

PENNYRAIL

JANUARY 1999

VOLUME 3 NUMBER 1

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

**JANUARY MEETING
MADISONVILLE, KENTUCKY
January 26 7:00 PM
BADGETT CENTER
L&N DEPOT**

PROGRAM

The January program is traditionally President's Night but the McCrackens will be celebrating their 40th Anniversary and Bob will present his annual program in February. Jim Pearson will swap programs with Bob. Jim's program will include a series of panoramic railroad scenes. Jim is a master with a camera and the program should be a great start to the new year.

HOLIDAY MEETINGS

The first chapter meeting of the Holiday Season was the Don Clayton Open House on Saturday, November 21st. By the count on Don's guest list, sixty nine people were on hand for the open house. They had a good time.

The following Monday night was the regular chapter meeting in Madisonville. Sixteen members were on hand. Wallace Henderson provided a Pentrex video showing the steam locomotives still in use in Cuba. Keith Kittinger supplied the snacks. Thanks to both. CSX provided two trains during the meeting, a manifest and a tote. Chapter elections

(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

Dana Dawes, Counselor to the President, NRHS, passed away late in December. Dana had been active in NRHS since 1975 and had served as a Regional Vice President and on the convention committee.

Dana was a regular attendee at NRHS Conventions and Board of Directors Meetings. He was most friendly and made you feel right at home. He will be missed!!

William M. Mathews has been appointed Director, NRHS Website, replacing



Michael Bettiol. Mathews will supervise the Website in addition to his duties as Eastern Regional Vice President. Mikes current work situation made it impossible for him to devote the time

Chapter News

(Continued from page 1)

returned all incumbents for another term. The final meeting of the Holiday Season was the Chapter Christmas Dinner at Bartholomew's in Madisonville on December 14th. Twenty-eight members and guests were on hand for a night of fellowship and food. The Chapter tried something new this year and didn't have a program following the dinner. This provided the members more time for fellowship than they have during a regular meeting. This plan seemed to work very well based on the comments that have been heard since the dinner.

DUES

1999 DUES Your Western Kentucky Chapter dues are now payable. You should have received your dues notices from Wally Watts. The dues have stayed the same this year at \$25.00 for full chapter and national membership. The dues for chapter only membership is still \$8.00 this year. Please pay your 1999 NRHS dues as soon as possible.

COMING EVENTS

MEMBER NOTES

Congratulations to Bob and Jackie McCracken on their 40th Wedding Anniversary.

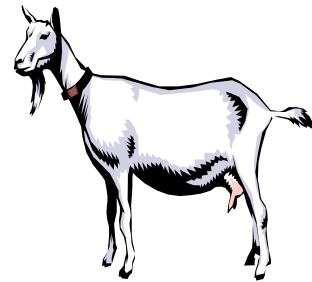
Former member, Cliff Downey, has moved back to Murray, KY. Perhaps we can get him to re-up with the Chapter.

Bob Vittitow, Bruce Cox and Chuck Hinrichs are all Operation Lifesaver presenters. If your organization needs an OL presentation give the guys a call.

Look, Listen and Live!!

**TRACKSIDE WITH
THE OLD GOAT**

Dennis Carnal



Greetings from The Old Goat....Welcome to 1999! Countdown to the New Millennium!!!

I hereby announce, that I am The Official Old Goat of the New Millennium!!! I will be seen endorsing many fine products, including the new improved Goat Chow, Old Goat Cheese and the very popular Old Goat Droppings. It seems that everyone and everywhere you look these days, you see something to do with the upcoming New Millennium. So why shouldn't The Old Goat get on the bandwagon too? Look for more New Millennium stuff during the coming New Year.

Let's see what railnews has been taking place during the past few weeks.

CSX RAILROAD CURRENT NEWS....CSX has placed new locomotive orders with both General Electric and General Motors for 250 new high horsepower locomotives. These new locomotives are to be delivered during 1999. CSX has ordered 85 AC4400CWs and 107 AC6000CWs from General Electric and 50 SD70MACs from General Motors. These orders will give CSX 426 of the AC4400CWs, 107 of the AC6000CWs and 90 of the SD70MACS.

Also, CSX will be getting 802 more locomotives for their part of the Conrail buyout. Included in this group are two E8As numbered 4021 and 4022. CSX plans to use these two units for it's business trains. The other E8A from the

Conrail roster went to Norfolk Southern. Another new locomotive type for CSX is 13 of Conrail's 30 SD8OMACs. The other 17 SD8OMACs went to Norfolk Southern. These 30 SD8OMACs were the only ones ever built by General Motors.

The possible date for the CSX-NS takeover of Conrail is March 1st. If this happens look for many of "Big Blue's" locomotives to start showing up on CSX's Henderson Sub.

As a sidelight to this locomotive news is the fact that neither CSX or NS will actually own the locomotives. Sure the locomotives will be repainted into CSX or NS colors, but they will be owned by the Conrail Corporate entity or by Conrail's two wholly owned subsidiaries, the Pennsylvania Lines LLC "PRR" or the New York Central Lines LLC "NYC". Two names from the past! Right Bob McCracken and Ricky Bivins? The locomotives going to CSX will be sublettered "NYC" under their road numbers on the cabsides and the locomotives going to NS will be sublettered "PRR" under their road numbers on the cabsides. This same sublettering will take place on all rolling stock from Conrail to CSX or NS.

CSX has recently retired the last locomotive still painted for the Louisville & Nashville Railroad. It was a GP38 number 2166. Also, CSX has retired the last locomotives painted in B&O blue, a GP38 number 2107 and the last RF&P painted locomotive, a GP40 number

(Continued on page 3)

THE OLD GOAT

(Continued from page 2)

6855. The number of pre-CSX painted locomotives drops each month due to repainting and retirement of these older locomotives. If you see one of these locomotives and want to have a record of it, take your photo or slide or video now, before it's too late!!!

Another locomotive class that's being retired by CSX is the General Electric C30-7s. CSX has retired ten of these locomotives recently. These locomotives are numbered in the 7000 series. I hate to see these "Bulldogs" retired. I have always liked the way they look and sound.

CSX has run at least three business car specials on the Henderson Sub. during the past month. On Sunday, December 13th, CSX ran train P990-13 from Nashville to Chicago. This was a deadhead move of equipment to Chicago for a series of trips in the Chicago area. The train was pulled by two very clean CSX GP40-2s. The train was ten business cars. Seven of the cars were painted CSX and three cars were ex-Conrail business cars, still in full Conrail dark green paint. CSX received five ex-Conrail business cars in the Conrail buyout. Norfolk Southern also got five ex-Conrail business cars.

The Old Goat received a phone call from Keith Kittinger advising that the passenger train was passing through Hopkinsville around 3:30pm headed for Evansville. I arrived at Mortons Gap at 4:00pm, just in time to catch northbound tote train (Q120). This train was routed onto the Earlington Cutoff toward Atkinson Yard in Madisonville. This train was powered by the "standard" tote train power set of one CSX B36-7 between two

CSX C44-9Ws. As soon as the tote train cleared the cutoff switch, the signals were lined up for the passenger special to follow the tote train onto the Earlington Cutoff. About this time, I heard the passenger train calling the signals at Nortonville. In a few minutes the passenger train came around the curve into Mortons Gap and north on the cutoff. The Old Goat was headed north to try to catch the train north of Madisonville. Luck was with The Old Goat this day, because both the tote train (Q120) and the passenger train (P990) were going to stop on the cutoff to meet a southbound tote train (Q123) at Arklow. This allowed me to get to Atkinson Yard as the passenger train was pulling up to the yard office. Riding the locomotives was an engineer, a conductor, a brakeman and a trainmaster. Only two people were riding in the passenger cars. The headend crew went into the yard office to wait for the southbound tote train to clear Arklow and for tote train (Q120) ahead of them to start moving toward Evansville. After a few minutes, (Q123) headed up the Earlington Mainline and (Q120) got the clear signal at Arklow and started for Evansville. The passenger train (P990) crew was still inside the yard office.

(Continued on page 4)

NEXT MONTH

More on Clayton's travels. Including an I&M Rail Link trip to Chicago.

More concerning the "OLD GOAT'S" efforts to cash in on the Millenium.

A preview of Spring railfanning opportunities.

A survey of member program preferences and model interests.

PENNYRAIL

The Silver Comet Rides Again

The Greenville, SC Chapter, NRHS sponsored two days of excursions on CSX in November. Eleven AMTRAK Superliners and a pair of GE P32s were the consist. First class was provided in the transition sleeper - a private room and complimentary meals.

On Friday the 13th I headed for Atlanta to meet Dr. John Wicks, a fellow mileage collector from Montana. After arrival I filled my tank with 78 cent gas. My trip to Atlanta set me back a whopping \$8.40!!! We stayed at the Courtyard by Marriott which provided shuttle service and free parking the extra days of the trip.

Saturday the 14th was rainy but it didn't dampen the excitement of new miles on the ex SAL route (Silver Comet) to Greenwood, SC. The shuttle dropped us at MARTA and for \$1.15 we rode to Five Points at Underground Atlanta. We scouted out the departure location (the old Georgia RR Station). The train arrived and we stashed our gear in the private room and headed for Dante's "Down the Hatch" for lunch. We were fed and watered in plenty of time for our 4:00pm departure. The ride to Greenwood was nice and smooth with lots of freight traffic. Darkness came quickly and much of the new mileage passed in darkness. A plan to return in a '90 Toyota is in the works.

On our arrival in Greenwood and ark would have been a welcome sight and the walk to the motel was no fun. I didn't drown and didn't even melt in the downpour! The "Inn on the Square" was a luxurious motel in downtown Greenwood.

The 15th was a long day. An early morning (7:30am) departure

(Continued on page 5)

THE OLD GOAT

(Continued from page 3)

About five minutes after getting a proceed signal, the crew hurried back to their train. By now the time was around 5:00pm and darkness was falling fast. The Old Goat wanted one more shot of the passenger train at full track speed before heading for home and I headed for Hanson thinking that (P990) would be seeing nothing but yellow signals behind the northbound tote train. WRONG!! The tote train left Arklow like a scalded dog. The passenger special was seeing only green signals by the time it got to the Poorhouse crossing signal halfway between Madisonville and Hanson. I was beside the train passing through Hanson at 45mph. The lights in all ten passenger cars were turned on and the train looked great. Passing the hotbox detector north of Hanson, the train was moving at 55mph. The Old Goat wanted one more shot of the train at Slaughters. Pushing the gas pedal a little harder, I drove at speeds between 65mph and 70mph. As I was turning into the Highway 138 crossing at Slaughters, the crossing gates were already coming down. We tied at the crossing. The sound of the wheels hitting the switch points at the farm supply center sounded like machine gun fire. It would have been a great shot with the bright red and orange sunset in the background, but the train was moving too fast to get setup for the shot. Only time for a grab shot from the truck. Maybe next time? I wonder what the people in the other cars waiting at the crossing were thinking, when they saw a "passenger train" go rolling off into the darkness? I headed back to Madisonville.

The next passenger train was a shipper special on Tuesday, December 29th. This train had started the day in either Atlanta or Birmingham and arrived in Nashville around noon. The train

(Continued on page 5)

A special thanks to Dennis Carnal - THE OLD GOAT - for putting the November issue of "Pennyrail" together on very short notice. Your editor was just starting his recovery process from open heart surgery.

I am most appreciative for all the calls, cards and other messages of concern and encouragement. Thanks to each of you. The recovery program is going very well and with three day a week rehabilitation in Madisonville I am keeping up with CSX activities (weather permitting).

The "Rail Trivia" feature will be discontinued effective with this issue. Response has been minimal and your editor is low on new trivia items. The answer to the October question is 'none.' I know of no railroad in Western Kentucky that carries the same name that it carried in 1973.

Sightings

12/27/98 Lots of EMD power. Q648 with a pair of SD50s leading an AC44CW, Q597 with 4 SD40-2s, Q645 with a pair of SD40-2s and Q647 with a C40-8 and an SD40-2.

12/28/98 Q597 at Kelly with a GP40-2, two slug sets and a Helm SD40-2 (this unit had HATX on the long hood and TFM on the cab. Q647 was at Mortons Gap with a pair of SD40-2s, a B30-7 and a B36-7. Q592 had a pair of C40-8Ws and a GP40-2. A light engine move had a pair of GP40-2s.

12/29/98 Dennis and Rick quite to early. Following the special passenger movement was the treat of the month. G619 was northbound with an eight unit power set that the crew referred to as 'the rolling roundhouse.' CSX AC44CW was followed by CSX C40-8W and CSX SD50, then an SP GP40-2, a UP SD40-2, a UP SD45T-2, a UP C40-8 and an SP C44-9W. Not bad - 8 units and 8 different models.

12/30/98 Another day of mostly EMD. Q646 had a pair of SD40-2s and an SD50. Q595 had an SD40-2 and a pair of SD50s. The day's only GEs were on a sb grain train with a AC44CW leading a C40-8W. Q129 had a pair of SD40-2s and a TVA coal train had a GP40-2, a slug set and another GP40-2.

1/5/99 Caught K160 in Hopkinsville with a pair of CSX SD40-2s leading a pair of WC SD45s.

1/6/99 Caught up with K180 (n/b sulphur empties) at Nortonville with a pair of SOO SD60s. Q557 had an odd mix of power - a B36-7, a C44-9W and an SD40-2. Q122 had a pair of C40-8Ws and Q648 had an SD40-2 leading a C40-8W and an EML GP40.

1/18/99 A s/b grain train - G123 - had a CSX SD50 and a CR C40-8W. Q592 had CSX C40-8W, CSX C40-8 and a pair of WC SD45s. Q648 had a rare 4 axle power set. CSX GP40-2 led a pair of EML GP40s.

It's sure good to be out trackside again!!!

THE OLD GOAT

(Continued from page 4)

(P993-29) was headed for Evansville that afternoon.

I got the call from Keith Kittinger about the train around 10:00am and was on the road by 11:30am. Along with The Old Goat was Rick Andrews. I had called Chuck Hinrichs about the train and he called Wallace Henderson. The times for the train were different from what Keith had been told. Instead of an 11:00am Nashville departure the train did not leave Nashville until 1:30pm.

Knowing that the train wouldn't be in our area till around 3:00pm, we had around three hours to kill. What to do? How about getting some food? Rick was very quick coming up with this answer. He's getting more like Ron Stubblefield every day.

We got our food and went to Kelly to wait for some more trains till the special arrived. And we waited. And we waited. After being on the road for two hours, we finally saw our first train, northbound tote train (Q120) at 1:30pm. Power was two CSX C44-8Ws and one CSX B36-7. The SA dispatcher was going to meet (Q120) with southbound tote (Q123) at Nortonville, but (Q123) wouldn't fit in the siding without the crew having to cut the crossing at the north end of the siding. So (Q123) was stopped at Mortons Gap on the cutoff main for (Q120). After (Q120) passed Mortons Gap, the dispatcher started to have (Q123) go to Nortonville for the shipper special, but with the cold weather, and the fact that the crew would have to cut the road crossing at Nortonville, (Q123) stayed on the cutoff at Mortons Gap.

The shipper special was by Cedar Hill, Tennessee by this time, with (Q123) starting to form rust on its wheels at Mortons Gap. The southbound tote train from Chicago to Atlanta ended up with a delay of almost three hours at Mortons Gap waiting for the northbound tote train (Q120) and the shipper special (P993-29). Why the dispatcher didn't run the southbound tote train further south to meet the shipper special, I don't know! It looks like the special could have been lined into a siding to meet the southbound tote. I hope none of the special passengers heard about the delay to (Q123) for them, since the reason for the shipper special was to promote CSX piggyback service on the Nashville Service Lane.

At 3:00pm in Kelly it started to rain. At 3:15pm in Kelly it started to sleet. At 3:20pm in Kelly (P993-29) arrived. The train was powered by two dirty CSX locomotives, one B36-7 and one B40-8. The train was five cars long. It had two CSX business cars and three of the ex-Conrail business cars, with Conrail Theater car #9 bringing up the rear of the train. The Old Goat and Rick headed north with the train. The train was easy to chase, because the train was only moving between 45 mph and 50mph. We caught the train at Crofton without much trouble. We paced the train from Mannington through Mortons Gap and through Earlington. Rick was shooting video all the time and got some good shots of the train. We even got ahead of the train at Madisonville and got the last shots at the Broadway Street crossing. Several people were setting in the theater car and someone flashed the rear lights at us as they rolled through Madisonville. With darkness falling and with heavy highway

(Continued on page 7)

PENNYRAIL

SILVER COMET

(Continued from page 3)

found us headed for Augusta and Savannah via the former Charleston & Western Carolina Railway. Upon our arrival in Savannah, a quick taxi ride took us to the airport and the National Car Rental desk. We rented a Malibu for about \$60 and set sail for Atlanta. With Keith White at the wheel we made the trip in 3 hours. Some of us know Keith as a dispatcher for the IC in Homewood. We returned the rental car and I made it home to Madisonville by midnight!
Don Clayton

A RIDE ON THE W&LE RR

The Orrville, Ohio Railroad Heritage Society sponsors many excursions during the year. For my first chance at mileage on the former Akron, Canton & Youngstown, I drove to Orville on Friday, October 16. After some 500 miles of driving a dinner and a good nights sleep was most welcome.

Saturday was a great day. Power for our train was W&LE SD40X (former UP). The train had several streamlined cars including a first class car with swivel seats and food service. Other mileage collectors on board were from Norfolk, Atlanta and Seattle.

Today's trip is called the "Medina Loop". It's a 120 mile loop with a lunch stop in Medina. The former B&O Station in Medina is an antique shop and the former PRR Station in Orville is now a museum. The W&LE headquarters is in Brewster, Ohio - a former Nickel Plate Division Point.

As usual the trip was most enjoyable. I headed for home on Saturday evening and drove as far as Louisville. On Sunday I completed the drive home. A nice

NOVEMBER MINUTES

Western Kentucky Chapter, NRHS

L&N Depot Hopkinsville, KY
November 23, 1998

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

TREASURER'S REPORT:

Opening Balance		819.06	
Income			
Dues	49.00		
Video	309.00		
Total	358.00	1177.06	
Dues Paid	17.00		
Postage	47.00		
Print	11.93		
Marion Elliot	32.80		
Total	109.13	1069.93	
Ending Balance			1069.93

MEMBERSHIP: 62 (1 added, 1 deleted)

DIRECTORS REPORT: Wallace Henderson replaced Chuck Hinrichs at the BOD meeting in Kansas City. A newsletter for associate members is in the works. The 1998 RailCamp was successful and a 1999 camp is in the planning stages. Pittsburg won by a narrow margin over Connecticut for the 2000 Convention. Spring 2000 BOD in Atlanta.

OLD BUSINESS: All incumbent officers were re-elected by acclamation. Christmas dinner will be at Bartholomew's on Monday December, 14.

NEW BUSINESS: None

Members present were: Wally Watts, Rick Bivins, Dennis Carnal, Wallace Henderson, Greg Utley, Rich Hane, Tim Griffey, Bob McCracken, Billy Byrd, Jim Pearson, Bob Moffet, Bill Heaton, Rick Andrews, Don Clayton and J. D. Farris.

VIDEO SALES REPORT: As of January 10th, The Chapter has sold 12 copies of the P&L tape and 13 copies of the Cadiz RR tape. Total sales are \$445. Our net after expenses is \$96.26

The Chapter has three videos for sale. The Henderson Sub tape at \$25.00 plus \$3.00 s&h. The Cadiz and P&L tapes are \$20.00 each plus \$3.00 s&h. Chapter members can get both the P&L and Cadiz tapes for \$35.00 plus \$3.00 s&h. 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

Tarantula Railfan Weekend Fort Worth TX April 10-11 1999. Two days of rare Texas mileage on the "Carrolton Flyer" and the "Granbury Limited". Info. FW&WRR 140 E. Exchange, A350 Dept. F Ft Worth, TX 76106

Orville Railroad Heritage Society - Rare mileage overnight special to Connelssville, PA April 17-18. Info PO Box 11 Orville, OH 44667 330-683-2426

Southern Railway Historical Association Huntsville, AL May 21-23 Info PO Box 33 Spencer, NC 28159

Wisconsin & Southern Railroad 1999 Excursions

- April 22-25 Depot Days at Green County - Brodhead
 - May 8-9 Madison to Prairie du Chien for Trains Unlimited
 - May 14 Milwaukee to Horicon NMRA
 - June 12 Neighborhood Appreciation at Markesan
 - June 19-20 Depot Days at Edgerton
 - July 2-5 Baraboo to Milwaukee for Great Circus Train
- Info 414-438-8820 Ext 221

Monticello Railway Museum Photo Weekend Monticello, IL April 24-25. Wabash F7A on a freight and CNR FPA on passenger train. Info 217-762-9011.

1999 EVENTS

NRHS Spring BOD Meeting Chicago, IL April 23-25 1999. Details and program not yet available.

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 UP engines 844 and 3985 as well as area shortlines and Caltrans. Preregistration information is in the NRHS Bulletin #4. Headquarters hotel is the Holiday Inn near Old Town in Downtown Sacramento.

NRHS Fall BOD Meeting Scranton, PA November 12-14 1999.

GREAT AMERICAN TRAIN SHOW

- Nashville, TN February 6-7
- St. Louis, MO February 27-28
- Cincinnati, OH March 20-21

PROBLEMS, PROBLEMS, PROBLEMS

Dennis Carnal

On November 19th, a ninety car empty CSX Dotiki Turn (V553) derailed 16 TVAX hopper cars between Diamond and the Webster County Coal Corp. Dotiki Mine, east of Clay. The derailment started 24 cars behind the four locomotives and around 50 cars ahead of the caboose. Cause of the derailment on the CSX Morganfield Branch was a broken rail joint that had been repaired only six days before the derailment. Crews from RJ Corman Company Derailment Division from Nicholasville and Memphis arrived around eight hours after the derailment. The line was open for traffic about twenty-four hours later.

On November 27th around 7:50pm, a Paducah & Louisville Railway empty Pyro coal train derailed on the CSX Pee Vee Spur near it's junction with the CSX Morganfield Branch. This junction is near the 41A and outer West Noel Ave. interchange on the westside of Madisonville. This is around three miles west of Atkinson Yard. Four locomotives, three Helm Leasing GP38-2s and one P&L GPIO, plus one hopper car hit the ballast when the rail turned over under the locomotives. A fifth locomotive, another P&L GP10, was pulling the train from the other end.

You maybe asking, what was a P&L train doing on the CSX Pee Vee Spur? A few P&L empty coal trains have used this route on their way to the CSX Morganfield Branch and the Lodestar/Pyro Prep Plant, west of Clay. The reason for using this route is to save time and not having to go through the CSX Atkinson Yard.

Most P&L Pyro coal trains travel east of Madisonville on P&L trackage to Pond Siding. They run around their train and head back toward East Diamond Junction. They have to get permission from the CSX dispatcher to enter East Diamond Spur, then permission to enter the CSX Earlington Cutoff at East Diamond Junction, then permission to pass through CSX Atkinson Yard, then permission to enter the Morganfield Branch at Atkinson Yard and finally permission from the CSX dispatcher to cross the Earlington Mainline trackage. This process takes over one hour at least, sometimes over two hours if traffic on CSX is heavy. This process has to take place in both directions for P&L hopper trains. You can see the problem! To save some time a few P&L empty trains have stopped at the P&L West Yard, ran around their train with four locomotives placed on the rear, now the headend of the train and one locomotive on the now rearend of the train. The train leaves West Yard onto the P&L Warrior Mine Lead, just west of the highway 70 crossing at West Yard. They pull the train past the junction of the P&L Warrior Mine Lead with the CSX Pee Vee Warrior Mine Spur. Then, the one locomotive on the rearend starts pulling the empty ninety car train with the other four locomotives pushing the train along the CSX trackage. After around two or three miles the train reaches the CSX Morganfield Branch, then the train changes directions with the four locomotives pulling and one locomotive pushing the train toward the Western Kentucky Railway trackage at Providence.

I have heard of plans for CSX and/or P&L to build a new leg of a switch at both ends of the CSX Pee Vee Spur so that P&L trains in both directions from Providence can use the Pee Vee Spur trackage to return to P&L trackage without having to place

(Continued on page 8)

PENNYRAIL

THE OLD GOAT

(Continued from page 5)

traffic on the northside of Madisonville, we stopped the chase. On the way home, we heard the train pass the hotbox detector at Hanson. The train speed was still only 49 mph. We were surprised that the train hadn't been moving along at full piggyback speed of 65mph. Oh well, the slower speed made chasing easy. Maybe next time, CSX will use two clean locomotives. I sure hope so! Arriving home, it started to snow and the wind started blowing and Rick headed for Providence. We had a good time. I don't know if this train went onto Chicago the following day or not. But, a couple nights later the same locomotives and cars came through Madisonville southbound deadheading the cars toward Nashville. This train was also called (P993) on the radio. Maybe CSX will route more shipper specials over the Henderson Sub in the coming months. Keep your ears listening to your scanners and when you hear a train with the number (P900 something) get trackside ASAP!!!

Well, that's all for this first edition of "Goat Droppings" in 1999. Remember to send in your news items, trip reports or sightings to either Chuck or myself. We need your information each month for this newsletter. Keep in touch! I hope to see you at the January chapter meeting or trackside in the coming weeks.

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 502-825-0693

RAFFLE

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

PROBLEMS

(Continued from page 7)

locomotives on both ends of their train. This plan would save P&L, with two or more coal trains a day running on the Morganfield Branch, a lot of time. I will pass along other info on this plan as I hear details.

Back to the derailment, crews from Hulcher Derailment Services arrived the next morning around 5:00am and started the cleanup. The locomotives and the car were back on the tracks by around 3:00pm that afternoon. Other trains on the Morganfield Branch weren't stopped by this derailment. CSX had pulled the other 89 empty cars and the one P&L GP10 to Atkinson Yard to clear the MB. Very little damage was done to the locomotives or trackage due to the slow speed of the train at the time of the derailment. CSX uses the Pee Vee Spur to load three or four unit hopper trains per week for the TVA Widow Creek Power Plant in northern Alabama. The coal is from the Warrior Mining Cardinal # 2 underground mine and a couple of surface mines in the area.

Due to the very cold weather the past few weeks CSX has suffered several broken rails on the Henderson Sub. These broken rails have caused several traffic jams. One very cold night, I heard that eight northbound and five southbound trains were parked between Evansville and Madisonville due to a broken rail near Sebree. No derailments have happened in this area due to the broken rails. Also, many CSX trains have been running very late due to bad weather between Nashville and Chicago, and in the Chicago terminals. Some tote trains are running through Madisonville around eight to twelve hours later than normal. Hope the weather warms up some in the coming

PHOTO SECTION



Chapter mebers and quests at Cookeville, TN on TCRM excursion from Nashville to Cookville. This was first passenger run on this route in over 40 years.

Photo Chuck Hinrichs October 26, 1998



Car Host and Chapter member, Mike Keipp discusses a few fine points with Wally Watts on the Nashville-Cookeville excursion on TCRM.

Photo Chuck Hinrichs October 26, 1998

“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