

PENNYRAIL

JANUARY, 1998

VOLUME 2, NUMBER 1

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

JANUARY MEETING
BADGETT CENTER (L&N DEPOT)
MADISONVILLE, KENTUCKY
MONDAY JANUARY, 26 7:00 PM

PROGRAM

As is our tradition, the January program and gourmet refreshments will be provided by our incoming (and outgoing) President, Bob McCracken. Expect something with a PRR flavor - program that is, not the refreshments. Bring a friend and let's get 1998 off to a rousing start.

PRE-HOLIDAY ACTIVITY

The November meeting in Madisonville was attended by twenty-two members. The program was a video provided by Wally Watts. The rail action during the meeting was as follows; at 6:45, southbound manifest train (Q595) passed by the station with one CSX SD40-2 and one Conrail SD60. Then as the meeting was starting a southbound tote train (Q123) passed through Madisonville with a Union Pacific SD40-2 and three CSX B36-7s. The final train came by at 8:45. It was a northbound empty iron ore train (K160) with a Wisconsin Central SD45, still in Burlington Northern paint, and a CSX C40-8W.

Twenty-six members and guests gathered at Cody's Restaurant in Madisonville on December 8th for the Western Kentucky Chapter's annual Christmas Banquet. The cool damp weather did not

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Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

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"PENNYRAIL" is the
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ROANOKE HOSTS SPRING BOARD MEET

The 1998 Spring Meeting of the NRHS Board of Directors will be held in Roanoke, VA the weekend of March 27-29. The host Chapter has a full agenda of activities planned to fully explore this city and its rich railroad heritage. Headquarters is the historic Hotel Roanoke (overlooking the busy NS mainline).

Activities begin Friday with registration and the opportunity to explore downtown Roanoke with its



museums, shops and restaurants. Of special interest is the Virginia Museum of Transportation (home of NW 611 and a fabulous "O" gauge train layout). Slides and videos will

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Chapter News

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dampen the spirits of the attendees who enjoyed a short happy hour followed by an excellent meal. After dinner we adjourned to the Badgett Center for a video on Colorado narrow gauge operations in the 50s and 60s - good stuff. Thanks Wallace.

Six of our members attended the Owensboro Chapter's Christmas Dinner at the Shady Rest. We all pigged out on some great barbecue and then settled back to enjoy an excellent program presented by NRHS President, Greg Molloy. Greg's program was a slide presentation on a trip to Ecuador. The photography was superb and Greg's commentary was informative, humorous and entertaining. It was a most enjoyable evening.

MEMBER NOTES

A. C. Stanley, a member of the Owensboro Chapter has joined our Chapter also. **Kerry Robertson**, Belle Rive, IL will join our Chapter in January. Kerry is a friend of Dennis, Keith and Stubby. Welcome!!

ROANOKE

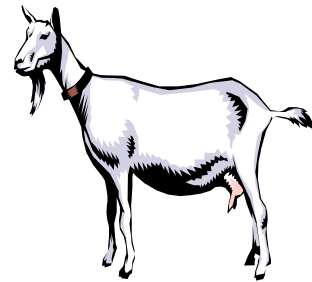
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highlight evening activity. Saturday will feature tours of the NS facilities as well as the Chapter's equipment maintenance facility. A rare mileage trip will be offered behind N&W Alco T6 and N&W or Virginian cabooses or a N&W passenger car. There will also be a maintenance move of the J class 611. The banquet speaker will be noted rail author, Louis Newton.

The Board meets Sunday morning and should be adjourned by noon. It sounds like a great weekend. Remember - quests are

**TRACKSIDE WITH
THE OLD GOAT**

Dennis Carnal



Greetings and welcome to 1998 from The Old Goat. Hope everyone had a nice holiday season. I had my fill of family, friends and food to do me till the end of 1998.

Speaking of food, did anyone try my idea for nice dry turkey? Sure hope someone did. Mine was great, dry as the Sahara in the middle of July!! I can still taste it!! Talk about good eating!! Can't do better than that! Well, I better stop now and get on to the railnews for this edition. Here's what we have to report.....

Not much new to report since the last newsletter in November. CSX is still running around twenty-five trains per day on the Henderson Sub. I have heard reports of Conrail, Norfolk Southern, Union Pacific/Southern Pacific, Wisconsin Central, and units from various leasing companies pulling trains on CSX through Madisonville. CSX has replaced the hot box detectors at Hanson and Nortonville during the past few weeks. The old detectors are still in place at these locations. The new detectors also have a new voice message. CSX is still servicing Paducah & Louisville power at Atkinson Yard. P&L unit coal trains still are running on the CSX Morganfield Branch from Madisonville to the Providence area mines. CSX unit coal trains are still running from mines in Eastern Kentucky to Louisville and down P&L trackage to barge loadouts on Kentucky Lake and to the TVA Shawnee Power Plant near Paducah. One or two of these

coal trains per day each way are running at this time. Motive power is still all CSX General Electric AC locomotives. Two or three AC44CWS per train. Some empty trains returning to Louisville have run with only one unit.

On Saturday, November 22th I went by P&L West Yard in Madisonville and was surprised. CSX AC60CW # 601 was parked in the yard. This unit is one or only three or these types of locomotives on the CSX roster. Fifty more of these 6,000 hp units are to be delivered to CSX in 1998. The crew of the West Yard Switcher told me that later that afternoon a crew would be called to load a fifty car coal train at the Andalex Cimarron Mine. The power for the train would be the CSX AC60CW # 601 and two P&L GP10s. These trains normally use four or five P&L Geeps when P&L doesn't have a 6,000 hp unit to use. Later in the afternoon I caught the power set running light from West Yard to Pond Siding to pickup the empty hopper cars and go to Cimarron Mine to load the train. It was a strange sight crossing the South Main Street overpass, CSX 601, one P&L GP10 in black and green paint and one P&L GP10 in gray paint. Well, I guess that's something old and something new!!! I later found out that 601 along with a AC44CW had pulled a loaded coal train to the Shawnee Power Plant near Paducah. The 601 was derailed at the power plant. It was repaired at Paducah and

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Walking Horse and Eastern

Don Clayton

1997 Trip 11 for me was on October 18. A beautiful sunny day provided some excellent photo opportunities. I drove to Shelbyville, TN to board Walking Horse & Eastern's train "The Volunteer". The train leaves from MP 7 on the east side of Shelbyville. An ex- Milwaukee FP7 (1951 vintage) and an ex-NYC combine make up the train. The FP7 is in blue and gray NC&StL livery while the combine is in L&N blue (the combine formerly ran on the Hardin Southern). In a short hour we arrive at Wartrace, TN, home of the nicely restored Walking Horse Hotel. This is a good place to overnight in the area.. The owners took me on a tour, the rooms are exceptionally neat and clean. The food in the "Strolling Jim Restaurant" was good.

After a stroll around town it was time for "All Aboard" to head back to Shelbyville. The depot in Shelbyville has been nicely restored as an adult education center.

Watch these pages for possible 1998 trips on the TP&W, a late fall Wisconsin Sesquicentennial Special and an I&M Rail Link trip in Minnesota.

* * * * *

"Illini" service up-date. An Amtrak experiment has modified the Cafe/Custom Class on the "Illini". The car is unmanned and is now an "Automat Car" with soft drinks, chips, crackers, candy and coffee available from vending machines. Booths are provided for eating, reading, cards, etc. I didn't starve, but sure missed the 80

Video Sales Report

As of January 10th, thirty-five copies of the Neff Video, "CSX Henderson Sub" have been sold by the Chapter. While we are in the 'black' on this project the results to-date have not produced the orders we hoped for. The chapter has sent out around 400 promotional flyers and order forms. Flyers have gone out to our Chapter, Owensboro and Louisville. Nashville, Paducah and Central Kentucky Chapters should be receiving their flyers in the next few weeks. We have had only one response from Owensboro and only one from Louisville. An announcement in Southeast Railnews produced two orders. The chapter has placed an ad in the Louisville & Nashville Historical Society newsletter. This ad will run four times till the end of 1998. Their newsletter is sent to over one thousand members every two months. We hope to sell several videos in response to this ad.

So far only twenty copies have been sold to our Chapter members. Remember our Chapter has sixty members. If you have already ordered your copy of this video the Chapter thanks you very much! If you haven't yet ordered a copy, please consider doing so in the coming year. You will be helping our Chapter and helping Neff Video with this and other video projects. As an aside, you might learn something about your hometown railroad. The price is \$25.00 plus \$3.00 for shipping. Send your order to my address in Madisonville. Copies will be for sale at the Chapter meetings. Come on guys and order a video !!!

The Chapter has donated a copy of the "CSX, Henderson Sub" video to the NRHS video library.

Strangers in Paradise Off-line Power on CSX

The last few weeks have seen an impressive parade of off-line power on CSX trains on the Henderson Sub. Sightings are from your editor and Wallace Henderson. Sightings on HD unless otherwise noted.

- UP SD40-2 on Q597 (11/28)
- 2 WC SD45s on K160 (12/8)
- 3 CP SD40-2s on K810 (12/8)
- 2 WC SD45s on K160 (12/10)
- UP SD40-2 on Q229 (12/10)
- UP SD40-2 on K160 (12/15)
- 2 SOO SD60s and a SOO SD40-2 on K860 (12/18)
- CP SD40-2 and EMD SD60 on K869 (12/20)
- UP C40-8, WC F45 and WC SD45 on K222 (12/21)
- 3 EMD SD70s on s/b freight at Lebanon Jct. (12/28)
- WC F45 and WC SD45 on Q628? (12/30)
- NS C40-9W on Q596 (12/31)
- UP GP50, CR SD40-2 and SP SD45 on Q648 (1/3)
- SP SD40T-2 on Q122 (1/3)
- 2 WC SD45s on K222 (1/4)
- MK SD40-2M on Q645 (1/4)
- 2 CR SD60Ms on S124 (1/8)
- UP C41-8W on QO111 (1/11)
- UP SD50 and SP SD45-2 on K832 (1/14)

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NEXT MONTH

- A Railfanning Guide to Paducah. P&L, IC and VMV.
- Report on the Owensboro Swap Meet.
- The "Old Goat's" sightings column. Provided that the Goat can pry himself away from his warm and comfortable easy chair.
- More pictures and graphics of area rail subjects.
- Time and space permitting there may be a summary of members model train layouts.
- The IC train designations and roster will not be published

THE OLD GOAT

(Continued from page 2)

had been run to West Yard on a test run. The unit and the two Geeps took the loaded coal train from Cimarron Mine to Princeton. The # 601 was checked at Paducah again Then returned to CSX at Louisville on another empty coal train. This report just goes as proof - anytime you see a train coming toward you on P&L tracks, stop and take a look. You just might be surprised at what you see rolling by you.

By the way, the track curfew on the CSX Henderson Sub is still in effect. The line is shutdown for six hours on Saturday through Wednesday. This curfew is in effect during the midday hours. The work on the tunnel at Bakers is to be finished in a few week. Track maintenance crews are taking advantage of the curfew and are busy with tie replacement, switch repair and correcting soft spots. New member Kerry Robertson reports that CSX workers are removing the ex-L&N yard in Mt. Vernon, IL. The yard was a small five car track with a capacity of around 200 cars. CSX is also removing the ex-L&N car shop track in Mt. Vernon. Kerry said he remembers in the 1970s seeing the L&N bringing in lots of hospital trains off of the Rock Island, CNW and the Milwaukee to the yard for delivery to Precision National. The yard also saw freight interchange with the Missouri Pacific and Southern in Mt. Vernon. Kerry states these were the good old days. Everything that Kerry was talking about is now history. The exL&N St. Louis Subdivision mainline doesn't go to St. Louis anymore. The entire line is now a little used branch line with welded rail and little traffic. The six different railroads are all now history. Even Precision National is closed. Kerry reports that the CSX local crews are not happy with the tracks being torn out. They told

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OFF THE INTERNET

INFORMATION REQUEST

The Illinois Central Historical Society is considering reprinting some of the of the IC freight car and locomotive diagram books from the 1960s to the 1980s. Before tackling this project, we'd like to get an idea of how much interest there is, which books fans would like to see reprinted (freight cars or locomotives) and the time period (1950's?, 1960's?, 1970's?). Also, is there any interest in reprinting track diagrams? The cost has yet to be determined and will vary depending on the size of each book, but will probably be in the \$10-15 range. If you have any questions or comments, please direct them to:

Cliff Downey, 529 Rockwood Drive, Hermitage, TN 37076.
E-mail:downeycj@tvratings.com.

TENNESSEE PASS: THAT'S ALL FOLKS!

"This just in from a friend in Omaha: At approximately 11AM CST on January 5, rails were removed from main tracks in the vicinity of MP 273.3 AND MP 334.0 to sever the Tennessee Pass line and thereby remove from service that trackage between MP 273.3 and MP 334.0" Fred Frailey

Monumental Stupidity Department

On January 13, in Lafayette, IN, two drivers drove around closed crossing gates, collided head-on on the tracks and were then hit by an NS roadrailer train. Fortunately only one of the drivers was injured. One of the drivers had a 3 year old passenger.

The local newspaper carried a blistering editorial aimed, not at the railroad, but at the continued stupidity of people who think they can win in a confrontation with a train.

AMTRAK - VIA RAIL PASS

Basics:

30 consecutive days unlimited travel on VIA and Amtrak, except no more than four times over any one route segment.

Buy pass and then use pass to buy tickets.

Sold to everyone, including Canadian and US citizens. ID required at pass purchase and when getting tickets and when using tickets.

Sleeper, club, custom class extra (between June 1-Oct. 15, 1998, can only upgrade to sleeper on VIA trains 1/2, the Canadian, within 21 days of departure; no such restriction on any other trains).

\$645.00 peak, \$400.00 off peak (peak is if any travel, June 1-Oct. 15, 1998, off peak requires that ALL travel be outside these times).

THE OLD GOAT

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him they have to spread their cars across Mt. Vernon using the few remaining industrial tracks left in town. They stated that is 'big business', if it's not in use everyday rip it out. Thanks Kerry for the report.

Well, that's all for this month. Hope the members that haven't paid the 1998 dues do so ASAP!! The chapter needs everyone to stay on the roster.

Remember to order, or pickup at a chapter meeting, a copy of the Henderson Sub video, only \$ 25.00. Try to attend the chapter meeting each month in 1998. The chapter needs everyone help with some upcoming projects. See You at the next meeting.

Keep in touch!!

Later Dudes!

Dennis Carnal
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Phone 502-825-0693

RAFFLE

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

OPERATION LIFESAVER

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

From the Directors Chair

Chuck Hinrichs

1998 starts my third term as the National Director of the Western Kentucky Chapter, NRHS. I have enjoyed representing you at the national level and I have attended all the meetings since my assuming office.

Let me take a few minutes of your time to share with you some of my thoughts as to what we, as NRHS members, could be doing. Western Kentucky has a rich rail heritage and one has only to look at a map to see the impact that the L&N and the IC has had on our area. All the cities and towns of any size in our area owe their existence and size to the railroads. Our mineral and agricultural wealth would have been hard pressed to flourish had not the railroads opened up markets well beyond our borders.

This rich rail heritage needs to be preserved. The railroad Museums at Princeton and Paducah are making great strides in collecting and preserving the symbols and materials of days gone by. Should we be doing any less in attempting to preserve some of the rail history of Hopkins, Christian, Muhlenberg, Todd and Webster Counties.

In just the past few years much of the rail infrastructure of the area has vanished. For example; the depot at Dawson Springs, the shop and office buildings at Central City, the station at Gracey, the Cadiz RR, the IC tracks from Hopkinsville to Princeton and from Greenville to White Plains.

Shouldn't we, as members

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PENNYRAIL

Strangers in Paradise

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2 WC SD45s on K160 (1/15)
UP SD40-2 on Q645 (1/15)

If off-line power is your bag check your scanner for CSX "K" trains. In all probability you will not be disappointed.

Paducah Highlights

Lots of CSX C44-ACWs
Virginia Southern GP40
3 BNSF SD75Ms in primer
3 DM&IR SD40-3 rebuilds
Central Oregon & Pacific slug
5 UP SD90(43)MACs in primer
TOE GP40
5+ LLPX hi-nose GP38s

At least 6 units destined for Saudi Arabia. The units (SDL50s) are under tarps.

OTHER ODD SIGHTINGS

An interesting lash-up was spotted on the P&L at Princeton on 12/19. GP39, GP10, the UK GP10 and a Tradewater GP9. Another nice P&L consist was spotted at Grand Rivers on 12/31. 3 GP10s and P&L's only GP39 and GP36.

On 1/14 Chris Dees spotted a P&L GP10 (8339) trailing an NS SD70 westbound out of Princeton, IN on an NS train.

TAKE A NUMBER

Texas isn't the only place with rail congestion. On January 9, 1998 your editor was out railfanning and spotted a CSX coal train holding the main at Princeton. The P&L folks said the train was waiting to get to the barge loader at Grand Rivers. At Grand Rivers a CSX train was on the barge loader and an IC coal train was unloading on the quarry line. At Paducah two UP coal trains (one with UP power and the other with SP power) were holding in P&L's south yard. Another coal train (CSX I think) was holding on the 'zip' track. The P&L folks say that the barge loader is the bottleneck.

Western Kentucky Chapter, NRHS
Badgett Center, Madisonville, KY
November 24, 1997

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

TREASURER'S REPORT: unavailable

DIRECTORS REPORT: Chuck reported on the Fall BOD meeting in Dearborn, MI. All national officers were re-elected. Several by-law changes were discussed and will be presented to the membership at the Convention in Syracuse. Most of the changes are house-keeping in nature. The NRHS corporate standing in Maryland has been brought up to date.

MEMBERSHIP: A. C. Stanley was approved for chapter-only membership. Membership now stands at 58.

OLD BUSINESS: All incumbent officers were re-elected by acclamation. The 1997 Christmas Banquet was set for December 8 at Cody's. Happy hour at 6:00 and dinner at 7:00. A program will follow at the Badgett Center.

NEW BUSINESS: The duties of the Chapter Public Relations Chairman were discussed. No action was taken. Dennis reported on the Henderson Sub video sales program. Approval was given to take an ad in the L&NHS magazine promoting the video. Approval was also given to donate a copy of the video to the NRHS Library.

There were 22 members and 3 guests present.

As of January 10, there are 12 members who have not paid their 1998 dues. Please get your check to Wally as soon as possible to avoid the cost of a second and third 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.

If dues are not paid by March 1, 1998 you will be dropped from our roster and our mailing list.

TIMETABLE

TOURS

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

High Iron Travel Info: 1-612-922-7259

DM&E Colonie Line - May 22-26 - Rapid City-Albert Lea

Explorers IX Trip, Camas Prairie - July 3-12 - Spokane

Other Tours

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.

Front Range Trip - A nine day spectacular. May 20-29. Chicago-Denver-Alamosa (via LaVeta pass)-Cumbres & Toltec-Santa Fe-El Paso-Chicago (possible return from El Paso via SP/RI "Golden State" route). For additional information check with Don Clayton.

Other Rail Events

Owensboro Chapter Swap Meet and Auction - February 14, 7:00PM - basement of Settle Memorial Church. Contact Wes Eakins for details 502-756-2444

NRHS Convention - Syracuse, NY, July 8-12. Vintage Diesel and Steam over NYC, DL&W and Lehigh trackage by NYSW, Finger Lakes Railway, Adirondak Scenic, Lowville & Beaver River and Owego & Harford. Pre-registration due 1/31/98. See last NRHS Bulletin for pre-registration form and details.

THE "STUBBY"

🚂 Introducing a new 'railfan' sandwich from the kitchen of Ron Stubblefield.

🚂 The "STUBBY" is made for that awkward time of day between lunch and dinner.

🚂 What a great addition to your next railfan outing.

🚂 When the trains are running and you can't stop for a mid-afternoon snack. . . Try a "Stubby" or two!

🚂 "Stubbies" . . . Don't leave home without them

🚂 Endorsed by Rex Easterly, "A must food on my railfan trips. They are great!"

Editors note: I promised the "Old Goat" one shot at Ron Stubblefield for 1998. What better way to fulfill my obligation than a full page spread in the January issue. CFH



Directors Chair

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of an historical society, make a concerted effort to collect and display what remains of our rail heritage. This cannot be done overnight but nothing will happen if we just sit back and wait. This subject merits serious discussion as to what roll the Western Kentucky Chapter, NRHS is able and willing to take in preserving our rail heritage.

RAIL TRIVIA QUIZ

Answer to last month's Trivia.

The Railroad was Central Pacific, the locomotive was the "El Gobernador" #237 and the rail tycoon who initiated the project was LeLand Stanford. The locomotive never lived up to it's potential and spent much of it's short life in helper service at Bakersfield.

THIS MONTHS QUIZ

Railroads in the Appalachians, the Rocky Mountains and the Sierras made great use of articulated locomotives. These giants found little application in the central part of the country.

Which of the 4 railroads that served our area; IC, L&N, NC&StL and TC rostered articulated locomotives?

How many did each railroad acquire?

Where were they used?

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

HISTORY IN PHOTOGRAPHS



Bank and L&N Depot
Photo David Fraser Collection

Earlington, KY c 1950



Amtrak #6 "Auto Train" northbound at Amqui, TN
Photo by Jerry Mart, Western Kentucky Chapter NRHS Collection

c July 1975

"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