

# PENNYRAIL

OCTOBER 1998

VOLUME 2, NUMBER 10

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



### Chapter

## OCTOBER MEETING

### MADISONVILLE, KENTUCKY

**October 26 7:00 PM**

BADGETT CENTER

L&N DEPOT

## PROGRAM

Dick Arndt from Nashville will make a return visit to our Chapter. Dick will present a slide program featuring Union Pacific action in the Rocky Mountains. Ron Stubblefield will supply the refreshments. Sounds like a good meeting - Y'all come!!

*It is election time again and at the October meeting nominations will be made for Chapter officers for the coming year. Elections will be held at the November meeting. Offices are: President, Vice President, Secretary, Treasurer and National Director.*

## AT THE SEPTEMBER MEETING

Only seventeen members were on hand for the September meeting in Madisonville. Come on people, support your local chapter by attending the meetings. Make an effort to attend your chapter meetings in the future. Ricky Bivins provided a slide show for the September meeting. The slides covered rail action

*(Continued on page 2)*

Western Kentucky  
Chapter, NRHS

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

President  
Bob McCracken

Vice President  
Ricky Bivins

Sect. Treas.  
Wally Watts

National Director  
Chuck Hinrichs

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

Editor  
Chuck Hinrichs

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

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

### FALL BOARD MEETING FEATURES ELECTION OF OFFICERS

Kansas City will host the Fall meeting of the NRHS Board of Directors. In addition to a full schedule of rail events - including a ride on the KCS Executive Train - the Directors will elect officers for the coming year and approve the budget for the coming year.

All incumbent officers have filed for re-election and, as of close of nominations, none of the positions are contested. *Not a bad way to run a*



*railroad!*

Greg Molloy will continue as NRHS president and Dr. Wesley Ross will continue as our Regional Vice President. The

## Chapter News

(Continued from page 1)

from Western Kentucky to Southern Illinois and on to Wyoming. Some of the slides were taken almost twenty years ago. They covered many scenes that can't be duplicated today. Ricky showed some slides of some of the chapter members taken almost twenty years ago. These slides brought much delight to the membership. Those slides showed Don Clayton, Keith Kittinger, Wally Watts and others, when these members had much more hair and much less weight. Thanks to Ricky for a very nice program. Rick Andrews provided the much needed refreshments for the meeting. CSX provided only one train during the meeting. It was southbound tote train (Q123) with two CSX C40-8Ws pulling the long piggyback and stack train through Madisonville. Maybe more trains during the October meeting?

## COMING EVENTS

Mark your calendar for the following important dates:

**November 21** - The annual Clayton-Watts Open House at Don Clayton's house at 7:00 PM.

**December 14** - The annual Chapter Christmas Banquet. Time and place to be announced

## MEMBER NOTES

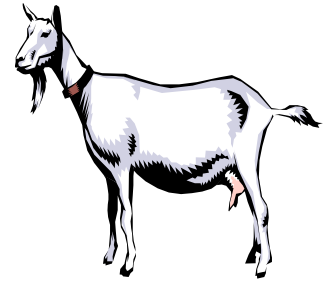
Our group has more than one "Goat". We all know the 'Old Goat' through his monthly contributions to Pennyrail but another of our group has even more spectacular talent.

Rick Andrews climbs like a mountain goat. He was all over the hillsides at the L&N meeting at Stearns and Corbin with his video camera and even exhibited some climbing last week at the new siding site south of Kelly.

There is no apparent truth to

# TRACKSIDE WITH THE OLD GOAT

*Dennis Carnal*



Greetings from The Old Goat....Hope this report finds everyone in the chapter "OK". Looks like fall has arrived in Western Kentucky. Warm afternoons and cool nights. It can't get much better than this!! Why not take a few hours, go railfanning or just for a walk? You will feel better afterwards!!! Come on and get outside!!! Winter weather will be here before you can turn around. Hurry, before it's too late!!! Before I head outside, let's see what railnews has come in this month.

Rail traffic on the CSX's Henderson Sub is almost back to normal after the major trackwork during August and September. The iron ore trains from Wisconsin Central via Chicago to the Birmingham area have started running again during the past few weeks. These trains run with a mix of CSX and Wisconsin Central power, and an occasional off-line or lease unit. One of these trains that I saw a few days ago had this lashup...a CSX SD40-2, a Wisconsin Central SD45 and a Helm Leasing C36-7E. These are the "K160" trains for you with scanners. *According to information from the internet there are at least five sets of hoppers currently working in this service. If you are trackside for one of these trains look for the unique Algoma Central bathtub bottom ore cars. ed.*

Northbound pig iron trains from Birmingham to Northern Indiana run once or twice per week. These are the "K526" trains. The usual consist is about seventy-five gons loaded

with pig iron. *The iron looks like rusty footballs, and is only one or two deep in the bottom of the gons. This is a pretty ratty looking set of gondolas with a variety of reporting marks. ed.*

I have noted and heard reports of Canadian Pacific, Canadian National, Conrail, EMD Leasing, Helm Leasing, S00 Line, Southern Pacific/Union Pacific and Wisconsin Central power pulling trains on the Henderson Sub during the past few weeks. *The CN units and the EMD and Helm power are on short term lease to CSX.. ed.*

On September I heard the Paducah & Louisville Railway dispatcher calling an empty unit coal train from Paducah to East Diamond siding with a pair of CSX AC44CWs pulling the train. The lead unit was 281. The P & L dispatcher called the train "Big Brother CSX # 281". The train pulled into the siding at East Diamond, the power ran around it's train, removed the EOT from the rearend, coupled up and then cleared up to meet a southbound P & L manifest train from Louisville to Paducah. I don't know if this empty coal train got onto CSX trackage at East Diamond and returned to Atkinson Yard. If anyone has an answer to this question, let me hear from you. The movement of Eastern Kentucky/West Virginia coal via P&L to either Grand Rivers or the TVA plant west of Paducah has started again with several trains per week moving through the Madisonville area with CSX

(Continued on page 4)

## RAILS TO HEAVEN HIGHWAY TO HELL

On September 25, 26, and 27, 1998, Kentucky saw its first statewide campaign train in a long while! almost 50 years to the day that Harry Truman wheeled through Ashland, Lexington, Louisville, Owensboro, and Henderson, Congressman Scotty Baesler decided to "take his Senate campaign to the people" on his Baesler Victory Express '98. The three day route was Lexington-Elizabethtown (via Louisville, Owensboro, Paducah, Madisonville and Bowling Green) on CSX, P&L, and RJ Corman railroads.

After being notified by Don Clayton of the upcoming trip, I sent in my tax deductible contribution to the Democrat party to reserve my seat on the Sunday portion of the trip. This trip was truly Heaven by rail? and the bus trip from Hell. Saturday, September 25, brought my road trip from Dyersburg to Madisonville. After catching a couple of northbound IC freights between Dyersburg and Fulton, it was off for a short visit to mom and dad's place in Calvert City. Leaving with about 10 minutes to spare, I caught the Victory Express at Calvert City and took some photographs. Then it was off to Madisonville for a wonderful steak dinner at Wally Watts' home and a comfortable night's rest at the Clayton Bed & Breakfast. You've never had a steak until you've had a steak cooked by Wally - I can still smell all the garlic and spices. Sunday, September 26, brought the day I had been waiting for. This was my first long-distance train trip in Kentucky since the NKP 765 trip in 1992 - appropriately enough, the train between Madisonville and Guthrie was CSX train P-567 (765 in

reverse). Parked in Madisonville's Atkinson Yard, the train consist was as follows: CSX SD 40-2 #8453, RJ Corman FP7A #1941, RJ Corman FP7A #1940, PAL Generator Car #10, PAL Office Car Bluegrass State II, PAL Office Car Bluegrass State I, RJ Corman/My Old Kentucky Dinner Train Diner #011, RJ Corman/My Old Kentucky Dinner Train Diner #777, RJ Corman/My Old Kentucky Dinner Train Kitchen Car #021, RJ Corman/My Old Kentucky Dinner Train Diner #007, CSX Transportation (former Louisville & Nashville) Observation Car Kentucky.

Aboard today was the foamer crew consisting of NRHS Madisonville members and mileage collectors. Taking up two tables on car #777 (talk about being lucky) were Carol and Thom Sulankee from Bloomington, Indiana; Wally Watts and Don Clayton from Madisonville, Kentucky; Mike and Becki Kiepp from Hopkinsville, Kentucky; Landon Hogue from Hopkinsville, Kentucky; and myself. David Cooper decided to sleep in at Paris, having a correct premonition that the bus back to Madisonville would be late, but more on the Highway to

*(Continued on page 5)*

## NEXT MONTH

Highlights of Clayton's open house.

Wallace Henderson's report on his Pennsylvania trip.

The "Old Goats" promised 'full bag' report.

The last of A. C. Stanley's Texas Eagle adventure.

PENNYRAIL

# L&N

The 1998 Annual Meeting of the L & N Historical Society was held the weekend of September 25-27 at Corbin, KY. The headquarters hotel was the Cumberland Lodge in Williamsburg. The Cumberland provided excellent rooms and meeting facilities and at reasonable rates. The dining room at the hotel was also excellent.

The activities got underway Friday afternoon with registration, model and photo contest entries, the Railroadiana/Model Train Show and Sale and an evening of slides.

Following an excellent breakfast we were on our busses before 8AM heading for Stearns and a ride on the Big South Fork Scenic Railroad. We had plenty of exploration time before the trip and NS put on a pretty good show of "Rat Hole" action. The Big South Fork is only a tourist railroad now but in years past lots of coal came from the Cumberland River Valley. There is a nice restoration of early mining facilities at end of track at Blue Heron. It was enjoyable and the weather was perfect. The busses took us to Cumberland Falls State Park for a quick visit. The river was way down and the falls not as spectacular as they might have been.

We arrived back at the hotel in plenty of time to relax before an excellent buffet dinner, contest awards, business meeting and a delightful slide show of Memphis and it's many railroads and fallen flags. The evening concluded with more informal slide presentations.

The Sunday visit to CSX's Corbin facilities were a bit confused as we were evidently not expected. We did see all the facilities but only from the paved roads. In spite of the Sunday

*(Continued on page 7)*

# THE OLD GOAT

(Continued from page 2)

AC power. Should make for some interesting fall/winter train chasing.

Rick Andrews heard a report from a P & L employee that P & L will be loading up to four unit coal trains per day at the Lodestar, ex-Pyro, main prep plant, west of Clay. At the present time P & L is loading two unit coal trains per day at this location. These trains operate on the CSX Morganfield Branch from Providence to Madisonville, then back to P & L trackage at the East Diamond interchange, east of Madisonville. These trains head south to the Grand Rivers Terminal on Kentucky Lake for unloading into barges. Thanks Rick for this report.

Well, that's all for this month. If anyone has railnews for the newsletter, please send it in. We need your information each month. During the past few months very little information has been received from the membership. Hope to see more of you at the October meeting and trackside during the coming weeks. Keep in touch.

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.

This is the continuation of A. C. Stanley's adventures on the inaugural run of the Texas Eagle all the way to Los Angeles. The delays and detours in Arkansas are behind the travelers and they are now on their way back home.

**INCIDENT AT EL PASO** ROY AND I WALKED OUT ON THE PLATFORM TO STRETCH A BIT AND TO LOOK AT THE TRAIN. SUDDENLY THERE WERE FOUR MEN RUNNING TOWARD THE TRAIN AND THEY WERE RUNNING HARD. AT FIRST, WE THOUGHT THEY WERE JUST PLAYING. THEN WE REALIZED THAT THREE OF THEM WERE CHASING THE MAN WITH THE BAG. LATER, WE LEARNED THAT SPECIAL AGENTS HAD APPREHENDED TWO COUPLES WHO HAD BOARDED THE TRAIN IN LOS ANGELES. THE MAN WHO GOT OFF THE TRAIN AND PICKED UP THE BAG SHOULDN'T HAVE DONE IT BECAUSE HE GOT CAUGHT WITH THE GOODS. ....

BEING ONE HOUR LATE LEAVING SAN ANTONIO DIDN'T BOTHER ANYONE. THERE WAS SOME TRACK WORK THAT HAD TO BE COMPLETED BEFORE WE COULD PROCEED TO FT.WORTH. BESIDES. WE WERE ON THE LOVE TRAIN.

ZEB LOVE, RETIRED, WAS A CONDUCTOR FOR THE T & P, THE UP. AND FOR AMTRAK. HE WORKED BETWEEN Fr. WORTH AND TEXARKANA AND CALLED HIS TRAIN THE LOVE TRAIN. CONDUCTOR LOVE USED A TICKET PUNCH SHAPED LIKE A HEART. HE RETIRED IN 1988 BUT HAS REMAINED ACTIVE. HIS CALLING CARD SAYS THAT HE IS SANTA'S HELPER, SPOKES PERSON FOR TOYS FOR TOTS, AND CONDUCTOR FOR THE CHAPS/RALPH LAUREN "WHISTLE STOP TOUR" IN 1999. ONE OF HIS STORIES IS ABOUT "MISS PINKIE". SHE WAS AN ELDERLY BLACK LADY WHO LIVED IN EAST DALLAS. SHE LIVED IN A PINK HOUSE AND SHE WORE A PINK DRESS. HER BACK FENCE WAS THE RAILROAD RIGHT-OF-WAY. EVERY DAY SHE. WOULD BE AT THE BACK FENCE TO WAVE AT THE TRAIN CREW. CONDUCTOR LOVE NAMED HER "MISS PINKIE". HE WOULD ANNOUNCE TO THE PASSENGERS ON THE TRAIN THAT THEY WERE APPROACHING "MISS PINKIE'S" HOUSE. I'VE BEEN TOLD THAT HE WOULD SOMETIMES THROW SMALL GIFTS OFF THE TRAIN AS THEY PASSED, AND, UNOFFICIALLY. OF COURSE, HE EVEN STOPPED THE TRAIN ONE DAY AND WALKED OVER TO THE FENCE AND GAVE HER A HUG.

WHEN CHARLES KURALT WAS PRESENTING HIS TV SERIES ON TRAVEL IN AMERICA HE HEARD ABOUT ZEB LOVE AND DID A PROGRAM ON THE LOVE TRAIN AND FEATURED "MISS PINKIE. TODAY MISS PINKIE'S DAUGHTER LIVES IN THE PINK HOUSE, STANDS BY THE FENCE, WEARS A PINK DRESS, AND WAVES AT THE TRAIN AS IT GLIDES BY WHETHER IT'S CALLED THE 'EAGLE' OR #21 OR #22 . TO THE TRAIN CREWS AND TO THE AMTRAK CUSTOMERS THIS TRAIN WILL ALWAYS BE "THE LOVE TRAIN". WHILE ZEB LOVE DESERVES A MONUMENT, THE LOVE TRAIN IS MORE OF A MONUMENT TO A FEELING THAT IS FREELY RECEIVED AND SHOULD BE FREELY GIVEN. IT IS AN EXAMPLE OF HOW ONE HUMAN BEING SHOULD RELATE TO ANOTHER HUMAN BEING IT IS THE GOLDEN RULE IN ACTION.

EXCLUDING SOME COMMUTERS WHO HAVE NO CHOICE. MOST PEOPLE WHO RIDE THE TRAIN DO SO BECAUSE THEY WANT TO RIDE THE TRAIN. PEOPLE WHO WAVE AT THE TRAIN DO SO BECAUSE THEY WANT TO. IT'S A NICE WAY OF SAYING. "HELLO, WE ARE GLAD TO SEE YOU AND WE ARE GLAD THAT YOU CAME OUR WAY". WAVING BACK IS AN ACKNOWLEDGEMENT THAT YOU APPRECIATE THE WELCOME. IT'S ANOTHER WAY OF SAYING. "I DON'T KNOW WHO YOU ARE BUT LET'S BE FRIENDS". IT SEEMS TO BE THE AMERICAN WAY. IN SOME DENSELY POPULATED AREAS OF THE UNITED STATES THE FRIENDLY WAVE IS REPLACED BY A ONE FINGER SALUTE. IS THIS ALSO THE AMERICAN WAY? FORGIVE THEM FATHER.

## HEAVEN & HELL

(Continued from page 3)

Hell portion later on.

Our route for Sunday consisted of 182 miles: CSX Atkinson Yard to Morton's Gap via Cutoff, CSX Morton's Gap to Guthrie, RJ Corman Memphis Line west in order to back into CSX Guthrie yard, RJ Corman Memphis Line east from Guthrie to Memphis Junction, and CSX Memphis Junction to Elizabethtown. Stopping at the Hopkinsville, Russellville, and Bowling Green stations brought political speeches and a small sense of pride in being able to be a true part of history. For the foamers, the stops brought about visits by Mr. Turner, Christian county historian, at Hopkinsville; Chuck Hinrichs at Guthrie; and Wayne McGinnes, NRHS Louisville, at Elizabethtown.

We met at least three trains on the trip: Q122 at Kelly at 11:45AM, Q275 at Gossum at 5:15PM, and another Q-train just south of Elizabethtown. The Baesler Victory Express '98 was symbolled P-567 while on the Madisonville-Guthrie portion, P-965 on the Bowling Green-Elizabethtown portion. For the entire route, the speeds and track were very smooth, even on RJ Corman. Speeds on CSX track got up to 60MPH on some sections, 35MPH on RJ Corman.

Between Hopkinsville and Guthrie, we enjoyed Stubblefield's favorite part of any trip - lunch. The menu consisted of a fresh tossed salad with honey-mustard dressing, chicken cordon bleu, wild rice pilaf, glazed baby carrots, rolls & butter, turtle or strawberry cheesecake, and choice of beverage. The trip over RJ

Corman was very smooth and the trackage a lot better than anyone expected. After stopping at the Bowling Green depot which is being restored, it was time to crank it and head up north. Ten-year old Landon and myself decided to be the official foamers, hanging out of the vestibule in true Keith Kittinger and Robert Metcalfe style between Bowling Green and Elizabethtown, scanner turned up loud and 35mm cameras clicking away on every curve.

Then came the Highway to Hell portion of the trip. One thing I should warn everyone regarding excursions - beware of the words "Box Lunch Provided" and "Motorcoach Return Trip" in the trip flyer or brochure. Boarding the bus at Elizabethtown, we discovered that both buses would have to go to Bowling Green in order to drop off passengers from the Bowling Green-Elizabethtown section. We proceeded west toward Russellville, then came that wrong turn at Russellville onto The Highway To Hell: on the bus on some backwoods Kentucky highway in Logan and Todd County with a bus driver from Louisville. Landon expressed his disgust by tossing his cookies due to all the rocking and rolling from being on a winding, curvy road - hope he doesn't forget the good times hanging out the vestibule. After stopping in the middle of nowhere to get directions from a man in a garage rack equipped 4x4, we finally made it to Hopkinsville to drop off passengers, including Mike, Becki, and Landon. Don then "took charge" by giving directions to Madisonville, making it back to Madisonville at 11PM. Saying good-bye to our fellow foamers, I retired to the Clayton Hampton for another restful night and a relaxing trip back to Dyersburg on

# HISTORY & BOOKS

Does February 1, 1968 ring a bell with you? If you are a railfan it probably should. It was on that date that two rail giants ceased to exist. It was a bit over 30 years ago that the ill-fated merger of the Pennsylvania RR and the New York Central took place and started the quick down-hill slide that resulted in the ultimate failure of the Penn-Central and the eventual birth of Conrail.

My brother (an electronic book peddler) brought a delightful book to my attention. "The Wreck of the Penn Central" - Joseph Daughen and Peter Binzen - Little Brown & Co. 1971 - describes in detail the 872 day life of Penn Central.

If you are looking for a book filled with Pennsy and NYC nostalgia and pictures of K4s rounding Horseshoe Curve, Hudsons at speed on the Water Level Route or GG1s this is not for you.

If you want insight into the men and the circumstances that brought these rail empires to their knees then check your library for a copy or borrow mine.

The authors cover the main players - Saunders and Perlman - as well as many of the other executives, politicians and bureaucrats whose actions, or lack of actions, contributed to the crash that brought the nations railroads to the brink of Nationalization.

Of particular interest to me was the non-rail interests and investments that contributed to the failure of the core business - trains.

This is easy reading and I

**SEPTEMBER MINUTES**

**Western Kentucky Chapter, NRHS**

L&N Depot Hopkinsville, KY  
September 28, 1998

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

**TREASURER'S REPORT:**

Opening Balance		1107.16	
Income			
Dues	0.00		
Raffle	21.00		
Video	00.00		
Total	21.00	1128.16	
Postage	22.40		
Print	15.90		
Video Supplies	50.00		
Neff Video		302.30	
Total	390.60	737.56	
Ending Balance			737.56

**MEMBERSHIP:** 61

**DIRECTORS REPORT:** Chuck reminded the membership about the November BOD meeting in Kansas City and the trip on the KCS Executive train.

**OLD BUSINESS:** Date for the Clayton-Watts open house confirmed for November 21.

**NEW BUSINESS:** Chuck reminded the membership about up-coming elections - nominations in October and election in November. The November meeting will be on the regular 4th Monday, the 23rd. Mike Keipp reported that the Nashville & Eastern trip to Cookeville is nearly sold out. December 14 is set as date for Christmas banquet. A committee is looking at several possible locations. 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, Rick Andrews, Ron Stubblefield, Dennis Carnal, Keith Kittenger, Wallace Henderson, Greg Utley, Rich Hane, Mike Keipp, Tim Griffey, David Fraser, Bob McCracken Louie Hicks and Don Clayton. Guest was J. D. Farris.

**VIDEO SALES REPORT:** As of October 10th, a total of 74 copies of the Henderson Sub video have been sold by the chapter. These sales have grossed \$1850.00 with the Chapter netting \$543.82. 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**

**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 Cookeville 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.

**Tennessee Central Ry Museum "Trains of Christmas"** December 12 & 13. Saturday 9AM-4PM, Sunday 1PM-4PM. Admission \$4, children (under 12) \$1, Family \$10 maximum. 220 Willow St., Nashville, TN. Info: 615-781-0262 Operating model railroads, tour diesel locomotives, passenger cars and cabooses. Lots of interesting and historic displays. Santa will be in one of the cabooses.

**CLAYTON-WATTS OPEN HOUSE** November 21 7:00PM

**WESTERN KENTUCKY CHAPTER CHRISTMAS DINNER** Madisonville December 14. Location and time not yet firm.

**OWENSBORO CHAPTER CHRISTMAS DINNER** December 12, Shady Rest B'Que, Owensboro.

**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.

**NRHS Convention Sacramento, California** June 21-26 1999. This meeting will be in conjunction with R&LHS. There are many excellent trips planned in conjunction with the convention and may include both 4449 and both UP engines 844 and 3985 as well as area shortlines and Caltrans. Preregistration information is in the NRHS Bulletin #4.

**NRHS Spring BOD Meeting** Chicago, IL April 23-25

## AREA SIGHTINGS

### **Ft Campbell Rail Power**      *Internet - Shane Deemer*

US Army GP10 1871 was at Atkinson Yard in Madisonville for several days before it was delivered to the Fort Campbell Rail interchange in Hopkinsville on October 1, 1998. *For the moment, it looks like an additional unit. Most of the Forts around the US have been getting 3 GPs assigned to them. With Ft. Campbell having a 20+ mile run to the interchange, I'm surprised it took them that long to get a 3rd GP. In case I haven't told you, the 1871 is from Ft. Knox, which is closing all rail operations down. Ft. Knox will now be switched by the Paducah & Louisville. Ft. Knox's other GP10, 1877, is headed for McAlester AAP in Oklahoma. I'm glad to see at least one engine made it out alive. McAlester has a horrible reputation for no maintenance and derailments. They ran 2 GP10s head on into each other a few years back...no doubt the 1877 will be another GP10 for them to bang around.*

### **More on FCR 1871**      *Cliff Downey*

US Army 1871 would be ex-ICG 8105, rebuilt in August, 1973 from IC GP9 9245. The unit was wrecked in January, 1984, sold in 2-89 to VMV, and the following year was resold to the US Army.

### **'Kentucky'**      *Chuck Hinrichs*

If I heard correctly at the L&NHS meeting, the ex L&N business car 'Kentucky' was just recently acquired by the state of Kentucky and donated to KRM. This car brought up the markers on the recent Baesler campaign train

### **Henderson Sub Construction**      *Chuck Hinrichs*

The siding construction work continues at Sebree and Kelly. Most of the grading at Kelly is done and the new south switch has been fabricated and is laying next to the main. Ties are in place on about the south half of the siding extension. Welded rail has been set out but not yet installed. The rail is dated '1952.' The sidings should be in service before the end of the year.

Work on the rail overpass of the US 68 by-pass south of Hopkinsville is going full blast. The bridge panels are in place and it looks as if there is enough width for two sets of rails. Perhaps a northward extension of Casky siding may be in the offing. With work progressing quickly we might see the shoofly around the construction site eliminated in the not-to-distant future.

There is no sign of work on the proposed relocation of Fort Campbell Rail to an alignment paralleling the US 68 bypass south of Hopkinsville.

A new industrial spur has been cut into the CSX main south of Casky siding. The spur serves several locations in the new industrial area between Hopkinsville and Pembroke. Sun Chemical is one prospective user.

## L&N

*(Continued from page 3)*

confusion the meeting was good and well attended. The 1999 meeting will be held in northern Georgia. Our Chapter was well represented. Dennis Carnal, Rick Andrews, Bill Grady, Bruce Cox, Wallace Henderson, Keith Kittinger, Jim Bergant and Chuck & Shirley Hinrichs were all in attendance.      *CFH*

# Jerry Mart

Jerry Mart has been mentioned several times in this publication and his work has appeared in many rail publications - most recently the L&NHS "Dixie Line."

The Chapter along with the L&NHS and the ICHS are all recipients of appropriate portions of Jerry's work. The Chapter is making a pair of Mart's video projects available for members of the chapter and railfans throughout the area. One video covers the first year's operation of the Paducah & Louisville RR. There are lots of shots of power in old IC, ICG and GM&O paint as well as the slow to emerge P&L corporate image. In contrast, the other video depicts the last days of a Western Kentucky institution, the Cadiz Railroad. The tape details the flurry of activity involving Fort Campbell Rail and ICG and the movement of military trains from Ft. Campbell through Hopkinsville, Gracey and Cerulean to an ICG connection at Princeton. Features include some interesting winter shots (including an ICG Jordan Spreader near Hopkinsville), double and triple headed moves with the Cadiz Alcos and some ICG and FCR assistance.

These tapes are offered to

## RAIL TRIVIA QUIZ

### Answer to September Trivia.

The pictured unit is VMV 3516. This is exICG 2511, nee GM&O 612 GP35. The unit was rebuilt by VMV and had a Caterpillar 3516 power plant installed. The unit also rides on Blomberg trucks which replace the ALCO trucks which were under the unit when initially delivered.

The unit is classed as a GP35d, and was used on the P&L on and off during the early 1990s and was finally sold to a shortline in Illinois in either 1995 or 1996. VMV did not repeat the experiment.

## OCTOBER TRIVIA

?

The last 25 years have seen much change in the railroad industry. Are there any operating railroads in Western Kentucky (west of I65) that have the same name that they did in 1973??

Name them.

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 November issue of *Pennyrail*.

# PHOTO SECTION



Happy travelers on the Madisonville-Elizabethtown segment of the Baesler campaign special. Thom & Carol Sulanke, Landon Hogue, Wally Watts and Don Clayton. September 27, 1998  
Photo by Chris Dees



Scotty Baesler campaign train at L&N Station in Hopkinsville. Ex L&N business car 'Kentucky.' September 27, 1998  
Photo by Chris Dees

"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*