

PENNYRAIL

APRIL 1998

VOLUME 2, NUMBER 4

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

APRIL MEETING

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

PROGRAM

Ron Stubblefield has lined up a guest presentation for the April meeting. Mr. Dick Ardnt, Senior Engineer with Savage Zinc Co., Nashville will present a slide program with an irreverent look at the Alaska RR, the Pennsy and NYC. Rich Hane will provide the refreshments

AT THE MARCH MEETING

The March meeting in Madisonville was attended by only eighteen people. Hey guys, what is the problem? The attendance at the meetings has been dropping for sometime. Try to make an effort to attend the chapter meeting in April. We would like to see more of your smiling faces each month. We enjoyed a slide and video program by Ricky Bivins. We have only one complaint about the program. It didn't last long enough. Next time Rick bring two trays of slides. Ricky has lot's of slides from the late 70s through the 80s and we would like to see more of them in the near future. The chapter dropped the ball with the refreshments. This means we didn't have any at the meeting. I was afraid Ron Stubblefield was going to cry when he heard that no

(Continued on page 2)

ROANOKE

By-law revision was the major item of business at the Spring BOD meeting in Roanoke. Most of the changes were recommended to avoid confusion and/or to clarify current provisions. The approved changes must be ratified by the general membership at the Syracuse Convention. Also approved was a proposal to allow the Society to use the services of a broker in addition to regular banking practices. This will allow a better return on Society funds

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:

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(money market vs. pass book) and provide a vehicle to allow the Society to solicit, and efficiently handle stock gifts. A list of Museums and tourist railroads that provide discounts to NRHS

Chapter News

(Continued from page 1)

one had brought refreshments. But Ron and everyone made it through the meeting without having to call 911. Just the same, whoever signed up for the refreshments this month, please don't forget!! CSX was a little short on the railroad action during the meeting. Only one train, northbound manifest train (Q648) with two CSX SD40-2s, passed through downtown Madisonville on the Earlington Mainline during the meeting. In fact, nothing else passed through Madisonville on the Atkinson Cutoff during the meeting time either. Maybe better luck this month?

MEMBER NOTES

Welcome Three New Members

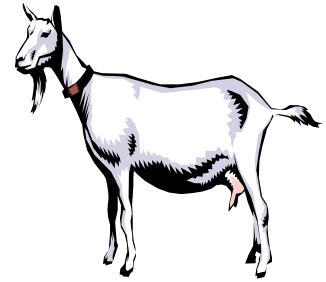
Louie E. Hicks Jr. and his wife moved to Hopkinsville from Mountain Rest, South Carolina. Louie has retired from CSX after 32 years of service. He retired as a trainmaster on the CSX Blue Ridge Subdivision. This line is the ex-Clinchfield mainline running south from Erwin, TN to Spartanburg, SC. Another new full chapter member added to the roster since the March meeting is **John Riley Edwards** of Cunningham, TN. This town is located around ten miles south of Clarksville toward Dickson. John heard of our chapter from Wallace Henderson. The third addition to our roster is **Randy Brown**, Nebo, KY. Randy is a farm equipment and CSX fan

A warm Western Kentucky Welcome to Louie, John Riley and Randy!! We urge you to take an active part in the Chapter's activities.

Terry Bunner has a new address
590 Hilldale Rd
Lewisport, KY
42351
502-927-1222

**TRACKSIDE WITH
THE OLD GOAT**

Dennis Carnal



Greetings from The Old Goat...Welcome to Spring 1998!!! Hasn't the weather been great!!!? It's so nice to go outside without having to wear a coat. I hope everyone has a little time to enjoy the new green leaves that are now coming out on all the trees. Checkout all the great spring flowers. I have only one problem with spring, that's mowing the grass. Here it is the second week in April and I have already had to mow my yard three times. #*\$@. Plus, I will still be mowing my yard till November. #*\$@, #*\$@, #*\$@. I don't like to mow, but after I'm done mowing the yard looks and smells so nice. So hi-ho off I go to mow!

Now to the railroad news for this month. Let's see what I have to report.....

CSX HENDERSON SUBDIVISION NEWS.....The work curfew for Baker Tunnel was ended on Sunday, April. 5th. This was the work project started last October to line the tunnel with concrete. This tunnel is 4,621 feet long and runs under Ridgetop, TN. This information comes from the Chief Dispatcher's Operation Report dated Saturday, April 4th. Starting on Monday, April 6th, and for two weeks on Monday through Thursday, CSX will detour two northbound manifest trains off the Nashville to Louisville Mainline Subdivision onto the Henderson Subdivision. The two trains (R534 & R574) will operate north from Nashville to Madisonville, then onto Paducah & Louisville tracks for the trip to Louisville. No southbound trains are to be

detoured at this time. Note these trains are listed as R" for regular service trains not "Q" for quality service trains. This information comes from the chief dispatchers report dated April 4th. These trains, according to sightings at Hopkinsville, are fairly short and have had pairs of 'Lightning Bolt' GEs for power.

During the last week in March, work started at Kelly, just north of Hopkinsville, to extend the siding southward toward Hopkinsville. The current siding is 5,457 feet long. The extension will add some 8,300 feet to the siding and allow dispatchers much more flexibility in handling long trains. We have also heard a report from an employee in the CSX Engineering Dept. that the railroad is looking at double tracking from Henderson to Robards. This is a distance of eleven and one-half miles. When you add in the current sidings at Henderson and Robards, the total possible amount of double track is almost fifteen miles.

New trains added to the Henderson Subdivision lineup. Starting the first of April, CSX has added another piggyback train, that's tote train for the L&N folks, to the Fleet. The train is southbound tote train (Q127) running from Chicago through Madisonville to Nashville to Birmingham to its destination at Jacksonville and Tampa. Its northbound counterpart (Q126) has been in twice weekly operation for a little over a year and will now see 5 day/week operation.

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ROANOKE RAMBLINGS

Chuck Horicks

The trip to Roanoke for the Spring Meeting of the NRHS Board of Directors was made by my faithful 0-4-0 (read as Ford Explorer) and took a leisurely two days. The train chasing was frustrating - lots of chatter on the scanner but damn little for the view finder. I saw nothing on Corman's Memphis line and just missed a CSX train at Bowling Green. The run to Glasgow was quiet but did catch a CSX local holding in an inaccessible location in town. Plugged in the NS frequencies and monitored both CSX and NS all the way to Hazard via Somerset and London. I heard lots of chatter but couldn't find the trains. The yard at Corbin was quiet and only one train moving.

The motel at Hazard had a sideways view of the CSX tracks and several coal trains passed during the evening and the next morning. Was not close enough to get pictures or unit numbers. A good night's sleep made up for a dinner that was something less than acceptable. The morning dawned clear and cool and once again the scanner was busy but the trains were evasive. Took the backroads through Harlan and Big Stone Gap to Abingdon. From Abingdon, followed US11 north toward Roanoke and got on I81 for the last 50-60 miles to beat the afternoon rush hour traffic.

The old Norfolk & Western Hotel is magnificent and my room overlooked the NS mainline. Finally lots of trains and a glass enclosed bridge crossing the tracks from the hotel to the downtown area. A much better dinner (seafood) than last night. A couple of

drafts and then bed - a busy day tomorrow. The hotel had a great breakfast buffet at a reasonable price. We boarded the busses for the days activities. Our group hit the locomotive maintenance facility first. This is a massive complex and can handle 20-30 units at a time in the shop buildings. All running repairs and 92 day inspections are handled here. I was impressed with the cleanliness of the facility.

The next stop was the car rebuilding shops. This facility is next to the passenger car shop facility and we got a peek in the door at some of the NS office and business cars. The car rebuilding shop currently handles open coal hoppers. These cars are built from old Southern hoppers. Only the center sill and the trucks come into the shop. the trucks are removed and rebuilt and the sill is shortened and then a totally new hopper is fabricated and attached to the sill, rebuilt trucks are installed along with new brake equipment and draft gear. A trip through the paint shop and the cars are ready for revenue service. N&W 2-8-8-2 # 1218 is stored in the car shop. She is a little dusty but looks road ready. A short trip (rare footage for those who count) on a couple of Chapter coaches and cabooses preceded lunch at the Transportation Museum.

Following lunch and a tour of the Museum we gathered trackside for a short movement of N&W 4-8-4 #611. The movement (made several times a year to prevent bearing freeze-up) is done with man power - some on a rope and others manning a pair of 'come alongs.' The monster was moved several feet and a few muscles were tested beyond their design limits. The busses got us back to the hotel for the pre-board meeting and in plenty of time

PENNYRAIL

to clean up for the banquet.

Happy Hour gave everyone the chance to unwind and renew old friendships. The dinner was excellent and the service perfect - a rare treat in today's hotels. The program featured a slide and audio account of Norfolk & Western's trials and tribulations with the steam turbine "Jawn Henry." This awesome machine was at the wrong place at the wrong time. As a one-of-a-kind it was plagued with minor and major difficulties and was scrapped after three years.

As always, under President Malloy, the Board Meeting went smoothly. I presented a copy of the "Henderson Sub" video to the NRHS Library.

I was checked out so was on the road as soon as the gavel fell. Headed west on US 460 through Bluefield, Grundy, Pikeville and Hazard. Saw some trains in the distance but nothing close enough to shoot. I retraced my path from Hazard to Hopkinsville (avoiding the detour to Corbin) and arrive home a little after 10 PM.

I am going back to this mountain area and pick a spot and let the trains come to me. Chasing in the hills and hollers is just to damn much work.

NEXT MONTH

- A Railfanning Guide to Paducah. P&L, IC and VMV (Still in preparation).
- The "Old Goat's" sightings column. I though goats ate grass and so avoided mowing and had more time for train watching.
- 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

THE OLD GOAT

(Continued from page 2)

Ten tote trains per day during the week and eight tote trains on the weekends now operate on the Henderson Subdivision. Plus, extra sections of these trains when needed. Also added to the Henderson Subdivision are two new southbound manifest trains (Q559 & Q566). I don't have any information about these new trains at this time. I have heard these trains listed on the crew caller lineup. At a meeting of the CSX Mechanical Dept. employees were told that if the Conrail merger with CSX takes place, the Henderson Subdivision will see the addition of two or three more tote trains and at least eight more manifest trains per day between Evansville and Nashville. At this time, the Henderson Subdivision see on average up to forty trains per day between Evansville and Nashville according to the Evansville Terminal Manager.

Keith Kittinger reports that CSX is looking for a way to refuel trains at Atkinson Yard on the Atkinson Cutoff mainline. This way the locomotive wouldn't have to be cut from their trains, saving time in the process. By refueling some trains in Madisonville some pressure would be removed from the Mechanical Dept. at Howell Yard in Evansville and Radnor Yard in Nashville.

Effective on April 1st, CSX has renamed its Chicago Service Lane. It is now called the Nashville Service Lane. The Nashville Service Lane runs from the CSX/UP junction at Woodland Junction, 65 miles south of Chicago, southward to Evansville and on into Nashville. The Nashville Service Lane includes trackage from Chicago east to Garrett, IN, the former Monon trackage in Northwestern Indiana, the St. Louis Subdivision from Evansville to East St. Louis, the mainline west from Nashville to

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Joseph S. Wirth



Joseph S. Wirth, 73, of 1908 Celia Court, Owensboro, died Tuesday, April 14, 1998, at Owensboro Mercy Health System. He was born in Gary, IN.; was an Army veteran of World War II, where he received a Purple Heart; and retired from CSX Railroad. He was a member of Immaculate Catholic Church, Knights of Columbus Council No. 10725 and Legion of Mary. He was a charter member and former president of the Owensboro Chapter of the National Railway Historical Society, was a member of other historical railway societies and was a former board member of the Owensboro Area Museum. He loved music and enjoyed playing the piano. His son, David L. Wirth, died March 11, 1998.

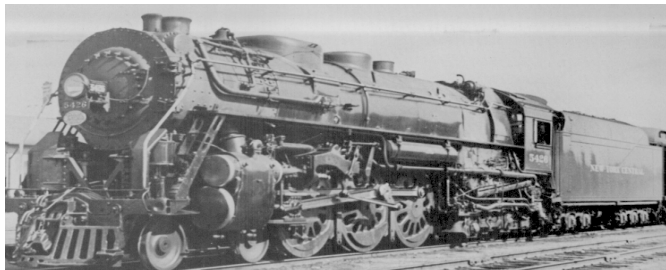
Survivors include his wife of 52 years, Shirley Wirth; a son, Larry S. Wirth of Owensboro; four daughters, Dukie Tabor and Carol Parker, both of Owensboro, Terri Waltrip of Atlanta and Patti Greenwell of Greenville, S.C.; eight grandchildren; three brothers, Dennis Wirth of Miami, Richard Wirth of Clearwater, FL, and Stanley Wirth of Valparaiso, IN; and two sisters, Mary Reynolds of Katy, Texas, and Dolores Olsen of La Mesa, Calif.

* * * * *

The Owensboro and Western Kentucky Chapters lost a great friend with the April 14 passing of Joe Wirth. Railroads were both Joe's vocation and avocation. As an employee of L&N - Family Lines - Seaboard System - CSX, Joe worked in most of the yards in the area and retired from Skillman Yard. Joe's love of steam is well known as was his love of the New York Central. Any one fortunate enough to have spent time in the Wirth train room can attest to the skill and dedication of Joe as a collector and preserver of toy and model trains.

Joe was a charter member of the Owensboro Chapter of the NRHS and since the 1964 founding of the Chapter, served as Secretary/Treasurer (1964), National Director (1966-75) and President (1965, 1980-82 and 1984-90). Joe also worked closely with the group of Owensboro and Madisonville railfans that resulted in the formation of the Western Kentucky Chapter.

Our prayers are with Joe's wife Shirley and the entire Wirth family.



THE OLD GOAT

(Continued from page 4)

Memphis and the mainlines running south from Nashville to both Birmingham and Chattanooga. The Henderson Subdivision is located in the middle of the Nashville Service Lane. A new Chicago Service Unit has been put in place to cover the Chicago terminal trackage and the joint CSX/Union Pacific mainline south to Woodland Junction, Illinois.

PADUCAH & LOUISVILLE RAILROAD NEWS.....

The P&L has been doing lots of track repair work on their main line in the Madisonville area this year. P & L crews have been replacing ties and unloading new ballast. The CSX coal trains running from Eastern Kentucky mines to the Vulcan barge unloading terminal at Grand Rivers on Kentucky Lake and running to the TVA Shawnee Power Plant, west of Paducah, have all but stopped at this time. I have noted only a few trains during the last of March and the first weeks in April. These CSX coal trains had started running on P & L trackage rights during last October. The trains ran with CSX AC44CW locomotives from Louisville to the Paducah area unloading points. One or two of these CSX coal trains made daily runs on P & L tracks during this past winter. These daily trains and exotic power added a whole new look to watching P & L trains. Anyway, the old P & L Geeps are still nice to listen to and watch pulling trains through the area. Right guys?

VMV Shops in Paducah has a new contact to rebuild a group of C30-7 locomotives for Helm Leasing. These are ex-Norfolk Southern locomotives. I noted the P & L West Yard Switcher on April 3rd bring two of these rebuilt units to

interchange with CSX at Atkinson Yard in Madisonville. The units were completely rebuilt inside and out by VMV. They had been repainted into the Helm Leasing maroon and blue colors. They were renumbered #6807 and #6812. They left Madisonville headed toward Nashville on a CSX train. I hope to have a complete P&L operations overview in the near future.

FORT WAYNE RAILROAD HISTORICAL SOCIETY NEWS....

This group has sold two passenger cars to the Hardin Southern Railroad at Hardin, Kentucky. The Hardin Southern operates on the old NC & StL line from Hardin to Murray. They run both excursion and freight trains on this line. The passenger cars were sold for \$50,000 and should have arrived in Hardin during March. The money from this sale was used pay off the loan on the new shop building near Fort Wayne. The Fort Wayne group will not be running any excursions this year, due in part to the changing railroad scene caused by the upcoming CSX/NS/Conrail merger.

The Fort Wayne group plans to keep working to get steam locomotive # 765 running in the future. The locomotive needs new flues and running gear repairs. The price for these repairs is over \$150,000. This is the locomotive that pulled the excursions on the P&L from Paducah to Central City in 1992. If anyone would like to send them a donation for this work let me know and I will get them the address. The Fort Wayne Society will be returning steam Locomotive C & O # 2716 to the Kentucky Railroad Museum at New Haven in the near future. KRM will build a shelter for the locomotive and display it for the time being. This locomotive has been ordered

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STUFF

MAY MEETING

A different time and a different place. The May meeting of the Western Kentucky Chapter, NRHS will be held in Hopkinsville, KY on Monday the 18th. In what is fast becoming a tradition, we will meet at the L&N depot - 9th St. and the railroad - at 7:00 PM. The depot restoration work is complete and the Hopkinsville members will roll out the red carpet.

The program will be, as in years past, "My Favorite Slides." Bring up to 20 slides. We will have the projector (Kodak) and screen. This will be an excellent chance for our newer members to show the rest of us what your interests are.

Mark you calendar now!!!

NASHVILLE TORNADO

From the internet . . . as I was looking out my office window on Thursday afternoon about 3:35 PM and watching a train easing out of Nashville, onto the Louisville-Evansville line from the Kayne Ave. the clouds were getting dark and all of the sudden I saw the tornado come straight down and hit the back end of Granger Co. warehouse and bend the main I beam down like it was made out of paper. The Granger Co. is on Charlotte Ave. and the CSX line splits about 150 feet east of the building, one line west to Memphis and the other north to Louisville and Evansville. The tornado moved from the Granger building and caught the last four cars of the northbound train and laid them over on their side in to a employees parking lot.. The tornado moved on east and hit the Crown Plaza and TPAC and continued east. You may have seen video of the other areas hit in Nashville. It was some sight to see the storm flip two auto rack cars, one box car and a grain hopper. . .

Dennis Conniff

MARCH MINUTES

Western Kentucky Chapter, NRHS
Badgett Center, Madisonville, KY
March 23, 1998

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

TREASURER'S REPORT:

Opening Balance		1032.12
Income		
Dues	265.00	
Donate.	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 gave a brief summary of agenda items for the Roanoke meeting. By-law revisions will consume most of session.

MEMBERSHIP:

OLD BUSINESS: \$90 has been paid into the 'Buy a Tie' program with another \$12 promised. When the funds are all collected the donations and the Chapters \$100 matching contribution will be forwarded to the Bluegrass Railroad Museum.

NEW BUSINESS: Chapter trips were discussed including TVRM (and the 'Eden Isle'), KRM behind L&N 152, TC and the 'Hollywood Beach', French Lick and the Bardstown Dinner Train. Ricky will check into details and report at the April meeting. Several members reported on local rail happenings.

Attending were: Tim Griffey, Ron Stubblefield, Jake Jachna, Wally Watts, Rich Hane, Don Clayton, Chuck Hinrichs, Chris Dees, Dennis Carnal, Bob Moffet, William Turner, Harold Kniffen, Mike Keipp, Rick Bivins, Bob McCracken and Keith Kittenger. Louie Hicks was a guest.

VIDEO SALES REPORT

As of April 13th, a total of **65** copies of the video "CSX Henderson Sub" have been sold by the chapter. These sales have totaled \$1,575.00 with the chapter clearing \$457.91 after expenses. Around 25 of the chapter members still haven't

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

Indiana Transportation Museum - May 2-3 - Noblesville, IN - Nickel Plate 587. 5 short runs each day. Adults \$10, children \$5 (4-12) under 3 free. No reservations required. Trains leave from Hobbs Station in Forest Park. Info. (317)773-6000. Cab rides are available.

Indiana Transportation Museum - May 31 - "Picnic in the Park" with Nickel Plate 587. Leaves from Fairgrounds in Indianapolis at 11 AM and runs to Noblesville for the picnic. Return leaves at 3 PM with arrival back in Indianapolis around 4 PM. Adults \$25, Children \$10 - reservations required - call (317) 773-6000.

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". **Many of the Convention Events are nearing capacity. If you are planning to attend, get your reservations in now!!! Dick Billings is putting together a week-long New England tour following the NRHS convention. Check with Wallace Henderson for details.**

NRHS Fall BOD meeting - Kansas City, November 6-8, 1998. Trip on KCS "Southern Belle" business train. Details later.

AREA SIGHTINGS

Dennis, Chuck, Wallace

Here's an example of traffic on the CSX Henderson Sub. Rick Andrews, Keith Kittinger and myself were headed to Nashville on Saturday, March 21st, for the NMRA train show. We drove on US 41 from Madisonville to Hopkinsville before getting on the Parkway and Interstate to Nashville. The first train sighted was a southbound molten sulphur unit train in the siding. Power on this train was one CP America SD40-2, one CP Rail SD40-2 and one S00 Line SD40-2. Parked in the Nortonville siding was another train. It was a very short southbound manifest train, power was one CSX C30-7 and one Norfolk Southern C40-8. These two trains were waiting for northbound tote train (Q124). This train was passing the P & L signal in Nortonville by this time. Power on the tote train was two CSX B36-7s and one CSX B40-8. Driving on to Crofton, we sighted a northbound manifest train pulling into the siding to wait for the two southbounds at Nortonville. Power on this train was one CSX C40-8 and one Norfolk Southern SD40-2. Heading on toward Hopkinsville, we heard another northbound manifest train passing through Hopkinsville. We saw only the last few cars of this train. This train was headed to Kelly for the two southbound trains. Returning to Madisonville that afternoon, at Hopkinsville we saw a northbound train. This train was going to meet two southbound trains at Kelly. The first was at Crofton and the last was at Nortonville. We were driving on the Parkway and didn't see these trains, but could hear them on the radio. (dc)

On Sunday, April 5th, there was a total of 173 locomotives from other railroads or leasing companies on CSX, systemwide. Locomotives from nine other railroads were being used on trains running on CSX tracks on this date. On this same day, there were a total of 123 CSX locomotives operating on seven railroads across the country (seventy-three locomotives on Union Pacific trains). CSX also had a total of 22 locomotives on lease from EMD Leasing, Helm Leasing and included in this total are nine Wisconsin Central SD45s. These WC units have been in service between Nashville and Memphis. (dc)

VMV is turning into GE heaven. On April 1st a group of refurbished exNS hi-nose U23Bs were at the back gate ready for shipment to a Genessee & Wyoming subsidiary, Cohilla & Durango in Mexico. Most of the units were in basic black but one was in the G&W system paint (yellow and black). These units are in a 39xx number series with 3955 carrying the G&W paint. Also at the back gate was a chop-nose GP9 (#1600) in brand new orange, green and yellow BNSF paint. On the VMV back lot were several ex NS C30-7s in black paint and HLGX On the long hood. HLGX is another in a series of Helm leasing identifications. These units (6805, 6807, 6810, 6811, 6812, 6814, 6815 and 6816) are, according to a VMV employee, going to CSX on lease. Also, according to this same source, a group of CSX GP38s and GP40s will be converted to slugs (or 'Power Mates") for use on CSX. There may be as many as 30 units in this program. Also at VMV a series of units in the RailTex paint scheme (red, gray, white) have been noted with several different sub-letterings - IORY, CB&NS, NERC and A&MN. Disposition of these units is unknown at this time. (ch)

THE OLD GOAT

(Continued from page 5)

by the FRA to have its flues replaced before it can operate again, KRM plans to restore # 2716 to active service in the future.

Well, that's all for this month. If you would like to purchase a copy of the video 'CSX Henderson Sub' send your check for \$25.00 plus \$3.00 for shipping to my address. Make checks payable to Western Kentucky NRHS. If you have any railnews, sightings, trip reports and vacation stories send us your information. We will use it in an upcoming newsletter. Hope to see more of the membership at the April meeting. Let's try for 30 members at the April meeting, Try to get trackside in the upcoming weeks to enjoy the nice spring weather and to watch the railroad action. You will have a good time!!! Keep in touch!!! Hope to see you trackside.

Later Dudes!

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

Spring is the time to get trackside for yet another year. Remember that a camera or a camcorder is not a license to trespass on railroad property. Be careful around trains and when in doubt - ask permission.

HISTORY IN PHOTOGRAPHS

RAIL TRIVIA QUIZ

Answer to February's Trivia.

The pair of locomotives were designated RS 1325s and were purchased in October 1960 by the Chicago & Illinois Midland RR. The C&IM was purchased and renamed the Illinois & Midland. The two units are still on the roster. One (30) has recently been repainted in orange, black and yellow (see Trains, March 1998, p 31).

APRIL TRIVIA

In 1930 the 2-10-4 type locomotive matured when the C&O acquired units with 69" drivers. A western road acquired one of the 69" drivered units but astounded the industry in 1938 when it acquired the first of a series of huge 2-10-4s with 74" drivers, 30"x34" cylinders and a working pressure of 310 lbs. These were the largest 2-10-4s built.

Which railroad rostered these locomotives?

How many did they acquire?

When were the last units delivered?

Were the locomotives fueled with coal or oil?

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.



ExICG ExxGM&O GP35 repowered with Caterpillar Diesel engine by VMV. The unit rides on Blomberg trucks rather than the original Alco trucks. This project was not repeated and the unit was sold. Photo taken at Central City, KY on February 19, 1990. Photo by Chuck Hinrichs



Before the P&L purged it's roster of switchers there were some very interesting units on the property. This SW13 cow and calf set was caught at Paducah on January 13, 1990. Photo by Chuck

"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