

PENNYRAIL

FEBRUARY, 1998

VOLUME 2, NUMBER 2

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

MEETING DATE CHANGE!!

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

PROGRAM

Wally Watts will present the program - a video of the 1997 run of 4449 over Stampede Pass. Refreshments will be provided by Mike Keipp and Jim Pearson. Come and bring a friend. Remember the date change - for the February meeting only - to Thursday evening February 26, 1998 at 7:00 PM.

AT THE JANUARY MEETING

The attendance was up a little for January. Twenty-four members and three guests were at the meeting. They enjoyed a video provided by Bob McCracken on some vintage Pennsylvania Railroad action. They also enjoyed the refreshments provided by Bob. Our thanks to Bob for the program and food. CSX provided only two trains during the meeting. A northbound manifest train (Q648) with two C40-8s rolled by followed shortly by a southbound manifest train (Q647), also with a pair of C40-8s. It was also noted that the lights on the train platform are, again, out of service.

(Continued on page 2)

SYRACUSE

Mark your calendar and make your plans for a western New York rail adventure. The occasion? The NRHS Convention!! About 600 persons have pre-registered as of February 6. The Convention Hotel has 400 rooms blocked for the Convention. They are accepting room reservations. \$75.00 per room for up to 4 persons per room.

A pre-convention feature for Monday and Tuesday, July 6 & 7, 1998 has been added. We have approval for a special



train from Syracuse to Scranton to visit Steamtown. On Tuesday we will have a double headed steam powered train

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Chuck Hinrichs

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

Editor
Chuck Hinrichs

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

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

Chapter News

(Continued from page 1)

MEMBER NOTES

OWENSBORO SWAP MEET

Six Chapter members - Dennis, Don, Wally, Rich, Stubbie and Chuck attended the Owensboro Chapter's annual swap meet on Saturday, February 14, 1998. There were about thirty railfans in attendance. Chuck duplicated last year's results in managing to sell quite a bit of HO equipment but it looks like his turntable may stay in his basement for a few more years.

VIDEO SALES REPORT

The Chapter has sold 45 copies of the Neff "CSX's Henderson Sub" video. The chapter has taken in \$1,125.00 in sales and, after expenses, has cleared \$287.45. Good work Dennis!! If you don't have your copy yet see Dennis at the February meeting or give him a call.

HAPPY BIRTHDAY

Rich Hane turns 50 this month. Congratulations Rich. If you see Rich at the meeting speak a little louder and offer to help him up

NATIONAL NEWS

(Continued from page 1)

Steamtown to Pocono Summit. Tours of backshop and restoration areas steam trip will be offered as a separate rail trip for those driving to the Convention and also in combination with the train from Syracuse. Overnight accommodations will be included with train fares from Syracuse. The train will return to Syracuse Tuesday afternoon.

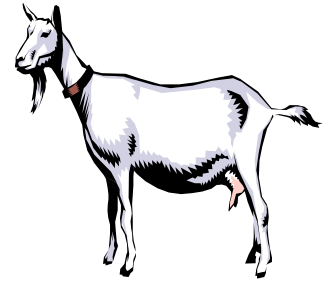
The Wednesday, July 8, 1998 lineup will be offering two options.

1. A train tour of the Tioga

(Continued on page 5)

**TRACKSIDE WITH
THE OLD GOAT**

Dennis Carnal



Greetings from The Old Goat for the month of February. Wasn't the "surprise" snow storm great? The Madisonville area received ten inches of snow but with the warm weather the highways were clear by the following afternoon. This was one of the best big snows - lots of snow to look at and good driving conditions. I hope some of the members took the time to get a few train photos in the snow. They would be nice to see at a meeting later this year. Any takers?

The track curfew on the CSX Henderson Sub is taking place for a few more weeks. The curfew runs during the middle of the day for around six hours on Saturday through Wednesday. The work started in mid-October. Contract crews are lining Baker tunnel following last years clearance work. CSX had a derailment at the north end of Howell Yard in Evansville on Friday, February 6th. A southbound manifest train derailed two cars. These cars fell into a train on an adjacent track, derailing those cars and into another train on a third track. Then, the first train went into emergency braking, this action derailed two more cars. These two cars almost ran over the switchman's house at the north end of Howell Yard. A total of ten cars hit the ground. The derailment closed down Howell Yard for about twenty-four hours. The only traffic still running through Howell Yard were the piggyback trains. Traffic was back to speed by Saturday night.

Traffic levels remain high on the Henderson Sub. According to the Evansville Terminal Manager, CSX is running up to 40 trains per day between Evansville and Nashville. He also stated that traffic will be on the increase in the coming months. Looks like a banner year for train watching on the Henderson Sub.

CSX unit coal trains are still running on the P & L from Louisville to BRT# 1, BRT #2 and the TVA Shawnee Power Plant, west of Paducah. Power is still two or three CSX C44-9WACs. A few loaded trains have had a pair of the new GEs and one or two P&L Geeps. Empty hopper trains usually return to Louisville with a pair of C44-9WACs but I have seen trains with three units and on a couple of occasions only a single unit.

Bill Grady reports that Norfolk Southern has started two new trains for UPS only traffic through Louisville. They are listed as northbound train # 270 from Atlanta to St. Louis and southbound train # 271 from St. Louis to Atlanta. Bill reports that they leave town on time with whatever amount of traffic they have. An example, on January 22nd train # 270 had one locomotive, four loads and one empty car. On the same date, # 271 had two locomotives, five loads and no empty cars. I hope this traffic picks up, NS can't be making any money on these trains with this little business.

On January 27th, the
(Continued on page 4)

THE PLUG

Most railroads were known for their name passenger trains. The L&N on the Henderson Div. had the Dixie Flyer, Dixie Limited, Georgian, Dixie Flagler and Dixieland. The Main Line or Louisville Div. had the Pan American, and etc., but the local passenger, freight and mixed runs rendered a necessary and valuable service too. They enabled the passengers to get to the main lines. One such train was the Elkton Plug.

The Plug was a mixed run that tied up at Clarksville, TN and as it ran back and forth between Guthrie and Hopkinsville it carried several numbers. It was called out of Clarksville at 10:10 am as No. 8 and arrived at Guthrie at 10:35 am. It left Guthrie at 10:45 am arriving at Hopkinsville at 11:25 am. It departed Hopkinsville at 11:45 as No. 9 and arrived in Guthrie at 12:25 pm. It departed Guthrie at 12:50 pm as No. 10 arriving at Elkton at 1:25 pm. At 4:00 pm it left Elkton as No. 11 arriving Guthrie at 4:30 pm. It departed Guthrie as No. 12 at 4:45 pm and arrived Hopkinsville at 5:30 pm. At 5:50 pm it departed Hopkinsville as No. 13 arriving at Guthrie at 6:30 pm and leaving Guthrie for Clarksville at 6:50 pm and arriving at 7:15 pm. 152 miles in nine hours and 25 minutes.

During the week an H-25 Class 2-8-0 engine pulled the train. Engine 1193 was on the Plug for a long time. The train consisted of two coaches and freight cars coupled behind the passenger cars. On Sunday, only passenger traffic was handled so engine 145, a D-16 Class 4-4-0 did the honors. The 145 was built

in 1872 by Danforth & Cook and was rebuilt by the L&N in 1908. She ran until 1946.

Southbound trains on the L&N were superior to northbounds as directed by timetable. Now there was an odd situation on the Memphis Line. No. 13, the Plug, was superior, by timetable, to northbound No. 102, but special instructions in the time table made 102 superior to 13 so that if No. 13 and No. 102 met between Guthrie and Clarksville No. 13 had to take siding. Now to make it more confusing, there had to be a way to get No. 13's engine from the Clarksville Depot to the tie-up at Cumberland Drive. Timetable instructions provided for No. 102 to look out for No. 13's engine between the Depot and the tie-up point in order to let 13's engine move between the two points. One cold snowy Christmas eve night, Roy Vick was firing for engineer, Jimmy Long. As they left the Depot Jim turned off the dynamo causing all the lights to go out. They were going down hill and around a curve. Roy asked Jim why he turned the lights off. Jim replied "Well, tonight is Christmas eve, there will be an extra man on No. 102 tonight. He will overlook having to look out for us and it will surprise hell out of him when he hits us in the dark." Roy replied, "Yes, and it will surprise hell out of us too. You turn the lights back on!"

The regular fireman on the job was F. M. Logan, the last of the old shovel firemen. He never fired a stoker fired engine. He fell off the tank taking water at Guthrie breaking both legs. He never worked again.

The Plug was pulled off in late 1937 or early 1938. The crew at the last were Bart Pemberton, engineer, Sam Freeman, fireman, Asa Hill, brakeman, Jeff Murphey,

PENNYRAIL

conductor, and Harry Saeger, flagman. Another piece of Americana was gone.

Incidentally, the last hand fired engine that your writer fired was Class H-27-A 2-8-0 No. 1264 on the Elkton Branch for engineer D. O. Green. The Branch was abandoned June 22, 1957. Mr. Long and Mr. Pemberton were very kind to me letting me ride the engine with them when I was a boy.

See page 8 for photographs of



L&N power similar to that

HEAD DOWN		ELKTON AND GUTHRIE		HEAD UP	
26	26	TABLE		26	26
Ex.	Ex.	21		Ex.	Ex.
Mixed	Mixed			Mixed	Mixed
AM	AM			AM	AM
11:30	0	to	Elkton, Ky.	11:35	
11:35	2	"	Iradsnow	11:05	
11:42	5	"	Herron	11:50	
11:52	8	"	Anderson	11:51	
12:00	12	to	Guthrie, Ky.	10:40	
PM				AM	

described in this narrative.

NEXT MONTH

- A Railfanning Guide to Paducah. P&L, IC and VMV (Still in preparation).
- The "Old Goat's" sightings column. I wonder if goats are like ground hogs? Did our Goat see his shadow?
- 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)

following trains ran through Madisonville on the Paducah & Louisville.

At 4:45 pm northbound loaded Louisville Gas & Electric coal train with six P&L geeps. At 5:00 pm northbound manifest, PL4, with two CSX C44-9WACs and 70 cars. At 5:15 pm northbound empty coal train for CSX at Louisville. Power was a pair of CSX C44-9WACs. At 7:00 pm southbound loaded coal train from Louisville with 2 CSX C44-9WACs. At 8:00 pm another southbound loaded coal train with two more CSX C44-9WACs. At 11:00 pm southbound empty hopper train with six P&L geeps.

On January 28th, heading for home, I was crossing the CSX at Morton's Gap. A southbound was coming to a stop on the cutoff main. He was waiting for another southbound coming off the Earlington main. I decided to pull over and watch the action.

In a few minutes the train on the Earlington main appeared. It was the hot Chicago-Nashville UPS tote train (Q129) with UP/CNW C44-9W. Not many units left in CNW green and yellow paint. With the switch finally lined for the cutoff the waiting train moved out toward Nashville. It was loaded iron ore unit train (K160). Power was CSX C40-8W 7660, WC SD45 6498 and WC FP45 6652. Yes, that's right an FP45 in Western Kentucky in 1998!! This unit is ex ATSF, built in 1967 for Super Chief passenger service. SantaFe had nine of these units. A couple of nice trains. Hope the next time I have my video camera with me.

On Monday, February 9th I was headed east toward Corbin with Keith Kittinger. The main purpose for the trip was for Keith to checkout the hotel to be used for the upcoming Louisville & Nashville Historical Society

(Continued on page 5)

OFF THE INTERNET

I found the following posted on the Railroad List on the internet. What better way to assure the continuity of our hobby than to make sure that the 'next generation' gets a chance to see, ride and enjoy trains - safely!

"This past Sunday I took my son, little brother and a friend to Chicago via Metra. We departed from Harvard, IL at 10:30 and arrived in Chicago at 12:21, one minute off the scheduled arrival time. As usual the trip was excellent. For those readers who have never taken the Metra, do yourselves a favor and try it on a weekend. The weekend fare is \$5 for adults for all the rides you can take on Saturday and Sunday. Riding the Metra bi-level brought back the great memories of riding the Hiawatha and Zephyr to the Twin Cities and the 400 to Chicago in the very early 50's when these classics were in their heyday. Having been so lucky as to be the only grandson, my grandpa showered me with train rides. He never learned to drive a car. "Why bother when you can ride a train." Grandma would drive us to the depot and we would be off on the next adventure. Do your children, grandchildren or a special young person a big favor. Give them the gift of a train ride on something like the Metra. They will never forget it. And yes, its perfectly safe in downtown Chicago. The constant question which comes up when people find out we take the train to downtown Chicago is always, "but is it safe?" There is a civility among people when they ride a train. On a late November trip as we left the Chicago depot most of the people in my car were reading. Then a beautiful thing happened. The train began moving and after we hit the second stop riders began to put down the books and newspapers and actually talked with each other. The calming effect of riding the rails is wonderful. Try it you'll like it."

Kim Tschudy
Wisconsin

Thanks Kim!!

Bad Breaks Department

On January 28, 1998 this incident was reported:

"Three separate safety systems apparently failed on a short line railroad Monday, resulting in a fiery car train collision that killed a Cookeville, TN man.

The bizarre chain of events started shortly before 6 am after workers at Magnetek's local plant used a fork lift to tow the 70 ton rail car away from the loading dock. When one of the employees attempted to set the manual brakes the car continued rolling toward the main line of the Caney Fork and Western Railway. Gaining speed as it traveled down a slight grade, the car crashed through the plant's railroad gate. A derailer failed at which point the Magnetek employee jumped. The car rolled on crossing the 4-lane US 70 and traveled another 3/4 mile before slamming into the vehicle at Cadillac lane.

The derail is on MagneTek property and is not the responsibility

(Continued on page 7)

THE OLD GOAT

(Continued from page 4)

convention in the fall. The convention details will be in a later newsletter. But, at this time, the convention headquarters will be at the Williamsburg Cumberland Lodge. This is a very nice facility and Williamsburg is only around fifteen miles south of Corbin.

After the meeting, it was time for a little train watching. Driving into downtown Williamsburg, we noted two exL&N cabooses located across the street from the Cumberland Lodge. These are the two cabooses that were parked beside the L&N station in town. The cabooses are now being used as a gift shop. If you are in the area exit 1-75 at exit 11 and turn left. You can't miss them! The L&N station is now owned by the Cumberland College and is being repainted at this time. We arrived at the station just as a northbound empty CSX/TVA empty coal train tore through town headed for Corbin. Power was two CSX C44-9WACs from General Electric. There is a footbridge located just south of the station, a nice place to shot some photos. We headed toward Corbin following the train.

A few miles north of Williamsburg, at Wofford, the northbound empty met a southbound loaded coal train. This loaded train had two more C44-9WACs for power. After the empty cleared the south end of Wofford Siding, the loaded coal train headed for Etowah. However, the northbound empty had a red signal at the north end of Wofford Siding. Why? We soon found out why. Parked on the main track at Faber, six miles north of Wofford and four miles south of Corbin,

was a northbound loaded auto rack unit train looking at a red signal. Power on this train was all CSX, an SD40-2 and a C30-7. Why was this train stopped on the mainline? Three miles north of Faber, at Bacon Creek, two miles south of Corbin was another northbound empty unit coal train headed for Corbin Yard. It was a Georgia Power unit train with two more CSX C44-9WACs for power. Bacon Creek is the location, south of Corbin, where double track starts into the yard area at Corbin. This empty Georgia Power unit train was parked on one main line looking at a red signal. On the other mainline was a loaded southbound unit coal train. Power on this train was one CSX C44-9WAC and one CSX C44-9W. This loaded coal train would have to wait for three trains to pass by before it could move south. Driving ahead of this stopped empty coal train at Bacon Creek, we saw yet another empty coal train moving into one of the yard tracks in Corbin. Power on this coal train was...Yes, you guessed right!!! Two more CSX C44-9WACs. Have you noted a pattern for motive power on CSX coal trains in Corbin yet? As we were starting into the yards, the yardmaster gave permission to yet another loaded coal train to leave the yard and head south toward Etowah. Two CSX C44-9WACs were pulling the train out of Corbin. In case you have lost count, here is the total. In roughly ten miles of track south of Corbin, we noted four northbound trains and three southbound trains. Six of the trains were coal trains. That's a lot of trains on ten miles of track on any railroad.

Driving through the yard area and locomotive shops in Corbin we noted a full catalog of EMD and GE power and one nice surprise, a new CSX

(Continued on page 7)

NATIONAL NEWS

(Continued from page 2)

Scenic (Owego & Harford RR) with the trip to include some of their rare mileage. Lunch in diner included. Choice of three kinds of sandwiches. Charter bus Syracuse to Owego and return. This trip will be offered as a separate item for those driving to the Convention

2. A guided bus trip, to explore the abandoned rights of way and stations of the Ontario & Western RR. from Norwich north to Central Square.

Wednesday Evening will offer a champagne dinner train at 6 p.m. Menu will feature Beef Wellington.

Thursday, July 9, 1998, we plan a trip to the north country from Utica, with bus from Syracuse to Utica. This event will operate in two sections. The first section will have the two ADCX Alco engines with the newly refurbished train. All in New York Central paint scheme. The second section will have MA&N engines with the ADCX open window cars. The Adirondack Scenic Railway still fully believes their track will be rebuilt for our use by Convention time.

Friday morning, July 10, 1998, we plan a short trip on Ontrack with the three RDC cars. Several seminar topics have been confirmed for the Friday sessions. Two on station restoration, one the D.L.&W. RR, one on local trolley systems, one on Central New York short lines and one on the internet.

Saturday, July 11, 1998, we plan for an all day rail trip on The NYS&W line south from Syracuse to Binghamton, featuring their steam locomotive #142. Late Saturday evening we will offer a night photo session at the Ontrack station.

Sunday, July 12, 1998, will feature a trip on the freight only, Finger Lakes Railway from

JANUARY MINUTES

Western Kentucky Chapter, NRHS
Badgett Center, Madisonville, KY
January 26, 1998

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

TREASURER'S REPORT:

Opening Balance		1032.12
Income		
Dues	265.00	
Donat.	51.00	
Raffle	19.00	
Video	614.00	
		949.00
Expenses		
Nat. Dues	295.00	
Postage	90.97	
Print	46.90	
Video Ad	10.00	
Neff Video	285.00	
		727.87
Ending Balance		1235.25

DIRECTORS REPORT: Chuck reported on the up-coming board meeting in Roanoke, VA

MEMBERSHIP: Two members have declined to renew and two more have not yet submitted dues. A full accounting next month.

OLD BUSINESS: None

NEW BUSINESS: In support of the BGRM "Buy a Tie" program the chapter voted to match individual contributions up to \$100. The donation will be finalized after the March meeting. We have one \$12 donation already. Mike Keipp reported on the barge/bridge collision in Clarksville. Billy Byrd said that 4501 will be featured in movie to be shot in March. There is now a combined 'On Board America' fare providing travel on both AMTRAK and VIA.

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

The Chapter will match your contribution (not to exceed at total of \$100) to the Blue Grass Railroad Museum for track rehabilitation. Bring your check for \$12.00 (or more, or less) to the next meeting or mail it to Wally Watts. This is a good cause!

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

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 Washington Chapter is planning a round trip from Washington D.C. to Syracuse with their Private Car "Dover Harbor"

OFF THE INTERNET*(Continued from page 4)*

of Caney Fork & Western. Caney Fork & Western acknowledged that they had turned off the crossing signals at Cadillac Lane on Thursday because of a defect in the system. The railroad had contacted its contract repair firm and in accordance with operating procedures, directed its employees to dismount from the train and manually flag traffic at the crossing until repairs could be made. Of course, there was no one on that runaway car. The signals at US 70 operated warning traffic."

On January 14, 1998 the following was reported:

"Cowan (TN) police officer Jesse Simmons said he doesn't know how much damage, if any, debris found Saturday on the (CSX) railroad tracks at the Cowan Tunnel (also called Cumberland Mountain Tunnel) could have done or if it could have caused a derailment. But he doesn't think CSX Transportation detectives are going to take kindly to the act of vandalism.

Simmons notified the Franklin County Sheriff's Department after receiving an anonymous call about some cable lying across the tracks. County investigator Tony Bean was called to take photographs after authorities found several three-foot long metal plates and some concrete blocks, supported by railroad spikes on the tracks inside the tunnel. Further into the tunnel, someone had also placed a six foot section of 2 by 6 lumber. CSXT detectives are scheduled to meet Thursday with local authorities."

On January 22, 1998 this incident hit the wire:

"CSXT freight Q535 (Nashville-Memphis) derailed and turned over five of its cars on the mainline, sideswiping and derailing four additional cars in Memphis earlier today.

And on January 26 this was reported:

"Springfield, TN. A man was killed Saturday night when he turned in front of an oncoming train. Alcohol may have been involved. Protection at the crossing is unknown to me. Train 1 driver 0"

On January 30 this information was posted:

An IC coal train put eight cars on the ground near Bardwell, KY blocking the main line. This caused the detour of Amtrak 58 of Friday night/Saturday AM, which turned east at DuQuoin to the IC Edgewood Cutoff at Rust Jct., and headed south via the Paducah bridge to its regular route at Fulton. Amtrak 59 took the Edgewood cutoff north, and met 58 at Ferber?, IL (just S. of Rust Jct.) at 5:10 am. I do not know which route 58 took north from Rust Jct.

These incidents and problems at Howell Yard and at Tifton Yard in Atlanta and the snow in Eastern Kentucky have made for interesting, but unpredictable, train watching. *Ed*

THE OLD GOAT*(Continued from page 5)*

SD70MAC # 708.

It was now time to start for home. Passing through Somerset we saw a southbound Norfolk Southern auto rack train but not the power. Nearing Bowling Green the CSX Mainline Sub dispatcher told a southbound train that it would be meeting three northbound trains. But, we didn't understand the location of the meet. The signals in Bowling Green were dark so we headed for Madisonville. Arrival time home was 6:30 pm. Less than an hour later, a loaded CSX coal train from Eastern Kentucky passed through town on the P&L headed for Kentucky Lake. Power, a pair of CSX C44-9WACs. Then another P&L train went north with a string of P&L geeps and around 8:30 pm another empty hopper train headed for Louisville with two more C44-9WACs. Not a bad day of Corbin and hometown action.

Well, that's all for this month. I will have copies of the CSX Henderson Sub videos for sale at the meeting. If you know anyone that likes trains and is not a member of the chapter, bring them to the meeting! Keep in touch. Thanks for your support.

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

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

Railfanning is not a license to trespass. When train watching use good common sense and

RAIL TRIVIA QUIZ

Answer to January's Trivia.

L&N rostered no articulated locomotives. IC, NC&StL and TC all had articulateds. IC had 10 2-6+6-2s and used them in yard service. TC had 4 ex NW 2-6+6-2s and these were used system-wide to move war time traffic. The NC&StL bought 3 2-8+8-2s and they were used primarily in helper service between Cowan ,TN and Stevenson, AL.

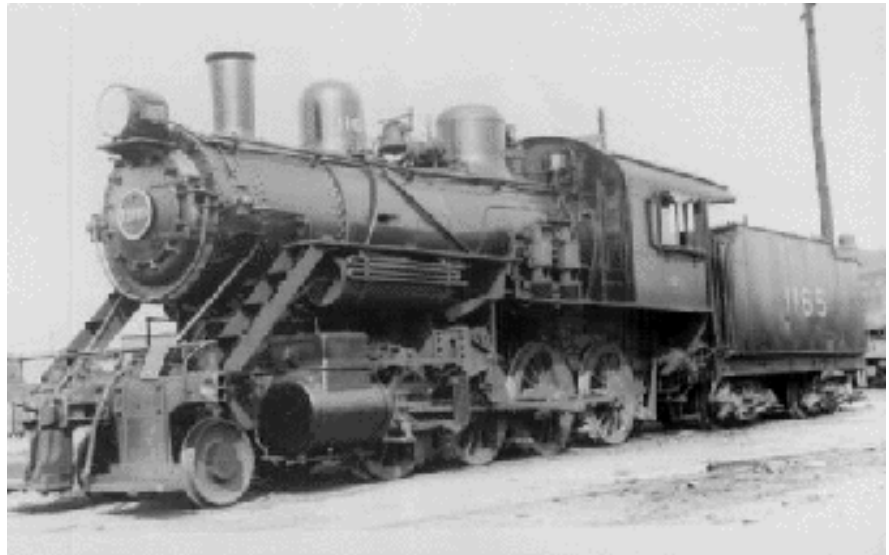
THIS MONTHS QUIZ

In 1958 EMD (through it's Canadian GMD, Ltd.) announced a light road switcher based on the 567C, 12 cylinder engine and an SW1200 body on a lengthened frame and sporting a short front hood. 101 of these units were sold in Canada. A variation was offered to the US market. With a steam generator in the short hood, the unit was promoted for passenger terminal switching. Only 2 units were sold and they had a low sloped short hood and no steam generator. These two units are still in service.

1. What is the model designation of these orphans?
2. What railroad originally bought these units?
3. What railroad owns and operates these units today?

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.

HISTORY IN PHOTOGRAPHS



L&N #1165, Class H-25 2-8-0, This type of engine was used on the Elkton Plug up until termination of passenger service in 1937-38.

Photo taken in 1940 at Evansville, IN

Billy Byrd Collection



L&N #7. This power is similar to the 4-4-0 engines used on Sunday runs of the Elkton Plug.

Photo taken in 1931 at Nashville, TN

Billy Byrd Collection

"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