

# PENNYRAIL

JULY 1998

VOLUME 2, NUMBER 7

The official publication of  
the Western Kentucky  
Chapter, NRHS

## NRHS National News



## Chapter News

**JULY MEETING**  
BADGETT CENTER  
L&N DEPOT  
**MADISONVILLE, KENTUCKY**  
**JULY, 27 7:00 PM**

### PROGRAM

Ron Stubblefield will provide the program for the July meeting with refreshments supplied by Wallace Henderson and Mike Keipp.

### AT THE MAY MEETING

Twenty-one members were at the June meeting in Madisonville. They enjoyed the Illinois Central video provided by Chuck Hinrichs. Ricky Bivins provided the snacks for the meeting. Thanks to both of you. Rail traffic past the depot was as follows: Fifteen minutes before the start of the meeting, southbound tote train (Q127) passed by the station. Power was two CSX C40-8Ws and one Conrail SD50. At 8:30 southbound manifest (Q647) with a pair of C40-8Ws and that was all for the evening.

Maybe on some Monday night, CSX will open the gates and run about ten trains through Madisonville during a meeting. It would be great to watch the foamers go nuts. Maybe this will happen in July? Come to a meeting and see for yourself.

*(Continued on page 2)*

Western Kentucky  
Chapter, NRHS

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\* \* \* \* \*

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### PITTSBURG TO HOST 2000 CON- VENTION

During the spring board meeting in Roanoke there was some real concern expressed about a site for the NRHS Convention in 2000. The absence of mainline steam programs as a convention drawing card had made many Chapters leery of shouldering the responsibility and financial obligations connected with hosting a national meeting.

The Convention Committee, prior to the Syracuse Convention, had finally convinced



the Lancaster Chapter to host the convention in Pittsburg. In spite of a last minute bid to have the convention in Connecticut the Board voted to have the 2000 Convention in Pittsburg, Pennsylvania.

Chapter News

(Continued from page 1)

MEMBER NOTES

Darrell Cabrillo from Glendora, California is our newest member. Darrell is a big SP fan and he met Wally and Don on last years 4449 trip and renewed the friendship this year on another 4449 extravaganza. Welcome Darrell. Keep us posted on rail happenings in your area and of course you are welcome at any of our chapter meetings.



Darrell Cabrillo and SP 4-8-4 4449  
Photo by Wally Watts

Address changes:

Darrell Cabrillo  
657 N Buckboard  
Glendora, CA 91741

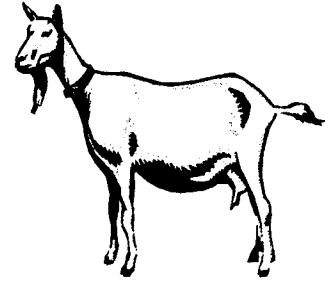
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904-221-2529

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jbergant@webmail.bellsouth.net

TRACKSIDE WITH  
THE OLD GOAT

Dennis Carnal



Greetings from The Old Goat. Welcome to summer !!! It's been hot as hell and no end in sight! It's too hot and humid to do anything but sweat. Take my word for this!

Hope that winter comes early this year, maybe in September. Let's see what railnews I have to report this month..

**CSX Transportation News**  
Cleanup at the train derailment site near Sebree is still taking place as of July 10th. A lot of debris from the train/truck wreck are still at the location. Workers have removed most of the damaged truck trailers. But the destroyed Trailer Train piggyback cars are being cutup for scrap at this time. Six Trailer Train flat cars were destroyed at a cost of \$ 606,000.00 to CSX. The three CSX locomotives, two B36-7s 5828 and 5850, and B40-8 5940 were all badly damaged in the derailment. They were still at Howell Yard in Evansville during the second week in July. No word yet, if these locomotives will be repaired or scrapped due to the heavy damage. Total damage from this wreck will be around 4 million dollars after final cleanup is done. All caused because one truck driver didn't stop, look and listen.

**Atkinson Yard Update** As of the end of July, CSX will stop running unit coal trains to the DB Wilson Power Plant near Centertown, in Ohio County via the MH&E Branch from Madisonville. These unit trains have been running on CSX since the power plant was

built in the mid-eighties. The power plant was built by Big Rivers Electric, but Big Rivers Electric has been purchased by Louisville Gas & Electric. The power plant will be receiving its coal supply via trucks in the future. This doesn't mean that CSX couldn't start running unit coal trains again in a few months. This stoppage is due to a change in the coal supply contract at the power plant. Not due to poor service by CSX. Over the last few years these unit coal trains have loaded at several different mines in the Madisonville area. With the ever changing coal market, these trains may again be running by this time next year.

CSX is now keeping only five four-axle locomotives at Atkinson Yard for local/yard and local coal train service. During the first week in July four GP38-2s and one GP40-2 were assigned to Atkinson Yard. Four to six, six-axle locomotives are assigned to the unit coal trains from Atkinson Yard to the TVA Widow Creek Power Plant in Alabama and to a power plant in Florida. The Widow Creek unit trains load around two to three times per week. The Florida bound unit trains run less than once each week, maybe three or four trains per month. The enginehouse at Atkinson Yard still services locomotives from mainline trains from time to time. Locomotives from military trains to and from Fort Campbell are serviced at Atkinson Yard. Servicing of Paducah & Louisville locomotives has all but stopped at this time. With

(Continued on page 4)

## **MAINE DEMOCRATS CHARTER TRAIN**

*Don Clayton*

Thanks to e-mail, several mileage collectors were able to take a 180 mile trip on the Bangor & Aroostock RR. Since I had never been on the BAR, I called for a ticket.

The train was initially chartered by the State of Maine Democrat Party to transport delegates and guests to the Democrat State Convention. Surplus space was available to the general public.

On Monday, May 11, I drove to Martin, TN to meet David Cooper for dinner. After a delicious catfish dinner at Reelfoot Lake, I drove to Newbern to catch #58 "City of New Orleans" to Chicago. The trip to Chicago was uneventful and following lunch at Berghoff's and a tour of the Art Institute it was back to Union Station to board the "Lake Shore Limited" for an overnight run to Boston. This is my 10th trip on this train.

On Wednesday, May 13, I enjoyed the famous "Water Level Route." Upon arrival in Boston, I took three subway lines - changing twice - to the airport. I rented a car and rove to York Harbor, ME and an over night at the Canterbury House B&B. On Thursday I drive to Bangor and pick-up David Cooper who had flown from Nashville.

On Friday seven other mileage collectors join us for the BAR excursion from N> Maine Jct. (Bangor) to Presque Isle, ME. Consist was 2 diesel units, open door baggage car with parlor/lounge seats, 2 sleepers, several coaches, lounge car and open platform observation. Most of the cars are ex-CN. The excursion was only \$50 (one way or round

trip)

On Saturday we rode a bus back to Bangor and drove our rent car to the beautiful ocean view city of Rockport, MA. Our two bedroom cottage overlooked the Atlantic Ocean and two lighthouses on Thatcher Island. We spent the next three days riding the ex-Boston & Maine commuter runs that radiate out of Boston's North Station. These included 4 lines and one branch line and some 150 route miles to Rockport, Ipswich, Fitchburg, Lowell and Haverhill.

On Wednesday we turned in the rent car and rode Amtrak's Northeast Direct service in Club Class to New York City's Pennsylvania Station. We change to the "Lake Shore Limited" for Chicago. We enjoy dinner in the diner as we speed up the Hudson River Valley towards Albany. A good night's sleep finds us waking up nearing Chicago. Thursday, May 21, is David Coopers birthday. I treat David to birthday dinner at Chicago's famous Berghoff restaurant.

David flew back to Nashville and I leave on High Iron Travel's private car trip to Mackinaw Island. Details next month.

## **NEXT MONTH**

More of Don Clayton's summer travels.

Wallace Henderson's report on the Syracuse Convention and his trip to Wales and Ireland.

Report on the Summerail show at CUT.

The "Old Goats" monthly complaints regarding the weather.

Report on ICHS convention.

**PENNYRAIL**

## **LOUISVILLE STUFF**

**Bill Grady**

Due to the increase in the auto mixing center traffic on the NS at Shelbyville, CSX and NS are nearing completion of a connection at Floyd St., allowing the two railroads to interchange auto racks - or whole trains - without making a bunch of moves. The connection will be CTC controlled by the NS dispatcher at Somerset. There are already four rack trains daily making this move.

As of June 1, NS has been running a dedicated coil steel train from Middletown, OH to Cincinnati, down to Danville and over to Louisville to Rockport. Six axle power has been noted on this train through Louisville. Look for this business to increase.

Confirming Dennis's sightings around Madisonville, I spotted a pair of UP SD90MACS (8210 and 8052) in the P&L yard at Oak Street in Louisville on July 1.

Dave Oroszi was in town on June 13 on his way to Nashville on business. Friday night storms had knocked out the code line from Louisville south to Tunnel Hill. There were three northbound trains dead on the line from MP 14 to Lebanon Jct. The first southbound was Q231 leaving Louisville at 1200. At the same time 2 northbounds out of Nashville were let go. It was not looking good to impress Oroszi.

We shot the 3 dead northbounds and checked out Tunnel Hill. Lunch and then back to Lebanon Jct. for Q231. We chased it south to Cave City where Q231 met Q270 and Q544. We hustled south to catch Q231 from the Green River Parkway overpass. We got additional shots at the B.G. depot and at the Barren River Bridge. I picked up about 70 hungry chiggers.

## THE OLD GOAT

*(Continued from page 2)*

the upcoming merger with Conrail and the increase in traffic on the Henderson Sub due to the merger. Look for the amount of locomotives serviced at Atkinson Yard to increase in the near future.

### CSX Locomotive News Update

A few of the new SD70MACs have been running on the Henderson Sub during the past few weeks. Two of the SD70MACs were loading a unit coal train at the Dotiki Mine in Webster County, near Clay, on Monday, June 29th. This train was headed for a power plant in Florida.

As of the first of July, CSX has a total of sixty locomotives on lease. Fifty-four units from Helm Leasing and six units from EMD Leasing. CSX has none of its locomotives on lease to any other railroad at this time. A total of 102 CSX locomotives were running on seven other railroads in run-through service. CSX locomotives were running on BNSF, CN, CP, CR, NS, S00 and UP. At the same time, a total of 147 locomotives from six railroads were running on CSX rails. Locomotives from CN, CR, NS, S00, UP and WC were pulling CSX trains systemwide during the first week in July. Sixteen of the foreign line units were pulling trains on the Henderson Sub on July 3rd.

**A Look at the CSX "Tote Boats"** This is the nickname some railfans have hung on the B36-7s and the B40-8s that are assigned to the piggyback and container trains on CSX system. Here's a look at these two classes of locomotives on CSX. In 1985, General Electric built 120 of the 3600 hp four-axle B36-7s for Seaboard System. The units were run in sets of four per tote train on the Henderson Subdivision. With the 1986 merger of Chessie System and Seaboard System into CSXT,

*(Continued on page 5)*

## THE TEXAS EAGLE

This is the third installment of A. C. Stanley's adventures on the inaugural run of the Texas Eagle all the way to Los Angeles. Last month we left the passengers speculating as the route past a derailment.

WE LEFT THE MAIN LINE AT BALD KNOB ON THE HEAVILY TRAVELED EX-MOPAC LINE TO MEMPHIS TRAVELLING SLOWLY EAST NOW INSTEAD OF TRAVELLING RAPIDLY SOUTHWEST, WE BECAME A SLOW TRAIN ACROSS ARKANSAS. THE ROAD BED WAS GOOD THE RAILS WERE WELDED AND SMOOTH. AND WE SEEMED TO SLIDE EFFORTLESSLY THROUGH THE WHITE RIVER BOTTOMS. THE UNION PACIFIC HAD EVERY SIDING FULL OF FREIGHT TRAINS AND I'M SURE THAT THEY WERE FIGHTING THE HOG LAW BECAUSE SOME OF THOSE FREIGHTS WERE HEADED SOUTH BEYOND THE HIGGINSON DERAILMENT.

CROSSING THE WHITE RIVER AT AUGUSTA, WHERE PEOPLE HAD NOT SEEN A PASSENGER TRAIN IN ABOUT 60 YEARS, THE TEXAS EAGLE CREATED SOME EXCITEMENT. PEOPLE CAME OUT OF THEIR HOMES, CARS STOPPED ON THE ROADS, AND STORE CUSTOMERS QUIT SHOPPING TO INSPECT THIS HANDSOME INTRUDER. THAT EXCITEMENT CONTINUED UNTIL WE FINALLY REACHED LITTLE ROCK. OUR IMMEDIATE DESTINATION WAS FAIR OAKS, ARKANSAS. THERE WE WERE TO EASE OFF THE MEMPHIS LINE ONTO THE COTTON BELT SOUTHBOUND. HOWEVER, THE CONNECTING TRACK WAS ON THE EAST SIDE OF THE CROSSING AND WE COULD NOT MAKE THE TRANSFER! SO MUCH FOR PROFESSIONAL DISPATCHERS.

PICTURE THIS TRAIN CONSIST LOOKING FOR A PLACE TO RUN; 3 GENESIS ENGINES, 1 BAGGAGE EXPRESS CAR, A COACH, 3 SLEEPERS, TWO MORE COACHES, A LOUNGE CAR, A DINER, ANOTHER SLEEPER, A SECOND LOUNGE CAR, ANOTHER SLEEPER, 4 MORE COACHES AND AN EXPRESS MAIL CAR -17 CARS BEHIND THOSE 3 ENGINES.

IT WAS 14 MILES ON DOWN TO WYNNE ARKANSAS WHERE THERE WAS A WYE AND WE COULD TURN THE TRAIN AROUND. THE UP TRACK WORKERS, MANY DRIVING MAINTENANCE VEHICLES THAT WERE STILL PAINTED BLUE WITH MOPAC LETTERING, GAZED INTENTLY AS WE INTERRUPTED THEIR WORK. BY NOW, MOST OF CROSS COUNTY KNEW THAT THERE WAS A STRANGER IN TOWN AND A LOT OF THEM CAME TO CONFIRM IT. WE WERE DUE IN LITTLE ROCK AT 8:32 AM BUT NONE OF THE PASSENGERS CARED. WE WERE MAKING HISTORY AND WATCHING IT HAPPEN. BACKTRACKING 14 MORE MILES TO FAIR OAKS, WE REALIZED THAT WE HAD BEEN ONLY 41 MILES FROM THE MISSISSIPPI RIVER BRIDGE AT MEMPHIS

MORE NEXT MONTH

## THE OLD GOAT

*(Continued from page 4)*

CSXT, the B36-7s were sometimes mixed with ex-Chessie System GP40-2s on the tote trains. The B36-7s were replaced in tote service for a few months in 1996 by newer six-axle C44-9Ws numbered in the 9000 series. This practice didn't last very long and the "tote boats" returned on the hot tote trains, and are still in this service today. Sure, some totes run with C40-8s or SD40-2s, but for the most part, you can bet B36-7s will be pulling the next tote train you see on CSX. Even after the hundreds of thousands of miles racked up by these units over the past twelve or thirteen years only one unit, 5844 had been taken off the CSX roster. (No decision yet, but the Sebree derailment units may join 5844 on the retired list) Crews like these units for their quick acceleration with the light tonnage tote trains. CSX will be getting 58 more B36-7s with the Conrail merger.

In 1989. General Electric built 20 of the 4000 hp four-axle B40-8s for the Susquehanna Railway. These units were purchased by CSX but were painted in Susquehanna paint scheme. The units were used in pool power service between CSX and Susquehanna on container/piggy-back trains in the Northeast part of the country.

In 1991. the units were sent south for use on CSX. During 1991 and 1992 these 20 units were repainted into the current CSX paint scheme. They have been used in tote train service for the most part. They are common on CSX tote trains on the Henderson Sub running with the B36-7s. All 20 of the BO-8s are still on the CSX roster. I hope to know if the B40-8 5940 damaged at Sebree will

be repaired or retired. Crews report that these units will slip their wheels more than the older B36-7s and don't accelerate as fast. CSX will be getting 30 more B40-8s with the Conrail merger. On June 21st, 1998, 48 of the 119 B36-7s on the CSX roster were pulling a total of 16 trains, that had or would run on the Henderson Sub between Evansville and Nashville. Only one B36-7 wasn't pulling a tote train on the Henderson Sub, it was on a Q647 manifest train. That's fifteen tote trains with an average of three B36-7s on each tote train.

Four of the B40-8s were assigned to three tote trains that had or would run between Evansville and Nashville. So next time you are outside rail-fanning on the Henderson Sub and you start thinking that every tote train has nothing but B36-7s or B40-8s for power. You might be right!!!

On June 2nd, Keith Kittinger was working second shift at Atkinson Yard and sighted this train parked at the yard office. It was a north-bound empty BNSF unit coal train (Z960-27) detouring from Birmingham to East St.Louis via CSX. The train had 116 empty hopper, owned or leased by Alabama Power Company. Power was a pair of Oakway SD60s - 9011 and 9010, BN C30-7 5037 and SD70MAC 9853. 9853 had the newest version of the BNSF green, orange and yellow paint - NICE!! Keith, thanks for the call.

Well, that's all for this month. I hope everyone enjoys my "goat droppings" as Editor Hinrichs calls it this month. Thanks to all that supplied information or "droppings" this month. I wish other members would send in reports from time to time for use in this newsletter. We want to hear from every-

*(Continued on page 7)*

PENNYTRAIL

## THE AMAZING RUBBER DUCK

Bill Grady

A visit to my in-laws in Owensboro on June 20th had me walking the dog at 4:30 am on this Saturday morning. With severe storms off in the distance at Paducah, and the sunrise coming, the radio signals were really doing a trick. First, "CSX train Q208 at Vernia (New Albany, IN) to train director at Osborn (Louisville)" Yes, I heard both ends of the conversation! I also heard Howell Yard talk to trains and could listen as trains called signals from Henderson to Hanson.

Then came this, "CSX Q371 at Washington, IN to CM dispatcher." The CM responded by giving him blocks west to Lawrenceville, IL. Then the CM dispatcher called CSX V505 at Lawrenceville and gave him blocks after the arrival of Q371. I listened as Q371 called each signal from Washington to Lawrenceville and then to V505 as he made his way across to Logotee, IN.

Next was CSX Q686 calling signals on the Monon Sub around Salem, IN. The I heard the CSX AR dispatcher give a signal maintainer time south of Winchester, KY (Ft. Estill to Gap). The same dispatcher, a few moments later, told a coal train about a meet that he was setting up at Savoy (south of Corbin). Then the CM dispatcher talked to Q272 at Gallatin, TN for a meet at Buck Lodge on the Main Line Sub.

Not to be left out, I also listened to NS talk to trains from Huntingburg, through Louisville and on to about Lawrenceburg, KY. P&L even got on the air with both sides of a conversation authorizing a train to proceed from MP 61 to Louisville.

I really wonder now, do I need that Railcom Antenna or just use the Rubber Duck??

## APRIL MINUTES

Western Kentucky Chapter, NRHS  
L&N Depot Hopkinsville, KY  
June 22, 1998

President McCracken called the meeting to order at 7:00 PM. Minutes of the May meeting were approved as read. The Treasurers report was approved.

## TREASURER'S REPORT:

Opening Balance		1311.51	
Income			
Dues	8.00		
Raffle	10.00		
Video	53.00		
Total	71.00	1382.51	
Expenses			
Neff Video	225.00		
Postage	19.20		
Print	15.90		
Total	260.10	1122.41	
Ending Balance			1122.41

MEMBERSHIP: 61

DIRECTORS REPORT: Terry Holdeman, Promontory Chapter has replace Dick Davis as PR VP

OLD BUSINESS: None

NEW BUSINESS: Chris Dees reported on the up-coming military displays at Ft. Campbell. Billy Byrd reported on the up-coming sale of rail artifacts from the estate of Lee King. Billy also served as engineer on a special run with 4501 for the wedding of a NS official - Bill Shaffer. Chuck gave information on Summerail at the Cincinnati Union Terminal on August 8. Mike Keipp reports on a TC RR Museum trip from Cookeville to Buffalo Valley on October 1. The bridge repairs are scheduled for completion in about three weeks. The trip will originate in Cookeville.

No further business came before the chapter and the meeting was adjourned for program and refreshments.

Members present were: Wally Watts, Rick Bivins, Chuck Hinrichs, Bob Moffet, Rick Andrews, Ron Stubblefield, Bruce Cox, Dennis Carnal, Billy Byrd, William Turner, Keith Kittenger, Wallace Henderson, Don Clayton, L. E. Hicks, Greg Utley, Rich Hane, Tommy Brown and Bob McCracken. Guests were Norman Bolander and Robert Bolander from Maryland. Norman is Chuck's father-in-law and Robert is his brother-in-law.

VIDEO SALES REPORT: As of May 18th, a total of 68 copies of the video "CSX Henderson Sub" have been sold by the chapter. These sales have totaled \$1,700.00 with the chapter clearing \$493.82 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 - This trip has been postponed again and a new date is not available.

**Farewell to Conrail** - a private car odyssey of Conrail prior to NS-CSX take over. Details next month.

## Other Rail Events

**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. See Chuck Hinrichs for details. *The KCS trip will fill-up quickly get your reservations in now!!*

**L&N Historical Society** - Annual Meeting - September 25-27 Corbin, KY - Headquarters Hotel is the Cumberland Inn, Williamsburg, KY. Facilities at Corbin and the headquarters hotel are limited. *Get your reservations in 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. Tour of the John Deere manufacturing facility, banquet, railroadiana, open slide show. 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. This is a must for rail photography fans. Info. 503-651-RAIL

## AREA SIGHTINGS

**West Tennessee Stuff** *Chris Dees*

Tennken Railroad in Dyersburg has acquired two ex-Canadian National M420 locomotives, numbers 3510 and 3560. Also, both original TKEN GP28's are now painted in dark blue (similar to MoPac) with yellow stripes. Former West Tennessee GP 28 #9433, in a simple all-orange paint scheme is also on the property.

Illinois Central is having more problems with its SD 70 units. Friday night, intermodal train I-04 went into emergency four times between Fulton and Dyersburg. The crew finally had to completely shut the units down and "reboot" the computers on the engines.

**"X" Trains and Off-line Power** *Chuck Hinrichs*

Sunday afternoon (July 19) and the scanner is busy with Henderson Sub chatter. A work train has things clogged between Trenton and Guthrie and so I head south to catch the action. Q123 and Q120 slipped by each other at Latham with the usual gaggle of B36-7s. The work train (J008) was in the siding at Trenton with a GP40 pumpkin for power and an odd 11 unit articulated gondola set with a crane. Q645 was holding south of Guthrie with a pair of GEs and Q553 was working the yard at Guthrie with another pair of C40-8Ws. GP40-2, 6561, in Chessie (C&O) paint was putting the Springfield local (J723) together in the yard.

J008 pulled into the yard to tie up for the night and then came the surprise of the afternoon. A pair of southbound freights hustled through Guthrie. These were "X" trains. X550 had a CSX GP38-2 on the point followed by a pair of UP SD40-2s and 107 cars of mixed freight. Right on 550's block was X552 with an SP SD45-2 on the point and an NS GP38 and an NS SD40-2 and over 100 cars of more mixed freight. Not to bad for a Sunday afternoon!

**An Earlington Happening** *Spencer Brewer*

June 16. A pair of passenger cars were spotted about 10 cars deep in a southbound CSX manifest. The cars were lettered 'Great Western' and painted green and yellow. The cars were numbered 700 and 703 and carried "NEBR" reporting marks.

**High and Wide at Mortons Gap** *Spencer Brewer*

On June 20 a high/wide special (W989-19, Chicago to Dothan, AL) was spotted on the Atkinson Cutoff waiting for Q123 to clear before following the TOTE train south. The train had CSX SD40-2, 8222, on the point followed by flat - BBCX 1003, a BN covered hopper (for braking), a depressed center flat loaded with a power plant turbine - BBCX 1000, and a caboose - BBCX 1002. All the BBCX equipment was painted red, white and blue. The depressed center flat has eight 4 axle trucks to spread the load.

The train was restricted to 25mph and was passed by 11 trains between Evansville and Guthrie. The special equipment is owned by ABB Power Generation, Turbine Manufacturing Division, located in Richmond, VA

**PENNYRAIL**

## THE OLD GOAT

*(Continued from page 5)*  
one, so send us your stuff.

Remember, the chapter is still selling copies of the video "CSX Henderson Subdivision". If you would like a copy send \$25.00 plus \$3.00 for shipping to my address. Make your check payable to Western Kentucky Chapter NRHS.

If the weather cools, try to get outside during the next few weeks to checkout the rail action for yourself. You will have a good time. Hope to see you at the July meeting in Madisonville and trackside. Keep cool!! Keep in touch!!

Later Dudes!

Dennis Carnal  
704 Choctaw Drive  
Madisonville, KY 42431

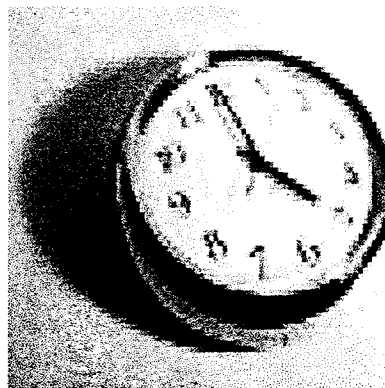
Phone 502-825-0693

### RAFFLE

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

Be careful while railfanning and don't trespass.

**LOOK, LISTEN AND LIVE**



## RAIL TRIVIA QUIZ

### Answer to June Trivia.

Model	Production
F7	4,222
GP9	3,969
F3	1,573
GP7	1,299

Production totals include both A and B units and sales to US, Canada and Mexico

### JULY TRIVIA

?

General Electric and ALCO roadswitchers were usually powered with 4 cycle turbocharged diesel engines.

EMD, with it's 2 cycle engine found turbocharging at bit more challenging. EMD finally introduced a pair of turbocharged locomotives in 1959. What were the designations of these two locomotives?

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.

Come on guys!! How about a little help on this feature. Send me a chunk of TRIVIA for the July issue of *Pennyrail*.

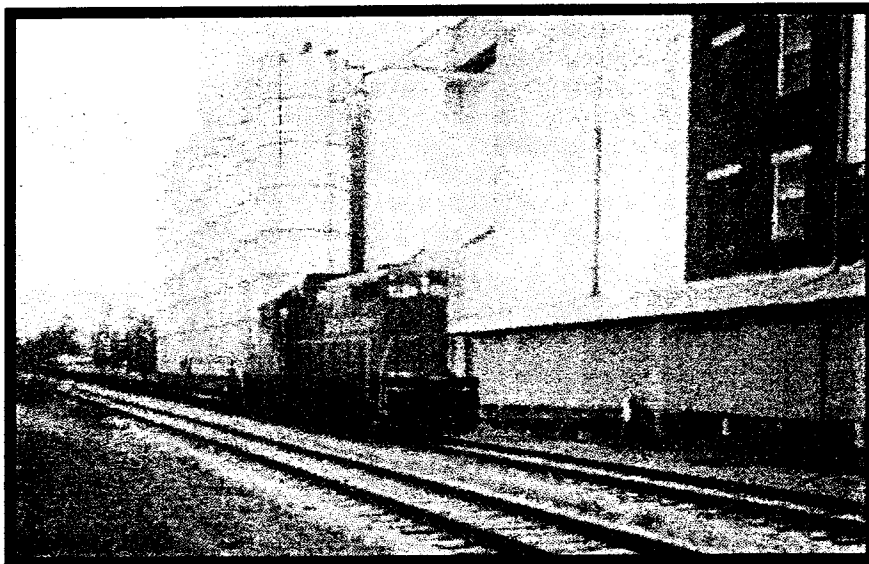
*Chuck*

# PHOTO SECTION



SP 4-8-4 4449 With 1998 excursion train

Photo by Wally Watts



Fort Campbell Rail interchanging with CSX at 18th Street, Hopkinsville. These are empty flats being pulled by ex ICG GP10 4617

Photo by Chuck Hinrichs

"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*