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Pennyrail, the official
publication of the
Western Kentucky Chapter,
NRHS.

PENNYRAIL

SPECIAL EDITION

NOVEMBER 1998

Volume 2 # 11

Greetings from The Old Goat....I'm doing the honor of writing this months edition of "Pennyrail" in place of Editor Minrichs. Chuck is at home recovering from his recent triple by-pass open heart surgery. For the members that haven't heard the news, here's the news. Chuck suffered a heart attack at his home Monday night, October 26th. He was taken by ambulance to the Regional Medical Center in Madisonville for treatment. Chuck had surgery on Wednesday, October 28th and was sent home early the following week.

As of Sunday, November 15th, Chuck reports that he feels fine, but still very sore from the surgery. He has been walking twice per day and seems to be getting some energy back. He will return to the doctor for a checkup on the 18th. Hope everything is "OK" on your report !!!

Chuck would like to thank everyone for their calls, cards, prayers and visits during the past few weeks.

Also, best wishes goes out to Chucks wife, Shirley and the rest of the Minrich family. Keep up the good work and get Chuck back out chasing trains and writing this newsletter !!!

Chuck, good luck for a quick recovery from all the members of the Western Kentucky Chapter. Hope to see you soon ! Take good care of yourself ! Don't rush your recovery ! Keep in touch ! Later

IN MEMORIAM

It is with sorrow, that I report the passing of Western Kentucky Chapter MARION ELLIOTT of Owensboro. Marion passed away on Saturday, November 7th, 1998 after a long illness. Marion was a chapter member of the Owensboro Chapter from April 10, 1964 till his death.

Our prayers go out to Marion's family and friends during their time of loss. He will be missed by many.

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CHAPTER NEWS

UPCOMING MEETING DATES

Don Clayton's Open House, Saturday, November 21, 1998 at 7:00 PM. The address is 750 Wilson Drive in Madisonville. This street is in the Homewood Subdivision located off West McLaughlin Ave. This is the combined annual meeting between the Western Kentucky Chapter and the Owensboro Chapter. Lots of good food and fun for everyone !!!

If anyone needs directions to the address, please call Don Clayton at 502-821-0731 or Wally Watts at 502-821-5136.

Western Kentucky Chapter November Meeting will be Monday, November 23, 1998 at 7:00 PM at the Badgett Center on West Arch Street at the CSX railroad tracks in Madisonville.

The program will be by Wallace Henderson from Mopkinsville. The refreshments will be supplied by Keith Kittinger.

The chapter elections will be held at the November meeting.

Western Kentucky Chapter Christmas Dinner will be Monday, December 14, 1998 at 6:30 PM at Bartholomews Fine Foods, 51 South Main Street Madisonville. The location is one block south of the Mopkins County Courthouse in downtown Madisonville.

If possible, make an effort to attend and join the fun.

WELCOME NEW MEMBERS

The chapter is happy to welcome two new chapter members to our Western Kentucky Chapter. The new members are....

J.D.Farris
1606 Valley Drive
Madisonville, KY 42431

Dick Arndt
164 Allen Drive
Mendersonville, TN 37075-3938

J.D. is a retired coal miner. He retired from Peabody Coal Company. He is a new model railroader and he would welcome any help from the membership with his train layout.

Dick is a geologist and a long time railroad photographer. He has already gave two super slide shows at our chapter meetings this year. Welcome again, from all the members of the Western Kentucky Chapter.

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Time to renew your NRHS Western Kentucky Chapter dues is fast approaching. You will be receiving your dues notices from chapter treasurer Wally Watts in a few weeks. Your current chapter membership expires on December 31, 1998.

The good news is that the membership dues will stay the same for the coming year. Full chapter membership to the national and local chapter dues are still \$ 25.00 per year. Local chapter or newsletter subscriptions are still \$ 8.00 per year.

At this time the Western Kentucky Chapter has sixty-three members on the roster. We hope for 100% renewals. We hope that everyone stays with your local chapter in 1999 !!! Start saving your dollars today !!! You will have a good time !!!

VIDEO SALES REPORT

As of November 16th, the Western Kentucky Chapter has taken in over \$ 300.00 in sales of the two new videos, that the chapter has for sale. The two new videos are the Jerry Mart videos on the Paducah & Louisville Railway during it's first year of operation in 1986 and on the Cadiz Railroad during it's final years of operation during the mid-1980's.

These videos are priced at \$ 20.00 each, but Western Kentucky Chapter members came purchase both videos at a special price of \$ 35.00, plus \$ 3.00 for shipping. You can mail your video orders to me at my address at the end of this newsletter. Also, I will have the videos at Don Clayton's Open House on Saturday night and at the November chapter meeting on Monday night.

Plus, the chapter still has copies of the Neff Video "CSX Henderson Subdivision" priced at \$ 25.00 per copy, plus \$ 3.00 for shipping. These videos are a great way to learn more about the local railroads. Plus, THEY MAKE GREAT CHRISTMAS GIFTS !!! ORDER YOUR COPIES TODAY !!!

OCTOBER MEETING REPORT

Twenty members were on hand for the October meeting in Madisonville. They were treated to a super slide show from the chapter's newest member, Dick Arndt from Hendersonville, Tennessee. The slide show was on the Union Pacific steam excursion program from the 1970's till the early 1990's.

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The slide program covered various locations in Colorado, Utah and Wyoming. These were some of the best slides seen at a chapter meeting in a long time. Thanks to Dick for the show !

Ron Stubblefield provided the refreshments for the meeting. Thanks Ron for the eats !

CSX provided a few trains during the meeting. Here's the lineup... At 6:45, just a few minutes before the meeting was to start, the first train passed thru downtown Madisonville. The train was southbound piggyback or in L & N RR terms "tote" train (Q127). This train runs from Chicago to Jacksonville. Power on this train was one CSX C40-8W and one Conrail SD45-2.

Then as the meeting was being called to order, CSX sent another train. This was southbound manifest train (Q597). This train runs from Chicago to Nashville. Power on this train was two CSX C40-8Ws.

The final train was by the station at 8:45. It was northbound manifest train (Q646). This daily train runs from Mamlet, North Carolina to Chicago. The power on this train was one CSX GP38-2 and one of the leased Canadian National GP40W-2. This was a somewhat strange power lashup for this train, as for the most part it runs with six-axle power. A nice way to end the rail action for this meeting.

SIGHTINGS

As many of you have read in the local newspaper, a northbound CSX manifest train (Q648) ran into a Tyson Foods truck loaded with several thousand live chickens. This wreck happened a few weeks ago at the Will Lane road crossing between Mortons Gap and Nortonville. The wreck took place around 4:00 AM in heavy fog. No one on the train or the truck driver were hurt. Very little damage was done to the lead CSX C40-8W or to the tracks. The truck was a total loss.

Many of the chickens were killed in the wreck, but most of the chickens were unhurt and went on to the processing plant at Sebree to meet their maker, so to speak. A funny side to this wreck is that some of the chickens flew onto the northbound train and made the trip onto the CSX Nowell Yard in Evansville. Reports said that chickens were seen flying from the stopped train and were feeding on the grain dropped from covered hopper cars in the yard tracks. One or two of the chickens rode the two locomotives and have made themselves at home in the Nowell locomotive shops. We wish the escapees a long and happy life !!!

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On Halloween night around 7:30 PM a northbound empty iron ore unit train (K160) struck an automobile at the North Street crossing in Madisonville on the Earlington Mainline. The Old Goat heard the train crew calling the yardmaster at Atkinson Yard to call for an ambulance and police. Chapter member Ricky Bivins was at a home, that's three houses north of the crossing and heard the crash. So I know that the wreck took place.

Now the strange facts, not one word about the wreck in the local newspapers, nothing on the local radio stations and even stranger, nothing on the CSX computer. Strange, but true. A phantom wreck? Only on Halloween!

On Friday, November 13 CSX ran into some bad luck in Madisonville. Northbound manifest train (Q596) was setting out cars and picking up cars at the north end of Atkinson Yard. While backing a cut of cars, a covered hopper derailed at a switch. The covered hopper, one tank car and two loaded autoracks on the northbound extension track, two back from the five CSX locomotives started rolling on the ballest.

Plus, the tank car and one autorack sideswiped part of the same train's cars, that were parked on the Atkinson Power Siding. This sideswiping derailed one boxcar and another tank car. The boxcar was knocked sideways blocking the Atkinson Cutoff Mainline track.

Welcome to Friday The 13th CSX !!! But, this derailment could have been worse. The Earlington Mainline track was not effected by this derailment, so CSX could route all Evansville to Nashville on this trackage. Noone was hurt in the derailment. No MASMAT materials were on the cars. Plus, none of the cars overturned and very little damage was done to any of the cars. Very little track was damaged by the derailment. Like I said, this derailment could have been worse.

A crew from R. J. Corman Railroad Construction was called in to reraill the six derailed cars. By early Saturday morning the cars were back on the rails and Atkinson Yard had returned to normal.

When's the next Friday The 13th?

CSX stopped running unit coal trains to the Big Rivers D.B. Wilson Power Plant as of November 1st, 1998. This power plant was located at Centertown, Kentucky at the end of the Madisonville, Hartford & Eastern (M.H. & E.) Branch running east from Madisonville. The branch line is now out of service from Moorman, the junction with the CSX Owensboro & Nashville (O&N) Branch, to the end of the track at the power plant. The CSX swing bridge at Smallhaus has been locked in the open position for river traffic on the Green River. The power plant now receives coal via trucks. The five miles of track will remain in place for future use.

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CSX has on short term lease four Paducah & Louisville Railway Geeps. These locomotives have been used as a set to move extra tonnage between Atkinson Yard in Madisonville southward to Radnor Yard in Nashville and from Atkinson Yard to Mowell Yard in Evansville. These four Geeps have also moved extra tonnage between Evansville and Nashville.

CSX still has many leased locomotives in use at this time. Now with the fall grain rush getting started, just about any type locomotive could show up on a CSX train in the coming months. You had better get trackside to see the action !!!

CSX is running a unit coal train for a Florida utility near Tampa. These unit trains run several times per month thru Madisonville. They are listed as the (T106) unit coal trains while on CSX. The trains run with two CSX AC4400-CW locomotives and CSX "common" hopper cars.

The reason that I'm writing about these unit coal trains is their routing from the coal mine to the Florida power plant. Here's the story...The empty coal trains run on CSX trackage from the Tampa to Atkinson Yard in Madisonville. The locomotives are serviced and fueled for the trip to the mine.

A Paducah & Louisville Railway crew is called to pickup the train at Atkinson Yard for the eighty-five mile trip on Paducah & Louisville trackage to Paducah. This part of the trip takes around three hours. During this time, an Illinois Central crew has been called and is at Paducah waiting for the empty train.

At Paducah, the Illinois Central crew takes the empty train via the ten mile long Paducah & Illinois Railroad trackage to the Illinois Central Edgewood Cutoff mainline at Chiles Junction, west of Paducah. Then, the train runs northward for sixty miles to Rust Junction. This is the junction with the Illinois Central Eldorado District line. The empty coal train turns eastward for the twelve mile trip to the loop track at the large Kerr-McGee Mining Company mine near Galatia, Illinois.

When everything goes as planned the train is loaded at Kerr-McGee in about three hours and the train starts it's trip back to Tampa.

These train run the same route from Kerr-McGee back to CSX in Madisonville. In about twenty-four hours from the time the empty coal train left CSX trackage in Madisonville till the time the loaded train heads toward Tampa via Nashville on CSX home rails. Not bad train operating for three different railroads, if I do say so myself.

Well, that's all for this month's edition of "Pennyrail". Remember to send in your information for this newsletter in the coming new year. Hope to see many of you at the upcoming chapter events or trackside in the coming weeks. Take care....Mappy Holidays !!!!

WESTERN KENTUCKY CHAPTER NRHS

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Note; As in past years, we will not send a newsletter or have a regular chapter meeting in December. See all the members on January 25th, 1999. This will be the next chapter meeting date after the holidays.

MERRY CHRISTMAS & HAPPY NEW YEAR !!!!!!!!