

President McCracken called the meeting to order at 7:00 PM. The minutes of the September meeting were approved as read.

TREASURER'S REPORT: unavailable

MEMBERSHIP: 57 (unchanged)

OLD BUSINESS: All incumbent officers were nominated for re-election. The election will be held at the November meeting.

NEW BUSINESS: The 1997 Christmas banquet was discussed. Tim Griffey has a reservation at Cody's for December 8 that he will be unable to use and it was generally agreed that this would be a good date and a good place. There will be a 'happy hour' at 6 PM and dinner at 7 PM. A program will follow at the Badgett Center. Bruce Cox reported on the Owensboro dinner - December 13 at the Shady Rest - cost \$14 - contact Eddie James for reservations. Clayton reported on a Nashville & Eastern trip and Bob McCracken reported on the Chapter trip to TVRM. Chris Dees reported on his ride on the New River train.

There were 18 members and no guests present.

All members should now have their 1998 dues notice. Please get your check to Wally as soon as possible to avoid the cost of a second notice. Also give careful consideration to a donation, both to the NRHS and to our Chapter, the funds will go to good causes in both instances.

As in years past, there will be no regular Chapter Meeting in December. The Christmas Banquet will serve as the December get-together.

There will be no December issue of "PENNYRAIL". Publication will resume with the January issue.

Have a very joyous Holiday Season!!

TIMETABLE

STEAM

Trains Unlimited Tours Info: 1-800-359-4870

McCloud Railfan Day - May 17, 1998 out of McCloud, California

White Pass & Yukon Spectacular - September 17-20 out of Skagway, Alaska

North American Railfan Spectacular - September 26-October 10 in Colorado-New Mexico-Utah-Nevada-California

Cumbres Fall Colors Spectacular - September 28-29 out of Chama, New Mexico and Antonito, Colorado

Nevada Northern Spectacular - October 3-4 out of Ely, Nevada

Other Rail Events

Western Kentucky Chapter, NRHS Annual Christmas Dinner
 Cody's in Madisonville. Monday December 8, 1997 Happy Hour at 6:00 PM, Dinner 7:00 PM. Program at Badgett Center following dinner.

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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Madisonville. Heading north toward Henderson, we heard the dispatcher tell someone that the track curfew at Baker Tunnel was now in effect. Great!! Six hours before any northbounds from Nashville. But, the Great Railroad God was smiling on us this day. Howell Yard in Evansville was full of trains and was sending southbounds toward Nashville. They were to arrive in the Baker Tunnel area and wait till the track workers stopped for the day, then proceed to Nashville.

The first train of the day was at the south end of Breton Siding, just south of Sebree. It was southbound manifest train (645), power was all CSX. Parked in the Breton Siding was northbound manifest train (S556). This train was stopped the night before at Breton, because of no room for it at Howell Yard. A new crew had arrived to take it on to Howell Yard this afternoon. The power on this train proved to be the only non-CSX power for the day. So much for all the leased power again !! The power on (S556) was a CSX SD40-2 and a Norfolk Southern SD60.

After shooting the (S556) at Breton, we headed north toward Henderson. The next train was at north Robards. It was the southbound Henderson Local (J724). It was to meet three northbounds at Robards before working the Hudson Grain Mill at Sebree. We went on to the Ohio River bridge in Henderson to wait for the first northbound train. Parked on the Henderson Siding was southbound grain extra (G109). On the Texas mainline to Louisville was a manifest train parked in the siding. It was waiting for room in Howell Yard. We

watched northbound manifest train (Q592) pass over the Henderson bridge, with two CSX C40-8s pulling the train. We had a change in plans as the southbound grain extra left Henderson. This train was going to Robards to meet the other two northbound trains and so were we. The first train at Robards was manifest train (Q648), with two CSX C40-8Ws for power. In a few minutes, tote train(Q122) blew through Robards on the way to Evansville. We got ahead of the southbound grain extra to shoot it at Sebree. Then the (S556), that was parked at Breton Siding, had it's turn through Sebree. Sebree is a nice place to shoot trains, with all the old buildings in the background. We moved back north to Anaconda Junction to shoot two more southbounds. The first train was (Q647) rolling through the countryside at 55mph. Power was two more CSX C40-8Ws. This train was followed in a few minutes by manifest train (Q597). Power was, that's right, two more CSX C40-8Ws. After this train we returned to the Main Street crossing in Sebree. The next train was there in a short time. It was southbound tote train (Q123), with three CSX SD40-2s. They had passed the hot box detector at Robards at 60mph. The train rolled through Sebree at around 45mph and looking great!! One for the books for a long tote train, over 8,000 feet long. One more southbound was on the way from Evansville. We headed to the south end of Breton Siding. This is a nice place to shoot southbound trains. The main and siding are curved to the right, plus you can see the trains for about half the length of the siding. CSX has a speed restriction of 55mph on this curve. South of this curve, southbounds open their throttles, to track speed of 60 to 65mph. Makes for some great high speed train

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watching at this location. The train we were waiting for showed up very fast, too fast to get setup for a good shot. It was manifest train (Q595) with four CSX locomotives, two four axles and two six axles. If you can believe me, it got to Madisonville before Mr. Leadfoot Stubblefield. Now that's rolling your train!! This was the last train for the trip. The total was thirteen trains between 9:30 AM and 3:30 PM. Not too bad for a day with a six hour curfew. Plus, we missed at least two CSX coal trains on the branch lines around Madisonville. Hope to railfan with Mr. Stubblefield again in the near future. We need to take Rev. Kniffen along on the next trip. He needs some excitement!! We had a good time!!

Well, that's all for this month. Hope everyone buys a copy of the Neff Video **CSX Henderson Sub**. They are priced at \$25.00 each, plus \$ 3.00 shipping charge. The chapter keeps part of the money from each sale. Hope to see more of the membership at the next Chapter meeting. Remember to send in your news reports or trip reports to Chuck or myself. We need your information each month. Keep in touch.

Later Dudes!

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

Bruce Cox, Bob Vititow and your editor are ready and willing

Michigan Fall Colors

(Continued from page 5)

at Howell came much to soon. Dinner finished off a great day and sleep came quickly. The old Michigan Central station in Ann Arbor is now a gourmet restaurant. The AMTRAK depot next door is a nice brick structure. The Sunday trip back to Chicago was under bright sunny skies. More about my adventures on the "Illini" next month. For now I

RAIL TRIVIA QUIZ

Answer to last month's Trivia.

The Railroad was L&N (Elkton Guthrie) which branched off the Henderson Sub just north of Guthrie and ran 12 miles to a termination in Elkton. Service was discontinued and the line abandoned in 1957.

THIS MONTHS QUIZ

In 1882 a rail tycoon told his shop crew that he wanted the biggest locomotive in the country. The shop crew came through with a monstrous 4-10-0 (believed to be the only US locomotive with this wheel arrangement) in 1884.

1. What railroad built the locomotive?
2. What was the locomotive's number and name?
3. Who was the 'tycoon' who ordered the locomotive built?

Answer will be in the January "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



LAFAYETTE MINES MEXICO, KY c 1930
 NARROW GAUGE TRAIN EXITING MILL AREA
 Photo Courtesy Ron Stubblefield and the Marion Mineral Museum



L&N local with F unit #615 and a GP southbound north of Hopkinsville c 1970
 Chuck Hinrichs Collection - Jerry Mart Photograph

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, you editor would appreciate hearing from you. My scanner is a non-destructive machine and your material will receive the best of care while it is prepared for publication. Your help is appreciated.

Chuck Hinrichs