

# PENNYRAIL

SEPTEMBER 1998

VOLUME 2, NUMBER 9

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News

### RAIL CAMP A



## Chapter

### SEPTEMBER MEETING

**BADGETT CENTER  
L&N DEPOT**

**MADISONVILLE, KENTUCKY  
September, 28 7:00 PM**

### PROGRAM

Vice President, Ricky Bivins, will present a slide show and I suspect that there will be at least one or two Union Pacific trains in the program. Rick Andrews will provide the refreshments.

### AT THE AUGUST MEETING

Twenty people were on hand for the August NRHS meeting in Madisonville. They enjoyed a very good slide show from Greg Utley. Greg's slides covered locations from Europe, Western United States and Eastern United States. Good stuff! Thanks Greg. Keith Kittinger supplied the snacks and the food was gone in no time. Thanks Keith.

The rail action during August was much better than during the July meeting. As you may recall, during the July meeting not one train ran through Madisonville. This left a bunch of sad foamers heading for home. Super foamer, Jim Finley, was

*(Continued on page 2)*

Western Kentucky  
Chapter, NRHS

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

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Vice President  
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Sect. Treas.  
Wally Watts

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A total of 19 participants attended Railcamp '98, the joint venture between NRHS and the Steamtown historical sight in Scranton, PA. Lodging and meals were provided by the University of Scranton.

Heavy emphasis, both hands-on and class room, was directed toward the preservation of our rich railroad heritage.

Class room activity included economics of restoration, career opportunities in trades



related to rail restoration. Hands-on activity included actual shop work and the Friday highlight - railroad operations with Steamtown excursion equipment. This program will likely

**Chapter News**

*(Continued from page 1)*

leading the way. Hey Jim, CSX ran some trains during the August meeting and you weren't here.

Here's the lineup. During the first twenty minutes of the meeting, two northbound tote trains rolled through Madisonville on the Earlington main. First was Q122 with two CSX C44-9Ws pulling the train followed, ten minutes later, by Q124 with three CSX "Tote Boat" B36-7s pulling this train. Next and last train was southbound tote train Q127 with two CSX C44-9Ws. With the fall grain traffic about to start in a few weeks, look for more trains during the upcoming meetings. Hope more members can attend the chapter meetings during the fall months.

**MEMBER NOTES**

Address changes:

Randy Brown  
55 Govt. Bend Road  
Princeton, KY 42446  
502-667-9223

Kerry Robertson  
22245 East Bakerville Road  
Belle Rive, IL 62810

**VIDEO**

The Chapter has received copies of the Jerry Mart videos on the P&L's first birthday and on the Cadiz RRs last days.

The Chapter will have these tapes for sale as soon as we get flyers and package labels printed.

Tapes will be \$20.00 each with a \$3.00 shipping charge.

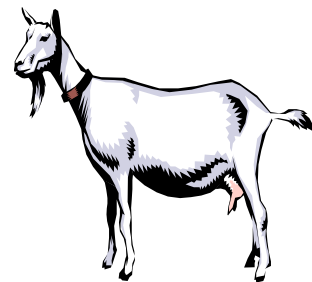
You can get both tapes for a special price of \$35.00.

\* \* \* \* \*

We still have a few CSX

**TRACKSIDE WITH  
THE OLD GOAT**

*Dennis Carnal*



Greetings from The Old Goat.....Welcome to Fall 1998! Cool weather at last! Great! Great! Time to get outside and go railfanning! Now, could CSX hurry and finish their track work and run some trains on the weekends? What could be better? Cool and sunny weather, plus lots of trains. I'm ready to go railfanning, how about you? But first, lets see what railnews I have to report this month.

Rick Andrews called from Providence to report that two locomotives in yellow paint were parked on the Western Kentucky (ex Tradewater exx IC) trackage in Providence. The date was Tuesday, September 8th and The Old Goat was headed to Providence to checkout the locomotives. Before I could get there, CSX had sent the yardswitcher from Atkinson Yard in Madisonville to pickup one of the locomotives. The other locomotive was still parked on the siding. These units are two of the four Tradewater, exCNW GP9s, that Tradewater bought and had rebuilt a few years ago. These four units had been leased to the P&L last winter. When on the Tradewater these locomotives had been painted a light blue color with black underframe. The two Rick spotted are now painted a bright yellow, with black roof and underframe. They carry the name Rail Serve beside the company logo, which is a large letter "R" with a crew member riding on a car side holding onto a ladder. The locomotives carry the letters "RS" over the unit number on

the cab sides. These are two nice looking Geeps. Rail Serve is the locomotive leasing company of Western Kentucky Railway. This company owns the ex-Tradewater Railway trackage between Providence and Sturgis. They also own the ex-Tradewater trackage between Blackford and Princeton. These tracks are all exIllinois Central. Rail Serve has four Geeps, all ex-Chicago Northwestern, in their lease fleet at this time. The other two Geeps, still lettered for Tradewater Railway, were shipped via CSX from Providence to Madisonville and on to Memphis via Nashville a few weeks ago. The locomotives were interchanged to Union Pacific in Memphis. Final destination is not known.

Western Kentucky Railway is still using four locomotives on their coal trains between the mine site near Clay and the prep plant near Sullivan. Three of the locomotives are exRock Island high nose GP18s and the fourth locomotive is a rebuilt GP9. These units are still lettered and painted for Tradewater Railway.

Ron Stubblefield has heard a report that Fredonia Valley Quarries has leased the part of the ex-Tradewater line from Princeton to Fredonia. The quarry plans to have their own locomotive to use on the line. Ron has also heard that the line from Fredonia to Blackford has been leased by another company and will be put back into use through Marion. Ron said that

*(Continued on page 4)*

## CONVENTION AFTERMATH

Leaving Syracuse on Monday following the convention I headed east to Conrail's exNYC Selkirk Yard. But first I stopped at the well known French Hollow double trestles on the Selkirk line where I caught two trains and watched a group of guys bungee jumping from one of the trestles. (Where were the infamous Conrail police I wondered) At Selkirk the Jericho Road bridge spans the center of the yard, crossing between the locomotive shops and the servicing facilities. This is the spot to see Conrail power and is also a favored hangout of local railfans. Among others I saw 5000hp SD80MACs and the new SD70MACs plus SD38/ALCO slug sets working the hump.

The next day I drove down the Hudson River valley, crossing over at Poughkeepsie to shoot the exNew Haven's massive and tall bridge across the river and to check out Metro North's commuter trains. Then I drove down the east side of the river to the Bear Mt. Bridge/West Point area to photograph freights on Conrail's West Shore line. Alas, an afternoon was spent at West Point waiting in vain for trains. A few days earlier Conrail had several cars in the Hudson and trackwork had trains at a standstill. I did catch several Metro North trains on the opposite side of the river, one headed by an old FL9 and another with a pair of FL9s in New Haven livery. I finally caught a northbound empty coal train on the causeway seen from Storm King Mountain.

My real focus of this trip was to follow the old Erie line across the 'Southern Tier' of New York state. Beginning at

the grand old Erie station at Port Jervis, where I lucked upon an eastbound freight with NS SD60 and NYS&W SD70M/SD45/F45 trio. This was the day's only train. The Delaware Valley is beautiful and by early afternoon I was detouring south to visit Pennsylvania's Starucca Viaduct. It is an impressive structure built by the Erie in 1848. The real treat was finding the huge restored Erie depot/hotel built in 1865, a couple of miles west in the former Erie shop town of Susquehanna. A bar/restaurant occupies one end of the building while the other end has a large banquet hall with a two story vaulted ceiling. This was the railroad's dining facility in the days before diners. I returned in the evening from Binghamton and had a very good meal. As I left an eastbound NS stack train passed - the first rain seen since Port Jervis. In Binghamton I found the same ALCO M636 seen on the Saturday convention trip switching the yard. (Yes it was a thrill - I'm an ALCO-holic!).

There are only five sets of semaphore signals remaining on the old Erie. They are all  
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## NEXT MONTH

More of Don Clayton's travels.

Report on the Baesler campaign train.

The "Old Goat" finally gets 'trackside', the temperature was exactly 78 degrees.

Report on L&N Historical Society Annual Meeting.

Review of P&L and Cadiz RR videos.

## UNION STATION

Don Clayton (trip #11) and Wally Watts (trip #4) drove to Newbern, TN to meet David Cooper and Chris Dees on Monday, August 3. We had dinner at the Blue Bank Restaurant on Reelfoot Lake. After a nice visit in Chris' apartment on Tickle Street, we boarded train 58 "City of New Orleans" for Chicago. Wally and I were headed east and David decided to join us for a quick round trip to Chicago and lunch at the famous Berghoff restaurant. Also joining us as far as Chicago was veteran train rider Dr. Harvey Elder, retired mathematics professor from Murray.

After our Chicago arrival we met up with Mike and Betty Keipp. We see them off on 391 "Illini." David headed back home on the 'on time' "City of New Orleans" and Dr. Elder left on 50 "Cardinal" for Washington D.C.

Wally and board the "Lake Shore Limited" for Albany, NY. We rent a car in Albany and drive to Manchester, VT in the heart of the Green Mountains. We rode the Green Mountain excursion from Manchester to Arlington and back. The train was powered by a Green Mountain GP9R connected to a power car and 5 exATSF coaches. We drove to Twin Mt. NH for the evening.

After breakfast we drove to the base station of the Mt. Washington Cog Railroad and rode to the summit of Mt. Washington - elevation over 6000' and a cool 50 degrees. Our trip down the mountain was a bit foggy. We next drive to North Conway, NH in the heart of the White Mountains. We ride the Conway Scenic excursion to Fabyan, NH and return on the routes formerly operated by the Boston & Maine and the Maine Central.

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## THE OLD GOAT

*(Continued from page 2)*

another quarry was planned to be put into operation southwest of Marion and the railroad would be used to haul rock from the new quarry. Thanks to Rick Andrews and Ron Stubblefield for these reports. More details later.

CSX hopes to have the new siding extension at Kelly in service by the end of October. The new siding at Sebree should be ready for use by the end of November. If the dry weather continues for the next few weeks, these new sidings will be finished in time for the grain rush on the Henderson Sub this fall.

CSX will, in the next few weeks, be tearing down the former Chicago & Eastern Illinois yard office building at the exC&EI, Wansford Yard west of US 41 on the northside of Evansville. Better get your pictures now, before it's too late! CSX crews will use a metal building as their office in the future.

I have heard that CSX is looking at the possible rebuilding of the Wansford Yard in Evansville. The rebuilt yard could handle some of the switching now done at Howell Yard on Evansville's south side.

The Evansville Area Museum has a new transportation building. It's purpose is to show the history of transportation in the Evansville area. The displays cover wagons to airplanes to trains and almost anything in between. The museum has a small steam locomotive, an ex-L&N passenger car and an ex-L&N "Little Woodie" caboose on display at this time. The museum has purchased another passenger car and will be rebuilding it during the coming months. A large model train layout for display in the transportation building is also in

*(Continued on page 5)*

Labor day week-end started for me Friday night at our Louisville chapter NRHS meeting. This month's meeting had member Sid Eline providing his house boat for river view tours of the old Big Four (CCC & StL) bridge here in Louisville. As most are probably aware, the bridge only is the major spans with the approaching having been removed years ago.

Saturday morning started early at 4:30 a.m. with the wife, youngest daughter, and I heading off to Erie Pennsylvania. I had picked off our internal GE internet that the locomotive plant was having a Family Day on Sept 5th and I jumped at the chance to go. Just to make sure I could get in I had sent an E-mail message to a manager there I had worked with when I was there years ago. The wife and I thought the trip especially symbolic as it was virtually 25 years ago that we left the Madisonville GE plant to start a management training program with my first assignments at the Erie plant. My first assignment was not a the locomotive operation but at the DC motor and generator operation which also shared the location. For those familiar with the mining industry and the large draglines that operate around the Hopkins county area, DC motor and generator in Erie was the source of all of the motor/generator sets and all the large DC motors used in those large machines. I guess now with the advent of AC technology in RR locomotives it would have also switched over to the large draglines and shovels as well.

We arrived at the plant around 11:30. Was surprised to see the looseness in security as all we did was walk up to a welcome tent only to receive maps, an event sheet, and a pin of the AC6000 locomotive. There were no sign in sheets or questions asking me who I worked for. I could have been from EMD and walked right in. We went through several outside display showing the various products manufactured there. They do still have the motorized wheel there. It basically applies for large mining trucks (up to 300 tons)the same technology of how a RR locomotive works. There's a diesel motor driving an generator/alternator with the control and drive system being electric. The motorized wheel is basically an electric motor built into a wheel assembly where it functions just like a traction motor on a locomotive. There was a very nice full-size cut-away section of the diesel engines used on the RR locomotives. They had it mechanized so you could see the entire cycle of a diesel in operation. Further down they had a dunking booth where various managers from the plant got there splash, literally.

After a brief stop for lunch we headed for the Tech center/Learning center. Here we saw where new technologies were being developed and where training classes are held. In the large auditorium we saw a special video they made for the day called the "Virtual train ride". They had video-taped cab views of an AC6000 for UP being tested on there test track. Outside the building they had (2) ready-to-ship locomotives on display. One was a BNSF 9-4400CW and the other the first production units of the AC6000CW for the Union Pacific. It was disappointing that cab tours was not available. Seems liability situations are ruining it for all of us. One person told me the last time they had locomotive cab tours someone fell off and got hurt.

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## CONVENTION

*(Continued from page 3)*

west of Binghampton. The program was to photograph some of the "blades" - hopefully with a train splitting the signals - but a steady rain scrubbed the project. Later in the day I drove across the Southern Tier Parkway. I found the huge abandoned Eire station at Salamanca with a fine railroad museum nearby in the exBuffalo Rochester & Pittsburgh (B&O) depot and adjoining freight house. The museum is interesting and has a B&O bay window caboose and a Pittsburgh & West Virginia copula caboose alongside the freight station. A detour into Erie, PA to check out NS's exNickle Plate street running - soon to be abandoned - found no trains running. I headed for Connaught, OH to check out the rail museum in the former New York Central depot which is full of memorabilia. Both museums had lots of old railroad chins - Don Clayton eat your heart out. Outside at Connaught is Nickel Plate Berkshire # 755 with a B&LE hopper and caboose. It's well worth a visit.

Heading over to the docks at Connaught I photographed a BL&E F7a, SW1500 and SD9.

Spent the night outside of Mansfield, OH and hit Crestline the next morning. No trains on Conrail's former Big Four line. Finally a couple of westbounds showed up on the exPRR line from Pittsburgh. Later, driving down I-71 I heard the CSX dispatcher setting up a meet at LaGrange, KY. The northbound was first by with a C40-8W/SD40-2/Helm SD40 trio but the southbound was the one I wanted - coming down the middle of the street

## THE OLD GOAT

*(Continued from page 4)*

the planning stages.

The former Gulf, Mobile & Ohio freight building in Murphysboro, Illinois was destroyed by fire during August. It was a total loss. The building had been listed on the National Historical Building list. The former GM&O passenger station in Murphysboro is still standing and is used as a restaurant.

Well, that's all for this month. If anyone has railnews that could be used in this newsletter, please send it to me. We need your input each month. Please take the time to send in your news items or trip reports. We need to hear from more of the membership. So get busy and send in your stuff. Hope to see more of you at the September meeting and trackside during the coming weeks. Keep in touch and take care.

Dennis Carnal  
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Madisonville, KY 42431

Phone 502-825-0693

### RAFFLE

Don't forget items for the Chapter raffle. The proceeds

**MARK YOUR  
CALENDAR**

**SATURDAY  
NOVEMBER 21, 1998**

**THE ANNUAL  
CLAYTON-WATTS  
OPEN HOUSE**

## PENNYRAIL

## UNION STATION MEETING

*(Continued from page 3)*

We bid farewell to New Hampshire and return to Vermont - this time Burlington on the shore of Lake Champlain. We rode the steam excursion to Rutland and back on the Vermont Rail System - formerly the Rutland RR. The last passenger service on the Rutland was in 1953. Our excursion was powered by Susquehanna 2-8-2 #142. This is one of two Chinese Mikes, in domestic service.

Our last 'mileage fix' took us to Fort Edward, NY to ride Amtrak's new "Ethan Allen Express" to Rutland on the Delaware & Hudson. This route last saw passenger service in the 1930s. A trip of 88 miles cost just \$20!!

We turn in our rent car at the Amtrak station in Albany (we logged 746 miles). Our return to Newbern on the "Lake Shore Limited" and the "City of New Orleans" was uneventful. DC

### A HENDERSON TRAVEL TIP

**To catch Conrail before it sinks in a sea of CSX gray, blue and yellow let me recommend Angola, NY. I stopped there on my way to Syracuse and caught three freights - one with 10 units. Crestline, OH can also be interesting though it was quiet on my trip. Of course the line over Horseshoe Curve is still prime train watching.**

**Don't wait to long. Conrail will be gone before you know it.**

**AUGUST MINUTES**

**Western Kentucky Chapter, NRHS**

L&N Depot Hopkinsville, KY  
August 24, 1998

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

**TREASURER'S REPORT:**

Opening Balance		1114.94	
Income			
Dues	0.00		
Raffle	15.00		
Video	25.00		
Total	40.00	1154.94	
Expenses			
Postage	25.60		
Print	22.18		
Total	47.78	1107.19	
Ending Balance			1107.19

**MEMBERSHIP:** 61

**DIRECTORS REPORT:** Chuck reported that "RAIL CAMP" was a success. The Wautuga Valley Chapter and the Ashville Chapter are sponsoring trips this fall. Bob Vittitow reports that that pre-registrations for the 1999 convention are being excepted.

**OLD BUSINESS:** None.

**NEW BUSINESS:** Don Clayton's annual "Open House" will be on Saturday November 21. Chuck reported that the Hardin Southern has acquired a steam locomotive but it will be a good while before it is ready to run. Stubblefield reports that a quarry company will be operating on ex Tradewater trackage in the Marion area. The Chapter approved a proposal to sell copies of the Jerry Mart videos on the Cadiz and Paducah & Louisville. Bob Vittitow announced the annual Sebree summerfair.

Members present were: Wally Watts, Rick Bivins, Chuck Hinrichs, Rick Andrews, Ron Stubblefield, Dennis Carnal, Keith Kittenger, Wallace Henderson, Greg Utley, Rich Hane, Tommy Brown, David Fraser, Bob McCracken, Bob Moffet, Don Clayton, William Turner, A. C. Stanley, Bob Vittitow and Chuck and Betty Smith.

**VIDEO SALES REPORT:** As of August 10th, a total of 70 copies of the Henderson Sub video have been sold by the chapter. These sales have grossed \$1750.00 with the Chapter netting \$513.82. Copies of the video are still available at \$25.00 plus \$3.00 for shipping. Send your order to Dennis Carnal.

**Remember to bring items for the raffle. Proceeds from the raffle go towards printing and mailing costs of "PENNYRAIL"**

**TIMETABLE**

**TOURS**

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

**Nevada Northern Spectacular** - October 3-4 out of Ely, Nevada

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

**Farewell to Conrail** - a private car odyssey of Conrail prior to NS-CSX take over. Call for dates and details.

**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!!!**

**TC Museum (Nashville & Eastern RR)** The fall excursion program includes a Nashville to Cookville trip on October 24, 1998. Contact Don Clayton or Mike Keipp for details and ticket information.

**TVRM** will have a complete fall trip schedule with both steam and diesel power. Contact Billy Byrd for details.

**Cincinnati Railroad Club** Cincinnati to Maysville Oct 2-3 Amtrak Superliner equipment. \$79 day trip, \$249 overnight package. Info. 513-542-4939.

**Boeing Employees' Railroad Club Swap Meet** St. Louis October 10 Info 314-668-6313 (after 6:30 pm)

**Monticello Railway Museum** Monticello, IL Nov. 7-8 Throttle Time (learn to operate a locomotive) RESERVATIONS REQUIRED Info 217-762-9011

**1999 EVENTS**

**#4449** from Sacramento to Portland June 26-July 1, 1999. 6 days, 5 nights, Price to be determined, Sponsored by Alki Tours, A Seattle Travel Firm, 206-935-6848 or 888-895-ALKI This trip will follow the NRHS Convention.

## AREA SIGHTINGS

### **Paducah Power** *Wallace Henderson*

On Friday, Sept. 11, the BNSF local did not leave Paducah until after lunch due to a work train on the line. Power on the local was a BN SD70MAC, EML SD40-2, BNSF SD40-2 (in new Heritage II paint) and Warbonnet B40-8 and C40-8. According to a switchman on the VMV shop switcher there are thirteen narrow gauge GMD diesels stored at the shops for possible December shipment. These units are of European design and are painted deep yellow and white. Also at VMV are more than a dozen ex Southern Pacific SD45s and SD45T-2s awaiting rebuild as SD40-2s. The units are now owned by Locomotive Leasing Partners.

### **IC - CN - KCS** *Wallace Henderson, Chuck Hinrichs*

According to a press release by CN there will be some new run-through trains operating in the near future. New expedited auto parts, intermodal and manifest trains are planned as a part of the recent IC/CN/KCS marketing agreement. These train will originate in Canada and move down the IC to a KCS connection at Jackson, MS and the via KCS to Shreveport, Dallas and Beaumont. No specific start up date was given.

**Intermodal** 142 Chicago-Toronto, 143 Montreal-Chicago, 144 Dallas-Montreal, 145 Montreal-Dallas, 176 Winnipeg- Chicago and 177 Chicago-Winnipeg.

**Automotive** AO1 Toronto-Memphis, AO2 Memphis-Battle Creek, AO3 Flint-Council Bluffs, AO5 Toronto-Kansas City and AO6 Kansas City- Oshawa.

**Merchandise** CHTO Chicago-Toronto, QCCH Quebec City- Chicago, SHTO Shreveport-Toronto and TOSH Toronto-Shreveport.

### **St. Louis Iron Mountain** *Wallace Henderson*

"On it's maiden run, the Railroad had invited the press for a little welcoming party for the engine. (gotta stir up the tourists) As the 5898 was doing a run-by at the Jackson depot, a deputy sheriff decided he couldn't wait for a 4 car train, ran through the intersection and yep . . . got his ass hit! (in front of the newspaper photographer, no less) He was in uniform and was only going to work directly across the street, so he couldn't say he didn't know the railroad was there or it was because he was on an emergency call! Of course, he's caught hell over it."

### **Baesler Campaign Train**

**The Victory Express**, with RJ Corman power (dinner train Fs) and a CSX unit, the P&L power car and the 2 P&L business cars and three Corman diners and the Corman kitchen car and an observation car will make a 3 day swing through central and western Kentucky. Tentative schedule is:

9/25 Lv Lexington 9:30AM, Frankfort 10:45, Shelbyville 12:00, Louisville 1:30, Irvington, Hawesville and Owensboro at 5:30PM.

9/26 Lv Henderson 10:00AM, Madisonville 11:30, Princeton 2:00PM, Calvert City 3:20 and Paducah 5:00 PM.

9/27 Madisonville 10:30, Hopkinsville 12:00, Guthrie 1:30, Russelville 2:30, Bowling Green 4:00 and Elizabethtown 7:00 PM.

Check with your local Democrat leaders for details and schedule up-date.

## PENNYRAIL

## EIRE

*(Continued from page 4)*

We then went to a museum they had set up in what used to a business meeting center when I was there. They have turned it into a very fine museum showing the history of the Erie facility. Lot of pictures and artifacts. It was run by formal volunteers so you actually had people who knew what they were talking about rather than from script. We then went to the various buildings. First one was propulsion systems where the traction motors are made. Interesting that despite any sign-ins coming in they were very strict on not allowing any cameras into any of the manufacturing buildings. Next, we went into final locomotive assembly. Here we saw the progressive build up of the locomotives culminating in the assembly of the completed chassis on top of the trucks. They had the crane crew working so the visitors could see this first hand. Since the rest of the plant was not operating they just did the same locomotive over and over. We then went to the test area where a AC4400CW for CP rail was being tested. This day most of the units in assembly and test where the AC6000CWs for UP and AC4400CW for CP rail. I couldn't close out the day without going to building 18 where I worked for my 2nd assignment at the facility. It was then and still is the controls manufacture. Only difference since I was there 24 years ago was that controls had the entire building. When I was there diesel engine manufacturing was on the 1st floor. Diesel engine is now south of Erie in Grove City, Pa. Closed out the afternoon showing the daughter where we used to live and then visiting the beaches at Presque Isle state park on Lake Erie. We closed out the weekend Sunday with a trip to Niagara Falls and then the rock and roll hall of fame in Cleveland. We got back to Louisville 11:30 Sunday night finishing a whirlwind 2



## RAIL TRIVIA QUIZ

### Answer to August Trivia.

The small wooden L&N station served the community of Caskey (Caskey) just south of Hopkinsville.

### SEPTEMBER TRIVIA



This unit #3516 was seen for several months in and around western Kentucky.

1. What is the designation of the unit as shown in the picture?
2. What is the unit's history?
3. Where is the unit 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.

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

# PHOTO SECTION



IC depot, Marion Kentucky

Ron Stubblefield Collection



A pair of Tradewater units at the CSX interchange in Providence, KY. These units are exRock Island GP18s. c 1985 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*