

PENNYRAIL

FEBRUARY 1999

VOLUME 3 NUMBER 2

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

**FEBRUARY MEETING
MADISONVILLE, KENTUCKY
February 22 7:00 PM
BADGETT CENTER
L&N DEPOT**

PROGRAM

Chapter President, Bob McCracken, will provide both the program and the refreshments for the February meeting. Bob always has an interesting program and might even have a surprise or two. This is one meeting not to miss.

JANUARY MEETING

Eighteen members were on hand for the January NRHS meeting in Madisonville. They enjoyed a spectacular panoramic slide presentation by Jim Pearson. Louie Hicks provided the refreshments. Thanks to both for making the first program of the year a good one. CSX provided one train during the meeting on the Earlington main. It was a southbound loaded unit coal train (T100) from the Mapco White County Coal Corp. Patiki Mine, near Carmi, Illinois to a power plant near Tampa, Florida. Two CSX AC440OCWs were pulling the train. The cars in the train were a mix of CSX, Conrail and NYC bathtub hopper cars. Sure is strange to see modern railroad cars being lettered for the New York Central Railroad again. If you don't know what I'm talking about, please read your newsletter from last month.

(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.campuswix.net

To those who have pre-registered for the NRHS Convention in Sacramento, CA your convention activity packets and hotel reservation forms should be in your hands by know. As this is a joint meeting the the R&LHS and is also a part of California's Rail Fair it would be prudent to get your event and hotel reservations in as soon as possible.

UP will have both 844 and 3985 at the convention. 844 will do a solo run to Tehema and back and 3985 and the Es will pull a train to Keddie. Additional excursions will feature



steam on the McCloud River and Amtrak to Richmond and another to Oakland via Altamont Pass. Other events include a night photo session and a trip to the Western Railway Museum at Rio

Chapter News

(Continued from page 1)

You will learn about the NYC lettered cars. Three more trains rolled through Madisonville on CSX rails during the meeting, but they used the Earlington Cutoff main through Atkinson Yard.

DUES

1999 CHAPTER DUES are past due!! 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. The cutoff date for dues renewal is March 31st.



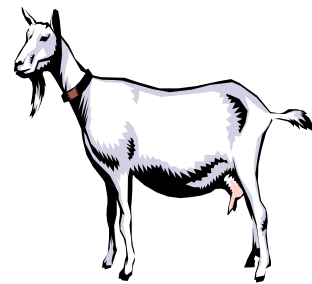
MEMBER NOTES

Billy and Sandy Byrd at NRHS meeting, Madisonville Jan 25, 1999 Photo by Chuck Hinrichs

Billy Byrd and Sandy Eggars were married on January 21, 1999 at the First Methodist Church in Madisonville.

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings from The Official Old Goat of the New Millennium!!! Only ten more months till the New Millennium! Where will you be at midnight December 31st? Don't know? Better be making your plans soon! Time is running out. Plus, only ten more months in this century to railfan! Hurry and get trackside as soon as possible! What will be your last train shot in this century? What will be your first train shot in the next century? Somethings to plan in the coming months. Might be a good subject for an upcoming chapter program next year? An open program from the membership showing everyone's last and first train shots from 1999 and in 2000. Start making your plans for this project today.

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

CSX RAILROAD CURRENT NEWS....The takeover date of Conrail by CSX and Norfolk Southern has been changed from March 1st, 1999 to June 1st, 1999. On this date CSX and Norfolk Southern will begin operating their portions of the former Conrail system.

CSX has recalled their two remaining F-units from the Maryland Area Rapid Transit commuter lines. The F7A and F7B are numbered the 418, ex-118 and the 417, ex-117. The units have been sent to CSX shops at Huntington, West Virginia for inspection. Both units may be rebuilt and repainted for use on CSX business and inspection

trains, plus possible excursion trains. These two F-units could join the two former Conrail E8As that CSX received in the Conrail takeover. The two E8As (CR 4021 and 4022) are to be renumbered to CSX 9998 and 9999. The units are to be used on business car and track inspection trains only.

CSX Henderson Sub news items.....On January 21st around 2:00 in the afternoon an empty coal truck struck the railroad underpass at West Arch Street in Madisonville. The impact moved the CSX Earlington main track out of gauge by three feet. No trains derailed and the intelligence challenged truck driver was not hurt. Two northbound CSX trains were stopped on the track due to the bridge damage. An empty grain train was held at the Jagoe Street crossing and another train was stopped at north Earlington. The crews were removed these trains and deadheaded to Evansville. These two trains were allowed to cross the bridge around midnight following temporary repairs to the bridge. The the line was re-closed while more repairs were made the following day. The the bridge was opened again with a 10 mph speed restriction. I have heard a report that the bridge was damaged so badly that it will be replaced in the near future. The cost of the bridge replacement will be billed to the trucking company that owned the truck. I don't know yet when the bridge replacement work will start. More information as I hear it.

(Continued on page 3)

THE OLD GOAT

(Continued from page 2)

On January 22nd, CSX was forced to close the Earlington Main between Earlington and Madisonville, due to flooding in the area. Over five inches of rain fell during the preceding 15 hours. A northbound grain train reported to the dispatcher that there was water over the ties and about an inch from the railhead. The train was told to proceed at 5 mph through the water. The train made it through the high water without any problems. The crew told the dispatcher in Jacksonville that things were starting to look bad around Madisonville. The dispatcher asked "why?" The crew reported seeing animals starting to pair up due to the rising flood waters! CSX sent a roadmaster to check on the Earlington Main after the grain train had cleared the area. The roadmaster reported the flood water was about a foot over the railheads and was still rising. The Earlington Main was then placed out of service till the flood waters receded. Little damage was done to the tracks and the line was open to traffic early Saturday morning.

CSX and Helm Leasing combined forces to help Ford Motor Company get a portion of the River Rouge complex in Dearborn, Michigan back in operation. An explosion at the complex's power plant on Monday, February 1st, killed one worker and hurt around twenty-five more workers, and cut the power to the huge Ford complex. This manufacturing and assembly complex supplies parts to sixteen of the twenty Ford assembly plants in North America. Ford needed generators in a hurry to get the parts plants running as

soon as possible.

On Thursday, February 4th, VMV Shops in Paducah sent ten Helm Leasing (HLGX) General Electric C30-7 locomotives via Paducah & Louisville Railway to Madisonville for interchange with CSX. CSX assigned two CSX C40Ws to power this hot movement of locomotives to Dearborn to provide temporary power to the Ford facilities. The locomotives carried CRL numbers in the 500 series and the 0500 series. The locomotives are ex-Conrail Leasing (CRL) locomotives, that Helm had at VMV for rebuilding. The light engine movement rolled out of Madisonville southbound toward Nashville and then turned north at Amqui and then north on the CSX Mainline Sub to Louisville and then to Cincinnati and Dearborn. Five more locomotives from the Helm Leasing fleet at VMV were being sent a few days later to provide backup for the original 10 units.

New unit coal trains on the C S X H e n d e r s o n Subdivision....In January CSX started running two new unit coal trains from Western Kentucky and Southern Illinois mines. Both unit trains run to a Florida power plant near Tampa. T100 loads coal at the Mapco Corp., White County Patiki Mine near Carmi, Illinois on the CSX St. Louis Sub. T108 loads coal at the Mapco Corp., Webster County Dotiki Mine, near Clay, Kentucky on the CSX Morganfield Branch. Around twenty-five of these trains load each month. A ten year contract between CSX and the utility has been signed. These two trains replace two long running unit coal trains from t same two coal mines and a barge/railroad transfer complex at Mt. Vernon, Indiana. The new trains are

(Continued on page 4)

PENNYRAIL

I&M RAIL LINK TO CHICAGO

The last two days of the AAPRCO special operated on the I&M Rail Link between Kansas City and Chicago. This, of course, was the former Milwaukee Road which had not had passenger service since the early to mid 50's. Milwaukee's name train on this route was the "Southwest Limited", and overnight train with coaches and sleepers.

On Sunday, November 1, I drove to St. Louis and rode Amtrak train #303 to Kansas City. Custom class was sold out so I rode with the common folks in coach.

Monday brought the news that, due to flooding, the "Southwest Chief" was detoured from Hutchinson, KS to Kansas City over the UP (former CRI&P). To bad I missed all those new miles!!

Shortly after noon our AAPRCO Special, with an ailing GE P32 in charge, headed for Chicago. We had an enjoyable trip through Missouri and Iowa and tied up for the night in Bettendorf, IA next to the floating casino. During our trek across Iowa our ailing GE got

(Continued on page 5)

NEXT MONTH

More on Clayton's and Henderson's travels.

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

CSX's expanded Henderson Sub operations.

Survey results on member program preferences and model interests.

THE OLD GOAT

(Continued from page 3)

being pulled by the standard CSX power lash-up for coal trains - a pair of GE AC44CW locomotives. All these trains will have their locomotives serviced by CSX in Madisonville. Also, all car inspections and car repairs will take place at Atkinson Yard.

Still more new unit coal trains will start operating on the Henderson Sub within the coming new year. These unit coal trains will operate from mines in the Powder River Basin to the huge TVA Paradise Power Plant near Drakesboro, Kentucky. I have not heard if these were operate via BNSF or UP routes to CSX. The plans call for at least four 110 to 130 car trains per week at startup date to be delivered to TVA via CSX. To help handle this traffic, TVA has ordered 300 new hopper cars. CSX will service the locomotives from these trains at Atkinson Yard, Madisonville. The car shop at Atkinson Yard will handle all car inspection and repairs on these trains.

To be able to handle these new coal trains, CSX is planning on doing major trackwork in the Madisonville area during 1999. CSX will rebuild the CSX Morganfield Branch from Madisonville to the end of the line at the Dotiki Mine, a distance of 23 miles. Not only the Florida bound "T" trains load at Dotiki Mine, but trains for the TVA power plant at Drakesboro. These trains (V551 & Y553) load once or twice per day at Dotiki Mine. Also, train V238, a Dotiki Mine to TVA Widows Creek Power Plant, near Bridgeport, Alabama, loads two or three times per week. Another unit coal train is loaded by CSX for interchange with the Paducah & Louisville Railway at Madisonville for barge loading on Kentucky Lake at Grand Rivers. These trains load around once per week at Dotiki Mine. CSX plans to

(Continued on page 5)

Billy Byrd and his bride, Sandy, were welcome guests at the January meeting. I don't think even a wire brush could have removed the grin from the 'old engineer's' face!! Congratulations to both Billy and Sandy

If you doubt that big corporations have retained a sense of humor you should have listened to your scanner just before, during and just after the Super Bowl weekend. CSX finally completed the work on the extension to the Kelly siding and the signals were out of service as the transition to new signals and locations was made. For about 5 days, train movement through the construction area was by DTC (direct train control) where the dispatcher authorizes train movement by issuing permits for specific blocks. Two blocks were established; "Falcon" block extended from the south switch at Crofton to the north switch at Kelly and "Bronco" block ran from the north switch at Kelly to the north switch at Latham. It was unique to hear a message such as "CSX Q129 you have an absolute in the Falcon and Bronco blocks at 13:00, DAD"

The siding at Kelly was returned to CTC operation at 13:00 hours on February 3, 1999. The extended siding is now 13,690' between clearance points and is the longest siding on the Henderson Sub. The contractor who did the Kelly work will move operations to Sebree to complete that 10,000'+ siding with completion scheduled for late May.

The shoo-fly just north of Casky siding accommodating bridge construction over the US68 by-pass south of Hopkinsville was taken out of service on February 1, 1999 and train traffic returned to the normal alignment and over the new bridge. The shoo-fly rail is being removed.

THE KELLY TWO-STEP

Q648 with a pair of C40-8s (7618 and 7592) got caught by the detector at Casky and by the time the crew walked the train they had the main line pretty well plugged. I drove to the new siding extension at Kelly where Q557 was in the hole and with the increased length of the siding (13,000+ feet) a grain train - G104 was pulling in behind Q557. Q557 had a mixed lash-up - CSX C40-8W(7702) was on the point followed by NS SD40-2 (3267), LMS C40-8W (738), and CSX GP40-2 (6048), SW1500 (1108) and C30-7 (7044). G104 also had off-line power. CSX SD50 (8631) was leading a pair of NS units - SD40-2 (6199) and GP60 (7132).

Two more southbounds doubled up in the Kelly siding after Q648 cleared and Q557 and G104 headed south. Q595 was first into Kelly and had an all CSX consist. A pair of SD40-2s (8117 and 8071) led a C40-8W (7904). Slipping into Kelly siding behind Q595 was G503 with CSX GP40-2 (6054), HLCX SD40 (5019) and CSX SD40-2 (8201). The last train of the afternoon was northbound TOTE train Q120 with CSX C44-9W (9046) trailed by CSX C40-8W (7651).

Not a bad afternoon considering that I didn't have to move from my spot at the south end of Kelly siding.

THE OLD GOAT

(Continued from page 4)

rebuild the Madisonville, Hartford and Eastern Branch from Madisonville eastward to Moorman, a distance of twenty miles. Moorman is the location of the junction with the CSX Owensboro & Nashville Branch (O & N) through Central City to the interchange at Drakesboro with the shortline Midwest Coal Handling.

The O & N Branch will be rebuilt to handle six-axle locomotives. This track hasn't seen six-axle power for years, but with the coming of the longer unit coal trains to TVA at Drakesboro, the line has to be upgraded. The O & N Subdivision is twenty-one miles long. The interchange with Midwest Coal Handling consists of the main line and two sidings, one on each side of the mainline to the TVA plant. These two sidings can only hold an eighty-five car train at this time. These two tracks are to be lengthened to hold one 130 car coal train each. This way up to three complete train sets can be at the power plant at once. Two trains on the sidings and one train set being unloaded.

With the coming of these new trains, CSX is planning to add to the workforce at the locomotive and car shops at Atkinson Yard. At this time, CSX employs two foreman, four locomotive service people and three car repairmen at Atkinson Yard. Plans are to employ three more locomotive service people and five more car repairmen by the end of 1999. These new workers might also be needed to handle the increased workload of mainline Henderson Sub trains needing fuel or repairs. Due to the increase in the number of trains on the Henderson Sub with the takeover of Conrail and the

moving of around twelve more trains between Nashville and Evansville from other subdivisions. This number of new trains on the Henderson Sub doesn't count the new unit coal trains. With the new coal traffic, new manifest train and tote train traffic, and increasing "K" train traffic the total daily train count per day between Nashville and Evansville should be between forty to fifty trains by sometime next year.

CSX locomotive report as of February 5th.....On this date a total of 158 foreign locomotives from eight railroads were operating on CSX trackage systemwide. Add to this number another 63 locomotives on lease to CSX from three leasing companies and it makes a total of 221 foreign locomotives on CSX trackage systemwide. Twenty-five of these foreign locomotives were assigned to Henderson Sub trains. At the same time, 156 CSX locomotives were off CSX trackage being used by eight other railroads. No CSX locomotives were on lease to other railroads at this time.

Three of the foreign line locomotives showed up at Atkinson Yard on Sunday, January 31st. Three Canadian National locomotives, two EMD SD60Fs and one GE C44-9WL were pulling an extra manifest train (X430-31) sent southward from Howell Yard in Evansville unblocked to be switched at Radnor Yard in Nashville. Seems that Howell Yard didn't have room to re-block this train, so it was sent on to Nashville for switching. A problem arose somewhere around Hopkinsville. Someone noticed that Radnor Yard was full and couldn't re-block this train either. What to do now? Well, run the train into the siding at Casky, south of Hopkinsville, run the

(Continued on page 7)

PENNYRAIL

I&M RAIL LINK

(Continued from page 3)

a boost from a unit borrowed from the I&M Rail Link. According to the I&M crew the P32 would not load. Thankfully the GE was still able to provide HEP for the Special.

Invitations from two of the private car owners prompted visits to a former C&O Office Car (which was bringing up the markers) and a former UP dome car with swivel seats in the dome area. The C&O car is based out of Huntington, WV and featured an original C&O publicity photo of the New River Gorge prominently hung in the beautiful dining room. Car owners were very hospitable with invitations for refreshments, cocktail hour, etc.

Tuesday was a tragic day for a pick-up truck driver in Princeton, IA. He ran through a rural grade crossing, plainly marked with both cross bucks and a regular octagonal stop sign, and was struck by our train. The truck flipped on it's top but luckily the driver survived as did his dog. We were detained for about an hour.

Lunch today was nearing Chicago - racing through Franklin Park at 79 MPH in METRA territory. Franklin Park is Rich Hane's home town. We spent the rest of the afternoon and evening in the Chicago yards. The Caritas group - nine of us - had dinner in Greektown. Most of us had lamb - delicious!!

Wednesday was the day of my meeting in Chicago. On my way to the meeting I had lunch with a couple of my traveling companions at the famous Walnut Room in Marshall Fields. After the meeting I took a CTA bus to Union Station. I rode the "Eagle" to St. Louis where I spent the night and drove home to Madisonville the next morning.

A nice November adventure in

JANUARY MINUTES

Western Kentucky Chapter, NRHS

L&N Depot Hopkinsville, KY
January 25, 1999

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

TREASURER'S REPORT:

Opening Balance		1067.93	
Income			
Dues Chpt.	24.00		
Dues Nat.	529.00		
Donations	92.00		
Video	148.00		
Raffle	11.00		
Total	804.00	1871.93	
Dues Paid	361.00		
Postage	39.20		
Print	15.90		
Checks	6.35		
Total	422.45	1449.48	
Ending Balance			1449.48

MEMBERSHIP: 62

DIRECTORS REPORT: None

OLD BUSINESS: Chuck asked if we had done anything regarding the video sales program and was advised that Bob McCracken was looking into it and would have a report at next month's meeting.

NEW BUSINESS: Don reported on possible trips in conjunction with the Convention in Sacramento. Don has also been in touch with the P&L regarding a possible excursion on the P&L using their business cars. Billy Byrd reports that TVRM is now debt free. Tvrm may acquire engine #630. Congratulations were given to Billy and his bride, Sandy.

The raffle netted \$11

Members present were: Wally Watts, Jim Pearson, Rick Bivins, Dennis Carnal, Wallace Henderson, Greg Utley, Rich Hane, Tim Griffey, Billy Byrd, Bob Moffet, Bill Heaton, Chuck Hinrichs, Don Clayton, William Turner, Ron Stubblefield, D. A. Fraser, L. E. Hicks and guest Sandy Byrd

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.

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 Chein 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.

Birmingham-Chattanooga April 17-18 R/T each day with Amtrak equipment. Details next month.

1999 EVENTS

NRHS Spring BOD Meeting Chicago, IL April 23-25 1999. Friday - Guided 'Do It Yourself' tours of Chicagoland and an evening slide show. Saturday - All day on the ex-IC Metra (S. Chicago and Blue Island branches) Banquet and program. Board Meeting Sunday morning. Headquarters Executive Plaza Hotel. See Chuck for details.

NRHS Convention Sacramento, California June 21-26 1999.

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

GREAT AMERICAN TRAIN SHOW

- St. Louis , MO February 27-28
- Cincinnati, OH March 20-21

.....GOING TO KANSAS CITY.....

Wallace Henderson

The NRHS Fall Board Meeting was held in Kansas City the weekend of November 6-8. The feature attraction was to be a ride and lunch on the Kansas City Southern business train and I was signed up early for the event. So I was already positioned to represent the chapter when Chuck's ticker developed a problem. The KC Chapter did an excellent job but both the weather and the railroad gods conspired against the Chapter and the Directors.

I arrived Thursday with the thought of some railfanning but the weather was lousy so drove to Lawrence and the Free State Brewing Company for excellent beer and food - a winning combination - and one of the few winners for the weekend. The Friday excursions - Belton, Grandview & Kansas City in the morning and Midland Railroad Museum in the afternoon - sandwiched around an excellent Bar-B-Que lunch made up, in part, for the poor weather.

Saturday morning and the long awaited KCS "Southern Belle" business train. We arrived at the Amtrak station and were greeted by a Dixieland Band prior to a scheduled 10 AM departure and saw a parade of freight trains. The Chicago bound 'Southwest Chief' was due out at 8 am but had not yet arrived and did not until 10:20 (it had parted five times during the night). The Southern Belle arrived at 11:15 with 3 'F' units, open end business cars "Arthur E. Stilwell" and "Kansas City", the diner "Jackson", four leased cars - a BNSF Dome, an ATSF coach, an ex Frisco coach and another coach - and then the KCS observation "New Orleans" bringing up the rear. The delays were caused by the freight traffic and problems coupling the leased cars to the KCS cars. Schedule wise things went from bad to worse. The length of the 'Southwest Chief' - express cars - blocked the 'Belle's' exit from the station and we did not leave until the 'Chief' departed at 12:40. Lunch (very good) was served buffet style in the diner rather than the planned stop at Amsterdam. The KCS main climbs a long grade out of the Missouri River Valley and about half way up the grade we came up on a slow moving BNSF run through coal train, which then stalled on the hill. The scanner indicated that a northbound in a siding would cut-off power and try to get the coal train over the hill. By then it was obvious that our trip was running out of time and we backed down to a siding and ran the power around the train (with a photo opportunity in the gloom and light rain) before pulling the train back to the station after a 15 mile trip.

In spite of all the delays and circumstances beyond anyone's control the ride was still a positive experience. The KCS hospitality was great, their equipment superb and the lunch excellent - we just didn't see much of the railroad.

The Banquet Saturday night (delayed a half hour by the day's KCS adventures) was good with a short talk by a KCS official. Sunday morning's Board meeting moved right along with the major business being a change of the 2000 Convention from Pittsburgh to Stamford, Connecticut and a vote for St. Louis in 2001.

Going to Kansas City - hey, I'll go back!

THE OLD GOAT

(Continued from page 5)

locomotives around the train and return north to Atkinson Yard in Madisonville and let the yard crew re-block the train. Sounds like a plan to me! That's what happened. The train was switched at Atkinson Yard and another new crew was called for the now "hot" train to start southward toward Nashville, again with the three CN units pulling the train. Keith Kittinger called The Old Goat to see if he wanted to take a look inside the Canadian National locomotives? Since I hadn't been inside a CN or CP unit before, I headed for Atkinson. Keith needed to check the units for radios, ice, water, etc. and I went along. The three locomotives were very dirty on the outside, they hadn't been through a washrack in some time. But, on the inside they were nice and clean. The locomotives were equipped with somethings that aren't seen on other railroads locomotives. This equipment included nice fully adjustable, reclining, highback cloth seats, coffee maker, ice box, paper towel and paper cup holder, and a microwave oven in each locomotive. Other items seen were a large assortment of hand tools from shovels to pipe wrenches on each locomotive. First aid equipment ranged from a nice first aid kit to a stretcher on each locomotive. Keith thinks that CN takes too good a care of it's employees! Going from the nice cab of the SD60Fs into the engine room is like going from daylight to dark. Even with the locomotive in idle, the engine noise was so loud it hurt your ears. I can only imagine the sound inside the engineroom with the train at full track speed and the locomotive running at 'run eight.' This was the first time in years that I had been inside a full wide body locomotive, like the old E or F

(Continued on page 8)

SPRING RAILFANNING

There is lots of new stuff to see and do in the Pennyraile area this spring.

For a start there are lots of new trains, and more of the old ones, on CSX's Henderson Sub. Look for "K" trains, often with off-line power and the new "T" trains with new CSX 'AC' power. Also on the Henderson Sub is the new siding extension at Kelly with new signals at the south end as well as at Gum Lick. There is siding construction work under way at Sebree and lots of re-hab work on branches east and west of Madisonville (see the Old Goat's column.)

There is an apparent schedule change for the BNSF operating in and out of Paducah. The train is seen at mid-day rather than early morning.

The P&L now operates the Fulton turn and it would be worth the trip to catch P&L GP10s in Fulton.

Wallace Henderson still has his offer open to guide a trip to the IC tunnels in southern Illinois.

The R J Corman operation from Bowling Green to Clarksville is a daytime operation with lots of good photo (or just watching) spots. Power lays over at Guthrie where CSX operations are also accessible.

The VMV shop complex in Paducah always presents a surprise or two. Use Tennessee Ave. for access to the yard area but stay behind the fence. The south end of the yard can be reached from the P&L north yard area. If you are a UP fan there is nearly always one or more UP coal trains in the P&L yard area or on the way to Grand Rivers.

PHOTO SECTION



New south switch at the extended siding at Kelly on CSX's Henderson Sub. Note also the new signals. Kelly, KY February 7, 1999.

Photo by Chuck Hinrichs

(Continued from page 7)

units. Guess the engine noise is better than walking down the side of the locomotive in below zero weather with snow and ice on the walkways? Anyway, the nice quite cabs were fine to return to. Thanks Keith for the call.

Well, that's all for this edition. Hope more of you start sending in your news items, trip reports or sightings in the coming weeks. Both Chuck and I need your help each month with this newsletter. So get busy and send in your stuff! Hope to see more of you at the February meeting or trackside in the near future. Keep in touch!

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 502-825-0693

RAFFLE

"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