

PENNYRAIL

MARCH 1999

VOLUME 3 NUMBER 3

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

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

PROGRAM

Chris Dees will present a slide program featuring the current rail scene in West Tennessee. Chris will update us on pending legislation regarding the use of scanners. Chris will also provide the refreshments - rumors of Jack Daniel cured country ham and corn bread are unconfirmed. Y'all come - heah!!

FEBRUARY MEETING

Twenty members were on hand for the February meeting in Madisonville. They enjoyed a nice video on the New York Central Railroad provided by chapter president Bob McCracken. It was nice of Bob to show something not covering that little known railroad that he holds near and dear to his heart. Speaking of near and dear to Bob's heart, the chapter would like to thank Bob's wife Jackie for providing the refreshments at the meeting. The brownies and cake were very good. Plus, since Stubblefield was not at the meeting, everyone had plenty to eat. Thanks Ron for being a no show! CSX provided one train during the meeting. It was southbound tote train (Q127) with two CSX C44-9Ws pulling the train. A surprise was behind the locomotives, it was CSX business car "Georgia". Guess the business car was

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Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

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"PENNYRAIL" is the
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Convention trips are selling out fast. According to the official Convention web site the Feather River Express behind UP 3985 is completely sold out. The 844 trip to Tehama is nearly sold out as is the Mt Shasta Scenic Train and the Franklin Canyon Special.

Reservation confirmations are slow in coming as the host chapter has been swamped with requests. Several Chapter members are really sweating out confirmations as it is an expensive trip to California and a full schedule of trips is the



only justification for the expenditure.

The joint NRHS and R&LHS convention combined with California's Railfair may be more than the limited excursion

Chapter News

(Continued from page 1)

being returned to Jacksonville? No more trains ran through Madisonville during the meeting on either the Earlington Main or the Earlington Cutoff.

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

Chapter member, Keith Kittenger is standing for re-election as a director of the L&N Historical Society and our resident steam engineer, Billy Byrd has thrown his hat in the ring for one of the four director spots open. Good Luck guys!

NEW MEMBERS

The chapter welcomes five new members at the February meeting the Chapter added five new members to the membership roster. They are: Shirley Hinrichs

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MEMBERSHIP

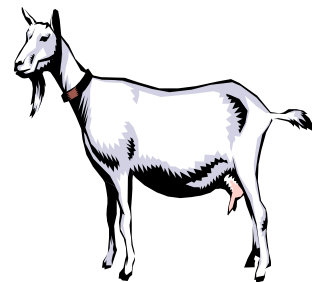
National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin \$25.00 per year.

Family membership \$27.00 per year.

Chapter Only - includes 11 issues of

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings from **The Official Old Goat of the New Millennium**. Only nine more months till the New Millennium! Do you have your plans made for New Year's Eve 1999? Better hurry, unless your one of the people that believe the New Millennium starts in 2001 or believe that the New Millennium started back in 1997? I have only one comment to you, "Get a life, who cares when the New Millennium starts? It's only another new year!" But for the many people who plan to welcome the New Millennium at the end of 1999, start making your plans for the big blowout today! Don't forget to have enough goat cheese on hand for the big party! Now on to the railnews for this month...

C S X R A I L R O A D LOCOMOTIVE NEWS.....As of March 1st, CSX has taken delivery of their first 14 production AC6OCWs from General Electric. These fourteen 6,000 hp locomotives join the first three test bed locomotives of this class on CSX. The AC6OCWs are numbered in the 600 series. These seventeen locomotives are a part of an order for thirty-six of these locomotives. Another eighty AC6OCWs are on order from GE. These AC powered AC6OCWs join a growing fleet of AC powered locomotives on the CSX roster. Here is a look at the AC locomotive fleet on CSX. At this time CSX has a total of 362 of the 4,400 hp AC44CWs. These locomotives carry road numbers from 1 to 362. CSX has 64 more

AC44CWs on order with GE. At this time, CSX has a total of 25 of the 4,000 hp SD70MACs. These locomotives carry the road numbers 700 to 724. CSX will get 15 more SD70MACs in the Conrail merger. These locomotives will carry the CSX road numbers 725 through 739. These locomotives are now working on Conrail and are painted and numbered for Conrail, but were built to CSX specifications. These locomotives carry the Conrail numbers 4130 through 4144. The 40 SD70MACs will be joined by 50 more SD70MACs on order from EMD in the coming year.

At this time CSX has a SD80MAC test locomotive # 1025 FL working on the system. This is a new locomotive, not one of the 13 SD80MACs, that CSX will receive due to the Conrail merger. The ex-Conrail units will be numbered in the 800 series. These 5,000 hp SD80MACs and the 17 other SD80MACs going to Norfolk Southern due to the Conrail merger, are the only examples or this type of locomotives built to date. This makes one wonder why is CSX testing a new SD80MAC at this time. Maybe CSX wants a 5,000 hp locomotive between the 4,400 hp AC44CW and the 6,000 hp SD90MAC now being produced by EMD? Anyway, the AC powered locomotives on CSX as of March 1st totals 405 locomotives from two locomotive builders and four locomotive types.

As of March 1st, CSX had a total of 141 foreign

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THE OLD GOAT

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locomotives from ten different railroads powering trains on CSX trackage systemwide. At the same time, a total of 148 CSX locomotives were powering trains on seven other railroad's trackage. These railroads were BNSF, CN, CR, NS, S00, UP and WC.

Ricky Bivins and Keith Kittinger report sighting BNSF SD70MACs on trains passing through Madisonville during the past few weeks. The Old Goat and Rick Andrews sighted two BNSF C44-9Ws "Goat Boats" at the Atkinson Yard roundhouse back in January. These BNSF locomotives had pulled a military train to Madisonville. Then CSX four axle locomotives took the military train southward to Hopkinsville for interchange with the Fort Campbell Railroad. The SD70MACs sighted by Ricky and Keith were pulling unit potash and unit grain trains along with CSX locomotives. Seeing BNSF power is rare on the Henderson Sub, or anyplace on the CSX system for that matter. BNSF and CSX don't swap locomotives very often. On March 1st for example, only four BNSF locomotives were on CSX trackage systemwide. On the same date, only four CSX locomotives were operating on BNSF trackage. By comparison, on the same date, 43 UP locomotives were on CSX while 48 CSX locomotives were operating on UP. So next time your trackside and sight an BNSF locomotive on a CSX train, take a second look. This doesn't happen very often.

CSX HENDERSON SUB UNIT COAL TRAIN UPDATE.....As reported last month, CSX has started operating new unit coal trains

from mines in Southern Illinois and Western Kentucky along the Henderson Sub. These new trains operate for Seminole Power Company located near Bostwick, Florida. Bostwick is located around twenty miles southwest of St. Augustine. These new unit trains are numbered T100 and T108.

The T100 trains operate from the Mapco Corp., White County Coal Corp., Patiki Mine, near Carmi, Illinois. The T108 trains operate from the Mapco Corp., Webster County Coal Corp., Dotiki Mine, near Clay, Kentucky. Now add to these trains, two more new trains, T101 and T109. These new trains also operate for Seminole Power Company, but they unload at a different power plant in Florida. I don't know it's location at this time. T101 loads at the Patiki Mine in Southern Illinois and the T109 loads at the Dotiki Mine in Western Kentucky. All of these unit coal trains operate with 90 cars and are pulled by two CSX AC44CWs locomotives. Some train sets use combinations of CSX, CR and NYC bath tub gons. Other train sets use Seminole Power Company (SEMX) gons. Several train sets are in use in this coal movement at this time. This new contact is for ten years between CSX and Seminole Power Company. On February 26th, The Old Goat was passing through Madisonville around 12:30pm and sighted a northbound empty T11 unit coal train on the Earlington Mainline crossing the Morganfield Branch at Trident. Waiting in Atkinson Yard on the Morganfield Branch was an empty T109 headed for the Dotiki Mine to reload with coal. Around 10:00pm that same day, I heard another empty T109 train coming into Madisonville on the Earlington Mainline and headed for Atkinson Yard. This train was

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PENNYRAIL

Reasons That Railfanning is Better Than

1. Train lovers don't get mad at you for shooting "Thomas The Tank Engine".
2. You can't use a scanner to tell when deer are getting close
3. No arguments when two people shoot the same train at the same time.
4. No boring Deer Hunting stories.
5. Nobody cares if you use a RR crossbuck to sight in your camera.
6. Three words: "Hunting License Fee."
7. SD90MACs don't need to be field dressed
8. Working models of deer? Yeah, right!
9. There is no limit on trains you can shoot.
10. Unless they're really dumb, your buddies won't mistake you for the Southwest Chief.

Thanks to Greg Utley

NEXT MONTH

Did Wallace Henderson find tunnel #3 on IC's Edgewood Cutoff??

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

CSX's expanded Henderson Sub operations.

Final survey results on member program preferences and model interests.

THE OLD GOAT

(Continued from page 3)

to be serviced and inspected before being reloaded at Dotiki Mine. Thirty minutes later a loaded T109 was leaving Atkinson Yard via the Earlington Cutoff headed for Florida. This was the train I had sighted at Trident around ten hours before, headed for Dotiki Mine to reload.

Three more sets of unit coal trains are pounding the Henderson Sub toward the TVA Widows Creek Power Plant, near Bridgeport, Alabama. They are the V236, V237 and V238 trains. V236 loads coal on the CSX Pee Vee Spur off the Morganfield Branch at the Warrior Mining Company, Cardinal # 9 Mine Prep Plant. This mine is around five miles west of Madisonville. These trains load two or three times per week. V237 loads coal on the CSX St. Louis Sub at the Mapco Corp. White County Coal Corp. Patiki Mine, east of Carmi, Illinois. These trains load two or three times per week. V238 loads coal on the CSX Morganfield Branch at the Mapco Corp., Webster County Coal Corp., Dotiki Mine, east of Clay, Kentucky. These trains alternate loading with the Patiki Mine in Southern Illinois. Some weeks more trains are loaded at Dotiki or at Patiki as called for by their coal contracts. An example, on February 25th, a V236 train from Cardinal # 9 Mine was at the power plant unloading coal. This train had loaded on the 23th. An empty coal train, V237, that had unloaded at Widows Creek on the 24th was at Nashville returning to the Patiki Mine at Carmi. This train was returning numbered as E343-24, an empty hopper train.

At this same time, another empty train was to be called at Howell Yard in Evansville to reload with coal at the Patiki Mine. This train was numbered V237-25. By the time the empty train at Nashville had returned to Evansville, the E343-24, the now loaded train V237-25 would be

(Continued on page 5)

Your editor's e-mail address has changed. You can reach me now at: chuckrail@hop-uky.campuscwix.net. If you are 'on-line' drop me a note so I may include your e-mail address in the next chapter roster.

The deadline for submission of Chapter activities is coming up fast - April in fact. Your editor will do the narrative but I will need a photo to accompany the article. If you have a picture of some chapter activity during 1998 - the Cookeville trip, Clayton's Open House or the Christmas Dinner would all be appropriate - I'd like a black and white print (5x7) but color will do. Help!!!

The Henderson Sub is seeing a few detour trains due to maintenance curfews on the Main Stem (Nashville - Louisville). I have seen Q544 and L573 and Dennis has seen a couple also. The detours may continue for a few more weeks.

The Loram Rail Grinder was in Hopkinsville on Friday March 12 and is working it's way north. If you haven't seen a grinder in action it is quite a show, especially at night. I missed this one and would sure like to see some night time video of the action.

The 600 series 6000 HP GE's are being delivered in pretty good quantity. Contrary to early speculation the units are not in coal service but in intermodal service between Jacksonville and New Orleans. We need to watch our Henderson Sub intermodals to see if these monsters come our way.

The new "T" trains (see this months Goat droppings) are showing up with CR/NYC hoppers. Joe Wirth would have loved to see the NYC reporting mark back in use.

There are now 11 train sets in use in the K160 taconite movement from Wisconsin to Birmingham. This is, according to a Wisconsin Central source, a year 'round operation rather than just a seasonal move. These trains have consistently colorful lash-ups and we have even seen a couple of Algoma Central SD40-2s in this service.

I finally received my copies of Sulzer's *Ghost Railroads of Indiana* and *Ghost Railroads of Tennessee* - I already had his *Ghost Railroads of Kentucky* - and for any area railroad history buff these are "must have" books. It is truly amazing to realize where there have been railroads in years past and the authors anecdotes coupled with the old photos make for may hours of pleasant reading. I believe these books are still available at a nice discount through the NRHS National Office. I picked up an out of print book awhile back - *The Wreck of the Penn Central*. This is a fascinating account of the disastrous merger of two proud giants and the skullduggery that finally brought the "odd couple" to bankruptcy. Fascinating reading! Your library may have a copy or you are welcome to borrow mine.

THE OLD GOAT

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ready to head southward to the power plant.

Well, just as another coal train heads down the track, this edition of "Trackside" heads down to your mailbox. Wasn't much to report this month. Maybe more information will come in next month. If you have any news items, sightings, trip reports or other information that could be used in this newsletter, please take a little time to write a report. Seems that fewer and fewer members are sending in items for the newsletter. So if you would like to help, please do so. Hope to see most of you at the March meeting or trackside in the coming weeks. Keep in touch.

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 502-825-0693

RAFFLE

"RAIL WATCH" DESERVES

An organization, based in Texas, and calling it's self "Rail Watch" made a media splash several weeks ago with a news conference blasting railroads and grade crossing safety. Rail Watch claims to have the support of over 300 local officials. Their web site listed the supporters and many were contacted and knew nothing of Rail Watch or it's goals. Your editor confirmed this with a contact with a Clarksville resident listed as a RW supporter. He had never heard of the organization but had dropped off a business card at a table at a December League of Cities meeting in Kansas City. The supporter list was quickly pulled from the RW web site.

Rail Watch's information is distorted. It is reported that United Parcel Service has provided most of the financial support to this anti-rail

This is the interior of KRM's 1940s vintage diner "The Kentucky Colonel" as used on both the Flamingo and Sherwood trains. ↓



PENNYRAIL

A Chapter Trip???

Wallace Henderson has contacted KRM regarding a possible Chapter trip on the KRM with several food options.

KRM has a cooperative venture with The Sherwood Inn in New Haven. Options include:

On the diner

Lunch \$34.95 ea

Dinner \$44.95 ea

Meal at the Inn and train ride

Lunch \$20.95 ea

Dinner \$30.95 ea

Overnight Package - room for 2, 2 train tickets, dinner and breakfast for 2. \$110.00

These are group rate prices with a minimum of 20 persons.

The "Kentucky" is available for charter at \$300 additional. Minimum for charter - 14 persons but 20 could be accommodated. Food service would be in the diner.

KRM also cooperates in the Flamingo Dining Car Service featuring authentic L&N recipes served in authentic L&N surroundings and pulled by L&N Pacific #152.

Flamingo dates are: June 19, July 17, September 18 and October 23.

Rates (dinner and trip) are:

In "Kentucky" car \$57.95 ea

In Diner \$47.95 ea

Light Menu in Diner \$37.95 ea

These are all good chapter trip options and in a reasonable travel distance. If we want a trip we had better make plans as soon as possible, particularly if we want to charter the "Kentucky."

FEBRUARY MINUTES

Western Kentucky Chapter, NRHS

L&N Depot, Madisonville, KY

February 22, 1999

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

TREASURER'S REPORT:

Opening Balance		1449.48	
Income			
Dues Chpt.	72.00		
Dues Nat.	152.00		
Donations	33.00		
Video	20.00		
Raffle	11.00		
Total	288.00	1737.48	
Dues Paid	53.00		
Postage	26.40		
Print	15.90		
Supplies	23.95		
Total	119.25	1618.23	
Ending Balance			1618.23

MEMBERSHIP: +3 Total 65

DIRECTORS REPORT: Railfare was a success and will be repeated in 1999 with 2 session if enough applicants come forward. Our Chapter should consider sponsoring an attendee. The Spring BOD meeting will be held in Chicago on April 24.

OLD BUSINESS: No action on legal aspects of video sales.

NEW BUSINESS: A discussion regarding chapter dues and newsletter expenses (we break even) resulted in no action. Chuck will try to have samples of chapter caps and tee shirts. Dennis suggested we advertise our meetings. Tim Griffey suggested a "guest night."

Chuck encouraged all to complete survey forms. Discussion regarding a local rail fair was generally positive. We also discussed Ricky's Railway Express truck and other possible restoration projects. Wallace suggested a Chapter trip to KRM for a dinner train ride behind 152. The raffle netted \$12

Members present were: Wally Watts, Rick Bivins, Dennis Carnal, Wallace Henderson, Rich Hane, Tim Griffey, Billy Byrd, Bob Moffet, Chuck Hinrichs, Don Clayton, William Turner, D. A. Fraser, Bob McCracken, Tom Beumel, Gordon Lawson, A.C. Stanley, Keith Kittinger, Tommy Brown, Mike Keipp and guest Sandy Byrd

As or March 5th, the chapter has sold sixteen copies of the Cadiz video. Sales of the Paducah & Louisville video total fourteen copies. Total income to the chapter from the sales of these videos is \$555.00. After expenses, the chapter has made a profit of \$177.26. Sales of the CSX Henderson Subdivision tape have remained the same since September 1998. The chapter has six copies of this video left for sale. We have sold eighty copies of this video to date. As a reminder, the CSX Henderson Sub video is \$25.00, plus \$ 3.00 for shipping. The Cadiz and P&L tapes are \$20.00 each, plus \$ 3.00 for shipping. A special price for chapter members is \$ 35.00 for both the Cadiz and the P&L tapes, plus the \$3.00 for

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". Fare \$70 each trip or \$120 for both. Info. FW&WRR 817- 625-4147
140 E. Exchange, A350 Dept. F Ft Worth, TX 76106
(as of 3/16/99 tickets are still available)

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

Clinchfield Trips

Saturday, May 1, 1999 Kingsport, TN to Spruce Pine, NC and return. Sunday, May 2, 1999 Kingsport, TN to Elkhorn City, KY and return. Fare each day \$87. Phone orders accepted after March 22, 1999 at: 423-753-5797

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. Contact Don Clayton for fare information and other details.

1999 HISTORICAL SOCIETY 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.

ILLINOIS CENTRAL HISTORICAL SOCIETY MEETING
Louisville, KY October 14-17

L&N HISTORICAL SOCIETY MEETING
Marietta, GA September 10-12

SOUTHERN RAILWAY HISTORICAL ASSOCIATION Huntsville, AL May 21-23 Info PO Box 33 Spencer, NC 28159

SIGHTINGS AND SUCH!!

Late breaking news!!!

Monday, March 15, 1999

Amtrak's City of New Orleans (#59) derailed 50 miles south of Chicago near Bourbonnais, Ill., following a collision with a truck loaded with steel reinforcing bars. The train was carrying 214 passengers. According to morning reports, 180+ people are injured, 20 are missing, and 8 are dead. The train derailed 11 cars and two engines. According to reports, only 5 cars derailed, the heaviest casualties were in the sleeper. The lead engine was buried under the baggage car and sleeper.

The truck apparently ignored the crossing lights and signals, which were still flashing as rescue crews assisted the injured. The truck driver was apparently uninjured. *Internet*

March 16, 1999

Death toll rises to 13 in Amtrak tragedy. Reports indicate that truck driver was operating with a special permit due to several speeding violations in past 12 months. *Internet*

4449 To Get New Paint

Ex SP GS4 #4449 which has made quite a mark in the steam excursion world in it's "Daylight" orange, silver and black will make a more somber appearance this summer as it pulls a series of BNSF employee specials. The engine will be painted black and gray with 'BNSF' lettering. *info from Wallace Henderson*

Union Pacific Corp. Unit Unable To Make Debt Payments

OMAHA, Neb. -- Union Pacific Railroad Co. said it can't make its contingent interest or sinking fund payments for several series of notes because it doesn't have enough available funds from 1998. In a press release Friday, the Union Pacific Corp. (UNP) unit said the debt series were assumed in January, 1997, after the merger with Missouri Pacific. Union Pacific said the debts include its Missouri-Kansas-Texas Railroad Co.'s 5 1/2% subordinated income debentures due 2033 and certificates constituting a charge on income, Missouri Pacific Railroad Co.'s 4 3/4% general mortgage income bonds Series A due 2020, 4 3/4% general mortgage income bonds Series B due 2030 and 5% income debentures due 2045.

UP's service and congestion problems in 1998 led to the lack of funds. *Internet*

Fredonia Valley Railroad, Inc. (FVRR), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to acquire and operate approximately 9.65 miles of rail line owned by Martin Marietta Materials, Inc., between milepost-87.60 near Fredonia and milepost 97.25 near Princeton in Caldwell County, KY. The transaction was scheduled to be consummated on or after the December 17, 1998 effective date of the exemption. *Internet*

Chapter News

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of Hopkinsville, Shirley is Chucks wife and traveling companion on many of Chucks trips chasing trains across the country. Owensboro chapter members joining the local chapter are Johnny Dawson, Charles Powers and William Spurrier and finally, Alice Badsgard of Whittier, California was added to the membership roster by A.C. Stanley of Owensboro. **Welcome to each new member!** We hope that you will attend a chapter meeting in the near future.

SURVEY RESULTS

The response to the Chapter survey (enclosed with the February **PENNYRAIL**) has been most gratifying. Of our 60 or so members we have received over 20 replies. We will have the final tabulation in the April **PENNYRAIL**, but preliminary findings indicate that you are generally pleased with our programs and that nearly all of you are model railroaders in one form or another.

If you have not yet returned your survey, take a moment and fill it out and drop it in the mail - or better yet. . . bring it with you to the March Chapter meeting.

PROJECTS

Some of the discussion at the February Chapter meeting deserves added attention.

The idea of a railfair has real merit and deserves more discussion and, most important, some one who will take the ball and run with it. A railfair would benefit the Chapter and might even benefit the Madisonville community if the timing is right. Who will step forward

**CENTRAL CITY
MEMORIES**

It doesn't seem like twenty years have passed since I first discovered the treasure that was Central City, Kentucky and the Illinois Central Gulf's engine facility.

It was Central City, and the company of railfans Jerry Mart, Tim Baggett and Jim Burton, that taught me the difference between a GP7 or GP9 and a Paducah rebuild GP8 or GP10. I learned what a frame number was and where to find it. I wondered at the variety of headlights and numberboards on the Paducah Geeps (frog eyes, triple lights above the windscreens, black on white and white on black number boards and at least one unit with both versions on the same engine). I picked up on the peculiarities of the exGM&O GP30s and GP35s - Alco trucks and a catching black and white paint scheme. The smart looking GP18s with their sloped short hoods and the GP38s with names on each unit were cataloged with care. The variety of paint schemes - the traditional IC black with green diamond, the orange and white in both IC and ICG lettering, the solid orange that appeared on a few GP10s and GP11s and the orange and gray that was ICG's final scheme and seen on GP11s and a few GP38s. And of course the GM&O in both the black and white and red and white versions.

It was not unusual to find 30 or more units idling away on the bent and broken yard tracks waiting there turn on weekday freight assignments.

The buildings are now all gone and only P&L run throughs give any indication of past activity. It was a good time and not soon forgotten. I learned to be a

PHOTO SECTION



ICG (GM&O) GP30, looking a bit on the ratty side, sits on the ready track at the Central City, KY engine facility. Note the Alco trucks. January 7, 1984 Photo by Chuck Hinrichs



ICG units 8187 and 9607 on a crisp winter day at Central City, KY. Note the 'frog eye' lights and the white on black number board on



ICG GP10 8195 spending a quiet weekend at the Central City, KY engine facility. She has 'frog eye' lights and note the odd colored number boards. Jan 29, 1984 Photo by Chuck Hinrichs

"PENNYRAIL" is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, you editor would appreciate hearing from you. My scanner is a non-destructive machine and your material will receive the best of care while it is prepared for publication. Your help is appreciated.

Chuck Hinrichs