

# PENNYRAIL

MAY 1998

VOLUME 2, NUMBER 5

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



## Chapter

**NOTE BOTH THE DATE  
AND THE LOCATION !**

**MAY MEETING**  
L&N DEPOT  
9TH and RAILROAD  
**HOPKINSVILLE, KENTUCKY**  
**MAY, 18 7:00 PM**

### PROGRAM

The program will consist of members favorite slides. Bring 20 of you favorites. A Kodak Carousel Projector will be provided. Refreshments will be provided by the Hopkinsville members.

### AT THE APRIL MEETING

Well, we almost had thirty members at the April meeting, twenty-seven members showed their smiling faces. A real improvement over the attendance at the past few meetings. We enjoyed a very nice slide program from Nashville resident Dick Ardnt. His slides covered the Alaska Railroad, Canadian National and Canadian Pacific in the 1960s and 1970s. He also had slides from the northeastern part of the United States and from the northwestern part of the United States. Very few of

*(Continued on page 2)*

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### RAIL CAMP 1998

NRHS RAILCAMP  
1998 - July 19-25,1998  
at Steamtown NHS,  
Scranton, PA

This is a pilot project hosted by the National Railway Historical Society in cooperation with the National Park Service Steamtown National Historic Site, with assistance from the University of Scranton and the Steamtown Volunteer Association. It is designed to provide a background in rail history, preservation, operations and transportation career opportunities to forty



high school students. The tuition of \$495 per student includes all meals, activities, lodging, materials and equipment needed. Students are responsible for

*(Continued on page 7)*

**Chapter News**

*(Continued from page 1)*

the shots can be duplicated today. Dick has recorded a great amount of railroad history with his large slide collection. Thanks, Dick, for taking the time to share some of your collection with the chapter. We hope you can put together another slide show for us in the future. Rich Hane came through like a trooper with the refreshments. A good selection of treats and enough food for Rex and Ron, plus some for everyone else at the meeting. We were all happy campers, good food and a good program. Also at the April meeting were three of the four new chapter members; Rick Andrews from Providence, Randy Brown from near Nebo (aka Rabbit Ridge) and Louie Hicks from Hopkinsville. John Riley Edwards from Cunningham, Tennessee didn't make the meeting but should be on hand for the May meeting in Hopkinsville. Welcome again to all our new members!! Our chapter membership now stands at 60.

The railroad action doubled at the April meeting. That means CSX was nice enough to run two trains on the Earlington Mainline during the evening. The first train was the new tote train (Q127). This new train runs from Chicago to Jacksonville and on south to Tampa. On this night the train was very short, only about twenty-five cars. Power was a pair of CSX C40-8Ws. Then, twenty minutes later, southbound manifest train (Q645) with two CSX SD40-2s rolled by the station.

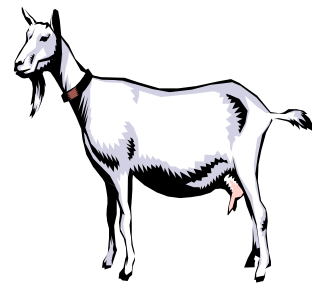
**MEMBER NOTES**

**CHAPTER MEMBER RETIRES.....**On June 1, Rev. Harold Kniffen will retire as a minister in the First Methodist

*(Continued on page 5)*

**TRACKSIDE WITH THE OLD GOAT**

*Dennis Carnal*



Greetings from The Old Goat....Welcome to the merry month of May. I'm happy to report that grass mowing season is well under way. Seems all I do is work, go home mow grass and watch it rain. When was the last sunny Saturday? It would be nice to do a little railfanning before the hot summer weather gets started in a few weeks. But I don't railfan in the rain!!! Snow maybe? But, not rain. Let's all hope for some nice dry warm sunny Saturdays so we all can do some railfanning.

Here's what I have to report this month.....

On May 4th, around 11:00 PM, I heard a northbound train on P&L pass behind my home in Madisonville. The locomotives didn't sound like P&L Geeps and they didn't sound like CSX General Electrics. What were they? Well, I don't know what the trailing unit or units were, but the lead unit was Union Pacific # 8026 a SD90MAC.

Now Union Pacific SD90MACs are seen from time to time on run-through coal trains on P&L between Paducah and the Vulcan Terminal on Kentucky Lake at Grand Rivers. But seeing a Union Pacific SD90MAC headed from Paducah to Louisville - that's another story! I heard the P&L dispatcher give the northbound train a track permit from Pond siding, east or Madisonville, to Central City. At Central City, it was to meet a southbound train lead by a P&L Geep. Then the

northbound train had a permit to head from Central City to Beaver Dam. I guess it was headed for Louisville.

This goes to show what I have said in the past...."You never know what you may see pulling a train on the P&L or CSX, for that matter!" Speaking of CSX, returning to Madisonville from Hopkinsville on April 22nd, I sighted northbound CSX manifest train (Q646) at Kelly. By the way, the work on the siding project at Kelly is moving along at this time. Power on (Q646) was one Rio Grande SD40T-2, still in full Rio Grande paint, and one Southern Pacific SD40-2, still in full SP paint. The train was very short, only twenty-six cars. The engineer was one of only two females on the Henderson Sub. She had the short train rolling at full track speed, no slow orders on this day. I pulled along side the train between Mannington and Nortonville. Highway 41 runs along side of the tracks through here. For northbound trains the highway is on the engineer's side of the train. Till this location I had only seen the fireman's side of the train. What makes this train chase special besides the Rio Grande and SP power was the writing on the engineers side of the lead locomotive. Someone at some location had written on the battery box covers under the engineer's window, this - "The Real Train Chasers". How appropriate can you get!!! I have been train chasing for 40 years. It was nice to see that someone else had been

*(Continued on page 4)*

## THE AMERICAN ORIENT EXPRESS VISITS KENTUCKY

Four times this spring the private luxury train "American Orient Express" will pass through western Kentucky on it's "Jazz & Blues Express" tour.

In order to gain first-hand information, David Cooper and I rode the first tour on March 16-20. We departed Carbondale on the 16th on Amtrak's "City of New Orleans". We were glad we made sleeper reservations as the train was 'sold out'. The consist included 2 engines, baggage car, crew sleeper, passenger sleeper, diner, lounge, 3 coaches and 2 IC private cars. The IC cars were dropped in Jackson, MS.

After a delicious breakfast and lunch we arrived in New Orleans a few minutes ahead of schedule. We transfer immediately to the AOE. Once on board a champagne welcome party gets underway in the observation lounge. We sleep in our bedrooms during the night and a bottle of champagne, iced in a silver bucket, awaits us in our room.

While in New Orleans tour activities include, a river boat ride, diner at 'Arnaud's', a visit to the old US Mint and a block party in the Irish section to celebrate St. Patrick's Day. In Memphis we visit Graceland, a Jazz and Blues Museum and Beale Street with cocktails, snacks and live music. St. Louis offers the Scott Joplin house and a piano concert. In Chicago we visit Andy's Jazz Club where two groups performed.

The train's schedule had us arriving in Memphis around lunch time. Our departure from Memphis had us running

about an hour ahead of the "City of New Orleans". In DuQuoin, IL we left the Amtrak route and went on IC's freight line for the 70 miles to St. Louis. This line is CTC controlled with a 50 mph limit which seemed like crawling after the 82 mph running on the Amtrak main. This line last saw passenger service prior to Amtrak with an IC, St. Louis-Carbondale connection to the "Panama Limited". The trip to Chicago was on the regular Amtrak route.

The AOE consist included a pair of Amtrak GE P42 diesels, 3 crew cars, 6 all bedroom sleepers, 2 diners, a lounge car with piano, a combination sleeper/diner (the diner not in use) and a flat end observation lounge. The AOE offers three levels of accommodations. Basic service is the "Superior Sleeper". These are the sleepers in all sleeper cars and have an enclosed toilet and shower down the hall. Next is the "Parlor Suite" which is the size of two bedrooms and includes 2 lower beds and enclosed toilet. The premium accommodation is the "Presidential Suite", with two lower beds, enclosed toilet and private shower. Monogrammed bath robes and laundry bags are yours to keep as a memento of your trip.

As this was the first trip of this series, a CNN film crew was on hand to record the event for later broadcast. David and I will be available for autographs.

With the AOE experience behind us we lunched at "Lawry's - The Prime Rib" in Chicago and returned to Union Station to catch the "Illini" #391.

March 20, 1998 - the first day of spring - warm breezes and flowers, right? NOT HARDLY!! 391 departs

## PENNYRAIL

Chicago in brisk 32 degree weather. By the time we get to Kankakee the snow is blowing horizontally from the north. At MP 113 we encounter frozen power switches and are delayed for a few minutes. After a few more unscheduled stops we reach Carbondale about 15 minutes late (not bad considering the weather).

The drive home was uneventful and we look back fondly on a first rate trip.

Editors note: This was not Don's only 1998 experience with the "American Orient Express". The next issue of *Pennyrail* will have all the details.



## NEXT MONTH

- A Railfanning Guide to Paducah. P&L, IC and VMV (Still in preparation).
- The "Old Goat's" sightings column. I thought goats ate grass and so avoided mowing and had more time for train watching.
- More pictures and graphics of area rail subjects.
- Don Clayton's narratives describing his on-going rail adventures.
- The IC train designations and roster will not be published until it is up-dated.
- More on the CSX changing scene as they prepare for the

## THE OLD GOAT

(Continued from page 2)

doing the same thing somewhere else beside this locomotive. I wish I could have taken a video of this locomotive as we rolled along into Nortonville at 55mph. Well, maybe next chase!!!

During April, I sighted CSX unit coal trains running on P&L trackage rights through Madisonville to the Paducah area. On April 15th, a southbound loaded coal train with two CSX AC44CWs stopped to change crews at West Yard in Madisonville. On April 21st, I sighted a northbound empty coal train returning to Louisville with two CSX AC44CWs pulling the train

LOOKING AT THE CSX HENDERSON SUB ON SUNDAY, MAY 3rd

Around noon on this Sunday, I saw some foreign motive power parked at the CSX Atkinson Yard enginehouse in Madisonville. A crew was taking two CSX SD40-2s from the enginehouse to pickup a Cargill grain train that had been parked on the siding in Earlington since Friday. On one ready track was a set or four CSX four axle locomotives, a mix of GP38-2s and GP40-2s. Parked on another ready track were two Helm Leasing (HLGX) C36-7Es, still in all black paint. These ex-Norfolk Southern units have been rebuilt by VMV in Paducah. Some of these units are now on lease to CSX. Parked on the other end of the same ready track was a Union Pacific SD40-2 and two Kansas City Southern SD40-2s. These units had dropped a military train at Hopkinsville for Fort Campbell. During the afternoon a steady flow of trains through Madisonville kept the dispatchers busy in Jacksonville. But, around 9:00 that night the dispatchers were getting very busy with a total of ten trains between Madisonville and Henderson. Let's the lineup....

(Continued on page 5)

A. C. Stanley, a member of the Owensboro Chapter and a Chapter only member of our Chapter has written a delightful account of the inaugural run of the Texas Eagle all the way to Los Angeles. The report would require nearly an entire issue of the **Pennyrail**. The material is good so I will present portions of it in this space over the next few issues. Thanks A. C.!

### THE LAST TRAIN RIDE

FEBRUARY IS SOMETIMES A BAD WEATHER MONTH. 1998 WAS NO EXCEPTION. BECAUSE OF EL NINO. BOTH THE EAST COAST AND THE WEST COAST WERE SUFFERING WITH MUDSLIDES, FLOODING, HURRICANE LIKE WINDS, ICE, SNOW, AND GENERAL WINTERTIME MISERIES.

AMTRAK WAS INAUGURATING A NEW SERVICE BETWEEN CHICAGO AND LOS ANGELES VIA TEXAS. FORMERLY, THE TEXAS EAGLE TERMINATED AT SAN ANTONIO AND MERGED WITH THE SUNSHINE SPECIAL ON ITS WAY FROM FLORIDA TO THE WEST COAST. NOW, TRAIN #21 WOULD GO ALL THE WAY TO LA. PRIOR TO FEBRUARY 6, THE TEXAS EAGLE RAN THREE DAYS A WEEK. THIS NEW SERVICE WAS A FOURTH TRAIN AND THE AMTRAK PR DEPARTMENT WANTED A FULL TRAIN ON THIS INAUGURAL RUN.

MY BROTHER, ROY, IS AN AREA DIRECTOR OF THE NATIONAL ASSOCIATION OF RETIRED AND VETERAN RAILWAY EMPLOYEES. INC. THIS ORGANIZATION SUBMITTED A LIST OF VIPs WHO MIGHT BE INVITED TO RIDE THIS NEW SERVICE WITH A FREE ROUND TRIP PASS. ROY SNEAKED MY NAME ON THE LIST AND AMTRAK PROMPTLY SENT ME A BOARDING PASS. WOW! NOW I HAD TO GO SOMEWHERE TO GET ON THE TRAIN. I CHOSE ST. LOUIS.

#21 WOULD LEAVE CHICAGO AT 6:30 PM ON FRIDAY EVENING. I WOULD BOARD THE TRAIN AT 12:25 AM SATURDAY AND MEET ROY AT 1:01 PM IN LONGVIEW, TEXAS WHERE HE WOULD BOARD. OWENSBORO, KENTUCKY IS ABOUT 230 MILES FROM ST LOUIS. THE LAST TIME I WENT TO ST. LOUIS I RODE THE BUS. BUT I HAD TO GO TO EVANSVILLE, INDIANA TO CATCH IT. OWENSBORO HAS NO BUS SERVICE AND TWA WANTED \$724 FOR A ROUND TRIP TICKET BETWEEN EVANSVILLE AND ST. LOUIS. THIS TRIP WAS GOING TO BE HANDLED DIFFERENTLY. TWO FRIENDS IN THE OWENSBORO NRHS CHAPTER, BOB VITITOW AND JOE WIRTH, WERE GOING TO DRIVE MY CAR, DROP ME OFF AT THE AMTRAK STATION, AND COME BACK FOR ME THE FOLLOWING THURSDAY. IT ALL SOUNDED SO SIMPLE.

IT BEGAN TO SNOW ON TUESDAY BEFORE WE WERE TO LEAVE ON FRIDAY THE WEATHER PEOPLE SAID IT WOULD ALL BE OVER BY MIDNIGHT WITH LITTLE OR NO ACCUMULATION. WEDNESDAY MORNING WE HAD FOUR INCHES. THEN THE WEATHER PEOPLE SAID THE SNOW WOULD "MOVE OUT," BY NOON AND WE COULD LOOK FORWARD TO CLEAR SKIES AND SOME SUNSHINE. MY TRIP TO ST. LOUIS WAS SOUNDING SIMPLE AGAIN. BUT THAT WAS WRONG TOO. THE WEATHER SYSTEM DIDN'T MOVE ANYWHERE IT JUST SPREAD OUT OVER KENTUCKY LIKE A HOMESTEADER. THURSDAY MORNING WE HAD EIGHT INCHES, NO SUNSHINE. AND IT WAS SNOWING LIKE CRAZY!

FORREST GUMP WOULD HAVE SAID, "CRAZY IS AS CRAZY DOES", AND WE PROVED HIM RIGHT. NELL HAD TAKEN MY CAR TO WORK AND HAD LEFT HER CONVERTIBLE IN THE GARAGE, FOR OBVIOUS REASONS. AT THE TIME IT SEEMED APPROPRIATE THAT I SHOULD GO TO JOE'S HOUSE, PICK HIM UP, AND MEET BOB FOR LUNCH. WE NEEDED TO TALK ABOUT SOME SIMPLE TRAVEL PLANS WHICH WERE NOT SIMPLE ANYMORE. BY NOW THE SNOW HAD COVERED ALL THE TREE BRANCHES WITH SO MUCH WHITE STUFF THAT THE TREES LOOKED LIKE HUGE PUFF BALLS. THE STATE HIGHWAY DEPARTMENT WAS TELLING PEOPLE TO GET OFF THE ROADS, GO HOME. AND STAY IN THE HOUSE. OLD AGE CRAZY IS WORSE THAN MIDDLE AGE CRAZY. WHEN I ARRIVED AT JOE'S HOUSE, THE TOP WAS DOWN ON THAT CONVERTIBLE! WHEN I TOLD NELL WHAT I WAS GOING TO DO SHE SAID, "YOU'VE LOST YOUR MIND". WHEN WE GOT TO JOE THOUGHT SO TOO, BUT HE WENT ALONG WITH IT. HARDEE'S TO MEET BOB (WITH THE TOP DOWN) MOST OF THE PEOPLE IN TOWN AGREED WITH NELL.

## THE OLD GOAT

*(Continued from page 4)*

At Madisonville, on the Earlington main line, northbound tote train (Q120) was stopped at Arklow waiting for three southbound trains. Behind the tote train was an empty unit grain train (G003) parked at Monarch. On the Atkinson cutoff was southbound tote train (Q127) passing Atkinson Yard. As soon as this tote train passed Atkinson Yard, a loaded Paradise Turn (V553) unit coal train, got permission from the "SA" dispatcher to pull across the Atkinson cutoff mainline and head east on the MH&E branch for the trip to the TVA Paradise Power Plant at Drakesboro. Back on the mainline at Hanson, a loaded unit train of phosphate (K808) was leaving the siding after meeting the southbound (Q127) tote train. Ahead of this train, at Breton, was northbound manifest train (Q556). Train (Q556) was running on northbound manifest train's (Q592) block. On north at Robards still another northbound manifest train (Q648) on the main was meeting southbound manifest train (Q647) parked in the siding for all four northbound trains.

At the same time, another southbound tote train (Q125) was crossing the Ohio River Bridge at Henderson. This train stopped at Henderson for northbound trains (Q648, Q592 and Q556). The loaded phosphate unit train (K508) was stopped on the mainline at Robards. Then southbound train (Q647) started for Madisonville and southbound tote (Q125) left Henderson for Madisonville. Meanwhile back at Madisonville, tote train (Q120) and grain train (G003) were still waiting for southbounds (Q647 and Q125) to pass Arklow. Neither

southbounds or (Q120) would fit in either siding at Hanson or Breton. Besides the siding at Breton was blocked with 70 hopper cars loaded with coke to be unloaded at the Henderson Riverport. The "SA" dispatcher had planned for (Q592) to pickup 30 of the loaded hoppers of coke to be left on the lead to the Henderson Riverport, so the Henderson local could place them on the following day. This plan was cancelled. The loaded cars maybe still parked at Breton!! To add to the dispatchers problems, he needed to run the tote train (Q125) ahead of (Q647) ASAP due to more traffic between Madisonville and Nashville. I don't know what else happened this night, because I went to bed. Goodnight.

Well, that's all for this month. Hope everyone will try to attend the chapter meeting in Hopkinsville this month. Take part in the program and bring a few slides to share with the membership. Remember to send your railnews, sightings, trip reports and vacation reports to either Chuck or myself. We need your information each month.

Try to get outside the next few weeks to checkout the rail action for yourself. You will have a good time (if it ever stops raining!). If you want to order an HD video send me your money. That's \$25 plus \$3 for shipping. Hope to see you trackside. Keep in touch.

Later Dudes!

Dennis Carnal  
704 Choctaw Drive  
Madisonville, KY 42431

Phone 502-825-0693

**RAFFLE**

*(Continued on page 7)*

## Chapter News

*(Continued from page 2)*

church after 24 years of service. During the past four years Harold has been the minister at the First Methodist Church in Earlington. He has been a member of our chapter for the past three years. Harold has enjoyed watching the CSX trains rolling through Earlington from their home, that's less than a block from the track. Harold and his wife, Barbara, will be moving to their new home in the Covington, Kentucky area in mid-June. They are moving to this area to be near their son, who lives in Ohio, just a few miles north of Cincinnati. The Kniffens also have two daughters, one living in the New York City area and one living in Florida. They have several friends living in the northeastern Kentucky area. Both Harold and Barbara have been very active with community projects in this area, and especially in Earlington. They will both be missed very much by the people that had the chance to know them. We wish them the very best and much happiness in the coming years. Good luck!!! Keep in touch!!!

### MEMBER ON THE MOVE

Chris Dees has accepted a job with Honeywell Consumer Products in Newbern, TN, as Test Facilities Supervisor. He will likely locate in Dyersburg. Chris says that he will either watch your car or provide parking if you take the "Chicken Bone" out of Newbern. Don't count on 12:30 AM taxi service however.

Chris, good luck in your new job and let us know where to reach you when you get settled.

**THE L&N DEPOT IN HOPKINSVILLE IS ON 9TH ST. (US 68) AT THE RAILROAD IN THE DOWNTOWN AREA. THERE IS PARKING IN THE LOT JUST WEST OF THE DEPOT. LOCK YOUR CAR.**

**APRIL MINUTES**

**Western Kentucky Chapter, NRHS**

Badgett Center, Madisonville, KY  
April 27, 1998

Vice President Bivins called the meeting to order at 7:00 PM. The minutes of the March 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 reported on the Spring BOD meeting and urged members to get their reservations in for the Convention in Syracuse.

**MEMBERSHIP:** We have 60 members on the books

**OLD BUSINESS:** Mike Keipp reports that Nashville & Eastern trips to the east end of the line are still up in the air due to condition of a bridge. Ricky has not yet checked on a trip to the Illinois RR Museum but will as soon as possible.

**NEW BUSINESS:** A Chapter homepage on the internet was discussed and James Pearson and Chuck Hinrichs will check further. The discussion on Chapter promotion continued with suggestions concerning local newspaper, the county magazine and an article on railfanning. No action was taken. 23 members and three guests were in attendance.

**VIDEO SALES REPORT**

As of May 7th, a total of **67** copies of the video "CSX Henderson Sub" have been sold by the chapter. These sales have totaled \$1,675.00 with the chapter clearing \$483.82 after expenses. Copies of the Video are still available for \$25 and \$3 S&H. Contact Dennis Carnal to get your copy.

**TIMETABLE**

**TOURS**

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

**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**

**Explorers IX Trip, Camas Prairie** - June 27 - July 5 - Spokane

This is a revised date !!!!

**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 from Kansas City to Amsterdam, MO and return with photo stops and lunch. Also a ride on the Smoky Hill Railroad. Pre-registration \$15. See Chuck Hinrichs for details.

**L&N Historical Society** - Annual Meeting - September 25-27 Corbin, KY - Headquarters Hotel is the Cumberland Inn, Williamsburg, KY. Get your reservations early!!

**Illinois Central Historical Society** - Annual Meeting - August 14-15 Waterloo, IA. With the CN/IC merger this may be the last meeting with an operating IC railroad. No word on the promised IC business train but a prayer might help!!

**SUMMERAIL AT C.U.T.** - August 8, 1998 - Cincinnati Union Terminal 1 PM to 10 PM. RR Show and Sale 10 AM to 5 PM.

## AREA SIGHTINGS

*Dennis, Chuck, Wallace*

**Jim Bergant** from Louisville was in Madisonville on vacation for a few days during KEA Week in April. While in town he did a little railfanning. He reported sighting the CSX detour trains that were running on Paducah & Louisville tracks between Madisonville and Louisville as reported in the April newsletter. On April 13th, CSX manifest train (R534) had two CSX AC44CWs (# 212 and # 318) for power leaving Madisonville for Louisville. On April 14th, Jim heard the P & L dispatcher giving permission for CSX manifest train (R574) to enter P&L trackage at East Diamond Junction, east of Madisonville, and head toward Louisville. The lead unit was one of the twenty-five new CSX SD70MACs, 714. Jim tried to catch this train at the Cimarron Mine crossing, but was too late. A P&L crew on another coal train told him that the CSX train had left Diamond Junction about ten minutes before he got there. Well Jim, better luck next time!

**Bill Grady** in Louisville reports that he sighted two CSX SD70MACs in Louisville the day before one of these units showed up on the Nashville to Louisville train via Madisonville on P & L.

**Wallace Henderson** was in Paducah around the last week in April. He reports that that the P&L Geep painted in UK colors was parked on the back lot at VMV waiting for repairs. He also reports that the P&L Geep in U of L colors, that has been parked at VMV the past few months has been moved inside for repairs. Maybe John Roberts at P&L could drop us a note with information on these two locomotives? The U of L unit is back outside with parts missing. *ch*

**Chuck Hinrichs** has spotted a new "K" train on the Henderson Sub. K524 runs from Birmingham to NUCOR Steel near Lafayette, IN with loads of pig iron. The material is hauled in a variety of CSX and off-line gondolas and the stuff looks like footballs made out of rust. The material is loaded only a couple of feet deep in the cars. Three six axle units provide the power. Dennis mentioned the work being done at Kelly. The project will extend the Kelly siding about a mile and a half south to the overhead bridge at Substation Road. My best estimate is that the Kelly siding will be nearly 16,000 feet long when the work is complete. A CSX roadmaster told me that another siding project is scheduled for the Henderson Sub. This project will build a siding extending from the Anaconda spur to Seebree - 11,000 feet.

The Henderson Sub now hosts 10 piggy back or container trains each day. Q120-121 and Q124-125 run from Jacksonville to Chicago. Q123-124 are Chicago-Atlanta trains. Q126-127 are the new kids on the block and run from Tampa through Jacksonville and on to Chicago. Q128-129 are the Chicago-Nashville UPS hot shots. Most of these trains run daily with the exception of the 128-129 pair which run only 5 days a week. Second sections of these trains are not uncommon.

The molten sulphur unit trains are regulars on the Henderson Sub (usually K869) and almost always have interesting off-line power with Canadian Pacific or SOO power most often noted.

## THE OLD GOAT

*(Continued from page 5)*

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

## RAILCAMP

*(Continued from page 1)*

transportation to and from Scranton.

Activities include tours of the complex, learning how living history is interpreted at Steamtown, what goes on in the Backshop and the role of restoration of vintage rail equipment. On Tuesday, students will work a half-day in each of the locomotive shop and the roundhouse. On Wednesday, industrial crafts and the railroads today will be featured. Thursday involves restoration of rolling stock with the carpentry shop the main focus. Friday will have Operation Lifesaver and Railroad Operations activities including preparing an engine for service. In the afternoon, the students will be with the Delaware-Lackawanna train dispatcher working the yard and the line to Moscow. They will also take the steam excursion train to Moscow. After further field training in railroad operations, there will be an awards ceremony. On Saturday morning the students will have an opportunity to show what they have learned.

Sponsorships for participants are encouraged. Contact NRHS Headquarters for details or check with Bob McCracken or Chuck Hinrichs.

## RAIL TRIVIA QUIZ

### Answer to April's Trivia.

The monster 2-10-4 "Texas" type locomotive with 74" drivers were the property of the AT&SF Railroad. SantaFe acquired 35 of these locomotives. 10 coal fired units came in 1938 and 25 oil fired units arrived on the property in 1944.

### MAY TRIVIA

?

This is a three part question

The town of Gracey, Kentucky was named after the president of one of the early railroads in the area. What was the name of the early railroad (pre L&N and IC) whose President gave his name to the town of Gracey?

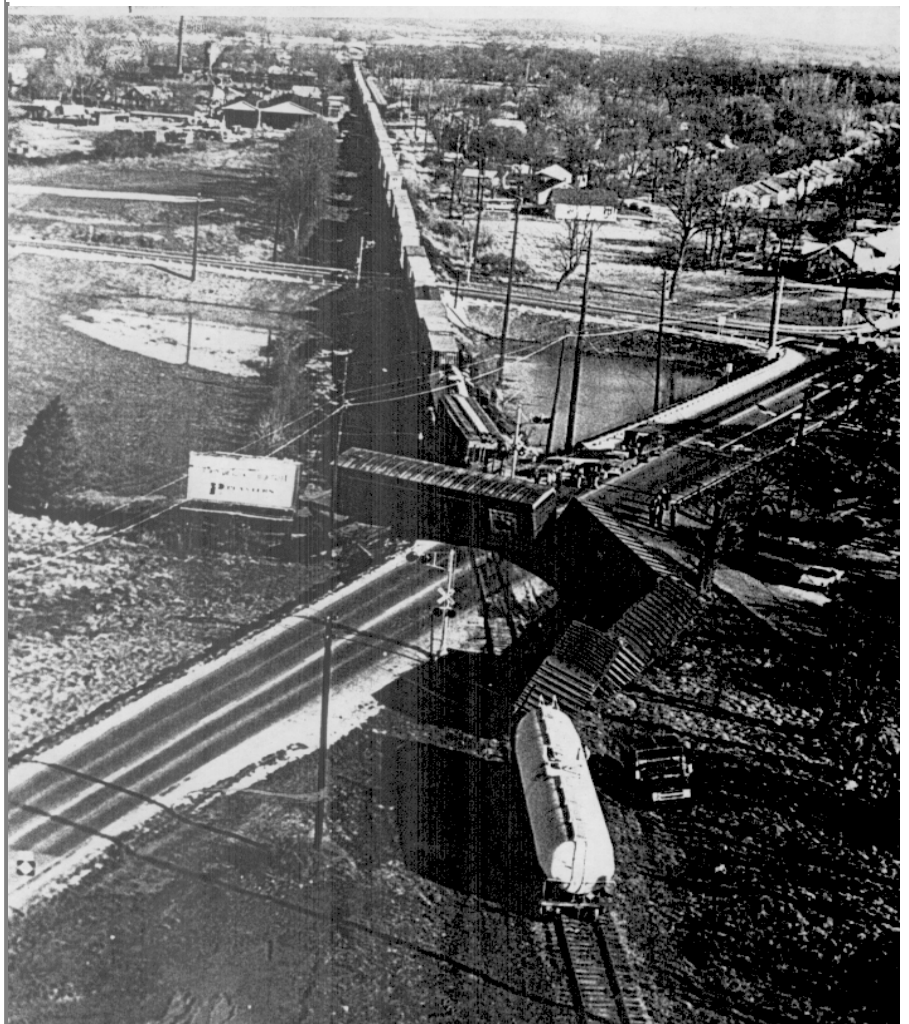
The wreck picture on the right happened in Hopkinsville. What was the date and which railroad (TC, IC, ICG) was involved?

The "Jawn Henry" worked only three years on the N&W - 1954-57. What was the horsepower rating of this engine?

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

*Chuck*

## HISTORY IN PHOTOGRAPHS



An ariel view of a rail mishap on Lafayette Road near Country Club Lane in Hopkinsville. Photograph from the William Turner Collection



N&W Coal Fired, Steam Turbine, Electric Drive Locomotive #2300 - "Jawn Henry"  
Photo courtesy Roanoke Chapter NRHS

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*Chuck Hinrichs*