

# PENNYRAIL

JUNE 1999

VOLUME 3 NUMBER 6

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



## Chapter

### JUNE MEETING

**MADISONVILLE, KENTUCKY**  
**Monday June 28 7:00 PM**  
**L&N DEPOT**

### PROGRAM

**Chuck Hinrichs was to have had the program for the June meeting but he will not be back from a Family Reunion in Wisconsin. President McCracken will have an alternate program ready for the meeting. Ricky Bivins will supply the refreshments. Come and bring a prospect.**

### MAY MEETING

Twenty people were on hand for the special May meeting at the former L&N station in downtown Hopkinsville. The members were treated with a very nice slide show from chapter member Jim Pearson. Jim had slides from railroads around the world and from Madisonville too. Great job with the program Jim! Some of the Hopkinsville area members provided the snacks for the meeting. Thanks guys!

CSX provided six trains during the meeting. The first train, Q597, a southbound manifest, had two CSX C40-8Ws. It was followed by a southbound molten sulphur unit tank train, K869, with a pair of SOO SD60s and then a southbound unit coal train,  
*(Continued on page 2)*

Western Kentucky  
Chapter, NRHS

111 Reed Place  
Madisonville, KY 42431

\* \* \* \* \*

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### MORE BANG FOR YOUR BUCK

The work of the NRHS Regional Vice Presidents is, I am afraid, often overlooked. In recent months the Regional VPs have been instrumental in improving communications with our members by including a brief newsletter in the envelope with the NRHS Bulletin.

The first enclosure will include another example of the Regional VPs silent labors. With leadership from Dr. Wesley Ross, our Regional VP, a



compilation of tourist railroads and rail Museums that offer discounts on fares or admissions will be included.

Our organizations  
unsung heroes - the

**Chapter News**

*(Continued from page 1)*

T101, with two CSX CW44ACs. The next train was northbound manifest, Q556, with a pair of SD40-2s and a GP40-2. Another southbound coal train, V238, was headed for the Widow Creek Power Plant behind three C40-8Ws. The final train of the evening was southbound manifest, Q595. Power for this train was two CW44ACs. Not a bad night of railroading.

**MEMBER NOTES**

Wallace Henderson, Don Clayton, David Cooper, Jim Bergant, David Hayes and possibly Wally Watts and Mike Keipp will be in attendance at the NRHS Convention in Sacramento, California.

**NEW MEMBERS**

The chapter would like to welcome three new members. All three new members live in the great state of Tennessee, **Mr. & Mrs. Clarence L. Graham Jr.** of Nashville, and **Tom Mann** of Bristol. Tom is a fan of the Illinois Central Gulf. He is a friend of another out of state member, Kerry Robertson, of Belle Rive, Illinois. The chapter hopes that each of you can attend a chapter meeting with us in the near future. A warm Western Kentucky welcome to each one of you.

The chapter membership

*(Continued on page 7)*

**MEMBERSHIP**

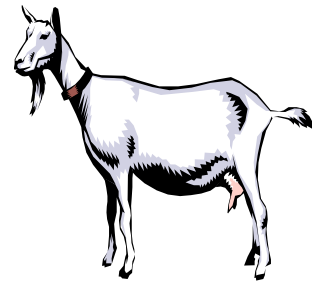
National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin \$25.00 per year.

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 six months and counting down till the New Millennium. Have you made your party plans yet? Have you planned your final railfan trip for this century? Better hurry! Don't wait till the last minute. You don't want to miss this party. Now to the railnews for this month.

**CSX Railroad News....**Last month, I reported that CSX had dropped tote train (Q125) from the Henderson Sub effective March 1st. Good news! Effective May 1st, CSX returned the daily tote train (Q125) to the lineup. Q125 isn't seen very often by area railfans. The reason, Q125 passes through Madisonville during the very early morning hours.

As of the first of June, CSX has 54 of the new GE CW60ACs 6,000 hp locomotives in service. These units carry road numbers in the 600 series. As of June 5th, eight of the 54 units were assigned to the Henderson Sub. CSX has 362 of the GE 4,400 hp CW44ACs in service. These locomotives carry road numbers from 1 through 362. CSX has 25 SD70MACs from General Motors in service at this time. These 4,000 hp locomotives carry road numbers from 700 through 724. This gives CSX 441 of the new AC powered high horse power locomotives.

An Indian at Atkinson Yard??? No!!! The CSX rail yard in Madisonville wasn't under attack by an Apache or

Choctaw or Navaho. The strange Indian was hiding out of sight under the protection of a bright blue tarp. The Big Mac Indian was only resting for a few hours, before starting it's next part of it's journey to the other side of the Earth. Here's the story.....On Saturday, May 8th, Keith Kittinger called to report that the Paducah & Louisville West Yard Local had just delivered an export locomotive riding on a flatcar with it's trucks and wheel sets riding on another flatcar to CSX's Atkinson Yard. It was time for a little detective work. Keith started looking for a location where the tarp was a little loose, but he found every tiedown was in place. After a few minutes of searching, Keith found that the tarp had a large recloseable door on the rear end of the locomotive. Looking down the long hood of the locomotive, Keith could read the words Indian Railways, The locomotive was painted in teal and white with black underframe and trucks. Looking under the tarp on the cab end, Keith could see the letters GT46M and the number 1997.

After shooting some video. it was time for the Old Goat to head home and do some detective work of his own to find out more about this locomotive. Seems that by the time this locomotive had reached CSX trackage in Madisonville, it had already traveled a few miles and had many more miles to go before reaching it's final stop. The locomotive in Madisonville on May 8th, 1999 was the prototype locomotive of a new

*(Continued on page 3)*

# THE OLD GOAT

*(Continued from page 2)*

model being built at the General Motors Plant in London, Ontario, Canada for the Indian Railways. This unit was the first locomotive of an order for twenty-one of the model GT46MAC locomotive. These 4,000 hp AC traction locomotives are to ride on 5 foot 6 inch gauge tracks in India. Thirteen of the locomotives were built complete at the General Motors Plant in Canada, with final setup and painting done at the VMV Shops in Paducah. Eight of the locomotives were shipped as kits from the General Motors Plant in Canada to be assembled at the Diesel Locomotive Works in Varanasi, India. The locomotive were built between July 1997 and the end of 1998. The twenty production locomotives were painted in tan and white colors on the carbodies with black underframe and trucks. The Indian Railways letters their locomotives in English on one side and in Hindi lettering on the other side. The locomotives carry the road numbers 12001 through 12021. Twenty of the locomotives were shipped on board the same ship to India in early 1999.

Ok, Mr. Goat, you have told us about the twenty production GT46MACs, but what about the prototype GT46MAC carrying a different road number and painted in different colors from the other locomotives. Did it miss the boat carrying the others to India? Yes, it did, here's why. Back in July 1997 when this first GT46MAC was built, the Indian Railways office hadn't told General Motors what colors to paint it or what number it. General Motors was in a hurry to send this locomotive to the FRA Test Tracks in Pueblo, Colorado to

test the locomotive before starting the production of the other twenty units. What to do? Since the EMD Division of General Motors was having it's 75th Anniversary in 1997 and had painted a new Union Pacific SD9OMAC in a special teal and white it seemed logical to decorate the Indian locomotive in the same paint scheme. They also numbered the new locomotive # 1997 for the year built. At the time the locomotive didn't have Indian Railways on it's sides, but carried the name General Motors. The new prototype GT46MAC was tested for around one year at the FRA Test Tracks in Pueblo, before the OK was given for production to start back at General Motors in Canada. By the time production had started on the other twenty locomotives, instructions on painting and numbering had been received from India.

The prototype locomotive, 1997, was shipped from Pueblo to the VMV Shops in Paducah for final testing and minor repainting and relettering ("General Motors" was replaced with "Indian Railways") and, for some reason, the road number wasn't changed from 1997 to 12001. CSX took the locomotive from Madisonville to the Tampa Bay International Terminal for loading on a ship for the trip to India. As I stated at the start of this story, this locomotive has traveled many miles before turning the first revenue mile on the Indian Railways. Thanks Keith for the call.

As of June 1st, CSX and Norfolk Southern took over operations on their parts of the former Conrail system. Very little change has been noted on the CSX Henderson Sub. A few Conrail locomotives have been noted on CSX trains in this area. There are, however, three new trains.

## PENNYRAIL

Q270 is an auto rack train running from Nashville to Cleveland via Evansville, Terre Haute and Indianapolis, Q651 is a manifest running from Avon (Indianapolis) to Nashville and Q514 is a manifest running from Nashville to Avon. These trains have been seen mostly in the morning and Q270 is usually through the Hopkinsville-Madisonville area before 8:00 AM.

Also during the first week in June, CSX has reported that the brakeman positions on the coal trains operating from Atkinson Yard will be eliminated. Up till this time, all CSX branch coal trains, plus the mainline unit coal trains operated with three man crews. All other mainline CSX Henderson Sub trains, except for four manifest trains, have operated with two person crews for years. The four manifest trains that run with three person crews do daily switching at the in Madisonville and Guthrie. The brakeman positions at Atkinson Yard maybe moved to Howell Yard Evansville. Reports from Atkinson Yard indicate that some crews are slowing down while doing work to protest the removing of the brakeman from crews. CSX has dropped the daily third shift yard switcher at Atkinson. This yard switcher could be put back in service in the future, if needed for additional traffic.

Well, that's all for this edition. Thanks to the members that sent information this month. With all the vacations coming up in the next several weeks, please take the time to report on your travels. Drop me or a letter or E-mail Chuck. Hope to see a good turnout for the meeting in Madisonville this month or trackside in the coming weeks. Keep in touch.

Dennis Carnal  
704 Choctaw Drive  
Madisonville, KY 42431

## Knox Station, The St. James and the 261

*Wallace Henderson*

The former Milwaukee Road 4-8-4, #261 (ALCO, 1944) pulled a two day steam special from Minneapolis to Duluth over the May 22-23 weekend. This powerful locomotive, built as a wartime copy of a Rock Island 5100, pulled a 22 car train whose cars were a rainbow of colors. Bringing up the rear was the sole surviving Milwaukee Road homebuilt "Sky Top" observation car.

I rode this trip but first I had to get there. It's an easy two day drive to the Twin Cities but I took three days going up. The first night was spent at the Knox Station Bed and Breakfast just outside of Galesburg, Illinois. The couple who operate this B&B are knowledgeable railfans and staying there is a delightful experience. It overlooks the double track Santa Fe main line and there are frequent trains. One can sit on the deck or go 'trackside' at a country grade crossing where there are signals in both directions. The owner gave me directions to the 'railfan' bridge over the middle of BNSF's Galesburg Yard. The bridge is relatively new with a wide parking lane on both sides for railfans! It overlooks the locomotive servicing facilities.

The next morning I bid a reluctant goodbye - trains kept coming by - and headed north to Davenport, Iowa where I followed the 'Great River Road' all the way to Red Wing, Minnesota. By waiting two hours at lunchtime for a train I knew was coming, I was able to photograph a southbound I&MRL train on the street running through Bellview, Iowa. The 'Road', which more or less follows

*(Continued on page 5)*

### SPRINGTIME IN WISCONSIN

**Thursday, May 13** . . . . . Since I was already in Chicago from the end of the Conrail trip, I stayed and met David Cooper as he arrived Chicago from Newbern on Amtrak 58. We stashed our bags in the private car "Cimarron River" (ex SLSF 14-4 sleeper) and took a cab to Marshal Field's for lunch in the "Walnut Room." Back at Union Station we visited with Dr. and Mrs Cowser from Martin, TN. We boarded our private car Special at 8:00 PM in time for a wine, beer and snack reception. We slept on the cars in Union Station.

**Friday, May 14** . . . . . We began our trip to Wisconsin with a fast trip on the former Milwaukee Road west through Franklin Park (home of Rich and Karen Hane) to Davis Junction, where we turned north passing through Rockford, IL en route to Madison, WI. We spent the night in Madison near the former C&NW station which was designed by Frank Lloyd Wright.

**Saturday, May 15** . . . . . **We enjoyed more Wisconsin** countryside as we traveled from Madison to Oshkosh and then to Ripon for the night.

**Sunday, May 16** . . . . . Our Special took us on an ex Milwaukee branch line to Beaver Dam, WI. Our Special terminated in a yard near Slinger, WI on an interchange track connecting with the Wisconsin & Southern (ex Milwaukee) and the Wisconsin Central (ex SOO).

### POSITIONING MOVE IN FREIGHT SERVICE

**Sunday, May 16** . . . . . Four passengers took advantage of the rare mileage involved in moving passenger cars from the Wisconsin trip to the 261 trip from Minneapolis to Duluth. We spent the evening watching WC freights zip by on the Chicago-Fond du Lac line as we sat on the siding.

**Monday, May 17** . . . . . At about 4:00 AM we were coupled to the head end of a freight and ran about 40 miles to Fond du Lac. This was a very smooth and quiet ride. We stayed in the yard most of the day. About 3:00 PM we traveled to Stevens Point, WI, a distance of 90 miles, arriving about midnight. Again the ride was smooth and quiet. We spent the night in the yard at Stevens Point.

**Tuesday, May 18** . . . . . We spent most of the day in Stevens Point. Clark and Nona treated everyone to lunch. We finally left about 9:00 PM for Minneapolis.

**Wednesday, May 19** . . . . . We arrived Minneapolis. I picked up a rent car and Al Butler, David Cooper and I headed out to find depots. We spent the night at Camp La Cupohs, MN.

**Thursday, May 20** . . . . . Al, David and I made more pictures. We spent the night in Madison, WI

**Friday May 21** . . . . . We completed our depot hunting safari with plenty of pictures. We turned in the rental car and boarded our private car for the weekend trip to Duluth behind ex Milwaukee 4-8-4 #261.

*See Wallace Henderson's article "Knox Station, St. James and 261" for details of the trip to Duluth.*

*Don is off again on a month long rail adventure that will include the NRHS Convention in California and the new Amtrak service in Oklahoma. We look forward to his account of the trips. CFH*

## Knox Station

*(Continued from page 4)*

the I&MRL all the way to La Crescent, Minnesota, allowed me to intercept four I&MRL trains.

The second night I spent in Red Wing at the fine old restored Victorian St. James Hotel overlooking the Mississippi River and the CP (ex Milwaukee) mainline. Their gourmet restaurant offers a fine dining experience and staying there is a memorable treat. The next morning at breakfast I watched the "Empire Builder" make it's station stop right behind the St. James. I then caught a pair of CP freights with new 8500 series CW44ACs before crossing the Mississippi and heading for Prescott, Wisconsin, where BNSF has a very impressive lift bridge over the St. Croix River. It wasn't long before a southbound crossed the bridge with a Santa Fe Warbonnet on the point.

Arriving in Minneapolis, I sought out the boarding site for the following morning and watched the on-going servicing of 261. A local railfan directed me to the Minnesota Commercial's roundhouse where a signed release offered a photo opportunity. MC's fleet is mostly ALCOs in a fine shade of red - great photographing! And, later, a great time at an Irish Pub.

Next morning the 261 Special made track speed all the way to Duluth. Passing by Northtown Yard we saw the clean-up in progress of an 8-10 car derailment. Later we had a photo runby and 261 put on a great show. I was in first class on the rear of the train with other first class cars at the front with all the coaches in the middle. Don

Clayton and David Cooper were in the front cars so I didn't see Don until near the end of the trip and I never did see David except riding the back platform of "Caritas" on a photo run. At Duluth there was a short secondary trip up the Lake Superior Museum's ex DM&IR line along Lake Superior to Two Harbors. Since there was no way to turn 261, their Great Northern SD45, "Hustle Muscle", the first SD45 built, hauled us back to Duluth.

A late 11 AM departure gave everyone a chance to visit the Lake Superior Museum of Transportation in the former Duluth Union Depot. Notable equipment included; NP 0-4-0 #1, Minnetonka, St. Paul & Pacific (GN) 4-4-0 #1 William Crooks, a DM&IR 2-8-8-4 "Yellowstone", a two unit Milwaukee 'box cab' electric, a SOO FP7 and an NP steam powered wooden rotary plow, circa 1887. We were back in Minneapolis early enough for me to head south, so I again spent the night at the St. James Hotel. On Monday I followed the former CB&Q south from La Crosse on the east side of the river and right alongside the tracks after first seeing Don Clayton on the "Empire Builder" at La Crosse. I caught up with a Loram rail grinder at work and then spent a couple of hours at East Dubuque, Illinois. This yielded 10 BNSF trains plus a westbound IC train led by a pair of Grand Trunk GP38-2s, making the swing through the tunnel in the bluff to exit and cross the BNSF main onto the Mississippi River bridge.

The next morning as I was leaving the motel in Clinton, Iowa - overlooking the UP yard - I saw a westbound UP intermodal led by a pair of GE 6000 hp diesels. I made a quick detour off the Interstate

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### CHECK OUR CHAPTER'S OWN WEB PAGE

<http://www.threeoaksphoto.com/wknhrs/>

at Galesburg to check out the 'railfan' bridge, caught Conrail's westbound "Mail 3" at Effingham, went by the NRE Shops (ex Precision) at Mt. Vernon, Illinois where three Australian built SD50s, still lettered for Hamersley Iron, and exported to the U. S. for NRE's lease fleet, were within

### MARK YOUR CALENDAR

**SPECIAL JULY MEETING**  
**Monday, July 26**

**CLEMENT MINERAL  
MUSEUM**  
**MARION, KENTUCKY**

**HOSTED BY**

**RON STUBBLEFIELD**

### NEXT MONTH

1999 NRHS Convention report plus Railfair activities.

The "OLD GOAT'S" Millenium countdown continues. Plus a report on CSX's GE C30-7s.

Area sightings and reports on unusual rail activities.

**Your article on your railroad interests.**

More reports on our member's rail travels. Clayton, Watts, Henderson, Keipp et al.

**MAY MINUTES SUMMARY**

**Western Kentucky Chapter, NRHS**  
L&N Depot, Hopkinsville, KY  
May 24, 1999

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

**TREASURER'S REPORT:**

<b>Opening Balance</b>			1699.22
<i>Income</i>			
Dues Chpt.	8.00		
Dues Nat.	0.00		
Donations	0.00		
Video	0.00		
Raffle	12.00		
Total	20.00	1719.22	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	43.62		
Print	19.88		
Supplies	0.00		
Total	63.50	1655.72	
<b>Ending Balance</b>			1655.72

**MEMBERSHIP: 68**

**DIRECTORS REPORT:** No report.

**OLD BUSINESS:** No action on incorporation. Ricky gave a run down on plans for Summerfest on June 12. We will be in operation from 9 AM to 6PM. Volunteers are needed. The Chapter brochure will be ready for Summerfest. The Chapter's web site received favorable comment.

**NEW BUSINESS:** Ron Stubblefield invited us to visit the Clements Mineral Museum in Marion, KY for our July meeting. The secretary will send a letter to National authorizing Wallace Henderson to replace Chuck Hinrichs at the Board meeting at the Convention. In Wally's absence, Ricky Bivins will take the minutes at the June meeting.

**ATTENDANCE:** Rich Hane, Rick Bivins, Wally Watts, Tim Griffey, Dennis Carnal, Chuck Hinrichs, Jim Pearson, Bob Moffet, Bob McCracken, Keith Kittinger, Mike Keipp, Dale Heflin, Bruce Cox, Jim Finley, William Turner, Rex Easterly, Ron Stubblefield and Guests, Charles Epley, Cliff Downey and Chris Gilkey.

**VIDEO SALES UPDATE....**The chapter has only a few copies of the CSX Henderson Subdivision, Cadiz Railroad and Paducah & Louisville Railway videos left for sale. If you want a copy of these videos, please order them soon. The Henderson Sub tape is \$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"

When you are trackside remember the Operation

**TIMETABLE**

**Rail Events and Excursions**

**Tennessee Central Railway Museum (615-781-0262)**

**Nashville-Watertown** July 10 Murder Mystery, Dinner on train or at local restaurant. Late afternoon departure.

**Cookeville-Watertown** October 1-2

**Nashville-Brush Creek** October 16

Morning and afternoon trips

**Nashville-Cookeville** October 23

**Kentucky Railway Museum**

**Steam Weekends** July 3,4,5 August 14,15 September 4,5,6

**The Great Circus Train** July 2-5 Baraboo, WI to Milwaukee on Wisconsin Southern and Wisconsin Central trackage.

**Summerail at CUT** Cincinnati, OH August 7. Multimedia slide show, railroadiana show and Tower A visits. \$12 513-651-RAIL

**Midwest Region NMRA** *Twentieth Century Limited* Fall Meet October 8-10 Westmont. IL

**Roanoke Chapter NRHS** July 24-25, September 25-26. Ex Western Maryland trackage, Elkins to Belington, WV

**Atlanta Chapter NRHS** August 28 Steam - Dilsworth to Andrews, NC Great Smoky Mountain RR. 800-872-4681

**Durango & Silverton Narrow Gauge Railfest 99** Durango, CO August 27-30 Galloping Goose, Eureka, Moonlight Train, Special Museum Exhibits 970-247-2733

**B & O RR Museum** September 25-26 Fall Open House 410-752-2388

**1999 HISTORICAL SOCIETY EVENTS**

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

**ILLINOIS CENTRAL HISTORICAL SOCIETY MEETING**

Louisville, KY October 14-17 Corydon Scenic, Kentucky RR Museum, Railroadiana. Steve Lee is banquet speaker. 618-997-5788 (evenings).

**L&N HISTORICAL SOCIETY MEETING**

Marietta, GA September 10-12 Details later.

## SIGHTINGS AND SUCH!!

Foreign locomotive sightings on the Henderson Sub keep coming in. Locomotives from Conrail, CP Rail, Cotton Belt, Norfolk Southern, Burlington Northern Santa Fe, Chicago North Western, SOO Line, Southern Pacific, Union Pacific and Wisconsin Central have been sighted on CSX trains in the Madisonville area. *Dennis Carnal*

Specific Henderson Sub sightings include:

6/2/99 CSX 631 (CW60AC)  
6/4/99 UP 6209 (SD60M)  
6/9/99 UP 9033 (C40-8), CR 5600 (SD60I), CSX 624 (CW60AC), UP 6209 (SD60M), HLGX 6809 (C36-7E) and SOO 6018 and 6022 (SD60)  
6/10/99 CR 5599 (SD60I), CR 4130 (SD80MAC)  
6/13/99 CR(PRR) 8354 (C40-8W), HLCX 6216 (SD40)(GRAY & YELLOW PAINT), HLCX 6210 (SD40)(RED, WHITE AND BLUE PAINT)  
6/14/99 UP(D&RGW) 5515 (SD50)(ORANGE AND BLACK PAINT), SOO 6052 (SD60)(RED PAINT), SOO 6038 (SD60)(WHITE PAINT), HLCX 6504 (SD40-2)(MAROON AND BLUE PAINT) and HLCX 6211 (SD40)(BLUE AND YELLOW PAINT)

The Helm Leasing (HLCX) units may be coming off of long term lease to Canadian Pacific RR. CSX may be leasing these units or they are being used by other railroads to pay back horsepower hours owed CSX. *Chuck Hinrichs*

6/3/99 WC SD45 on Q651, 2 CR C40-8Ws on Q123  
6/6/99 2 CSX CW60ACs on Q121, Helm GP40 on Q124  
6/10/99 2 CR SD50s on Q651  
6/12/99 UP C40-8 and LMS C40-8W on Q647, WC SD45 on Q122, Helm GP40 (still in CSX pumpkin paint) on Q597  
6/13/99 2 CSX CW44ACs and 6 Helm SD40s on K162  
6/14/99 CSX SD70MAC on T108  
6/15/99 Helm C36-7E on Q588, D&RGW SD50, Helm SD40-3, Helm SD40-2, SP GP60 and CR(NS) C40-8W on Q514, SOO GP38-2, 2 SOO SD39s (the only two owned) on Q557  
6/17/99 4 WC SD45s on K160, SOO SD40, Helm SD40 and CSX SW1500 on Q597, CSX "Pumpkin" GP40 on J010  
6/18/99 WC SD45 on K160  
At Paducah:  
5/28/99 BN SD70MAC, SF GP35, SF (Warbonnet) SD75M and SF GP60 on BNSF local "PADBEA"  
6/16/99 2 SF B40-8Ws and a BNSF SD70MAC on "PADBEA", 2 GT GP38s, IC SD70, UP SD40-2R and LLP GP40 on "FPF" *Wallace Henderson*

CSX Transportation, Inc. (CSXT) has agreed to grant overhead trackage rights to Paducah & Louisville Railway, Inc. (P&L) over CSXT's rail line between the P&L/CSXT connection at Madisonville, KY, at or near milepost OOH 275, and the Dotiki mines located on CSXT's Morganfield Branch, at or near milepost MF-298.3, a total distance of approximately 23 miles. The transaction is scheduled to be consummated on June 18, 1999. The purpose of the trackage rights is to allow P&L to handle movements of coal from the Dotiki mines to the Louisville Gas & Electric plants in Louisville and in Kosmosdale, KY, and return. *internet*

## Chapter News

(Continued from page 2)

roster at this time totals 68. Can the chapter break the 70 member plateau in the coming weeks? You can help by asking a railfan friend to join our NRHS chapter.

## SPECIAL MEETING

Ron Stubblefield has invited the Chapter to hold its July meeting at the **Ben E Clement Mineral Museum** in Marion, Kentucky. Ron is Curator of the Museum and his wife, Kay, is an assistant.

The meeting will be held on our normal meeting date (the 4th Monday of the month) July 26. The meeting time will be a bit earlier than normal so that those of us a bit of distance from Marion can get home at a reasonable hour. The agenda is:

6:00 PM Museum tours.

6:30 Refreshment table open.

7:00 Welcome and short business meeting.

7:30 Presentation of the mineral collection

8:00 Refreshment table open.

8:15 Slide presentation on old railroads of the area.

We should be finished by 9:00 PM.

As noted in the invitation sent to each member, Ron would appreciate your **RSVP** so that adequate seating and refreshments will be available.

**Call Ron at 270-965-4263  
Tuesday through Saturday 9 AM - 3 PM**

**This could be the outstanding Chapter event of the year. Please**

**MADISONVILLE'S  
SUMMERFEST**

A mild summer morning greeted a group of chapter members as they prepared to participate in Madisonville's Summerfest on Saturday, June 12. Ricky Bivins had made the arrangements for our space and the Summerfest folks had tables for us as well as electrical connections. We finally settled on six tables and had a location that offered both a nice breeze and some welcome shade. Wally Watts brought his collection of miniature live steam engines as well as samples from his Lionel collection. The steam engines were the hit of the display and drew constant attention from the spectators. Leroy Cobb and his friends, Mr & Mrs Buddy Ashby from Greenville, had a display of G gauge equipment. Dennis Carnal brought copies of the CSX, P&L and Cadiz videos and had them showing. Dennis also sold a few tapes. Chuck and Shirley Hinrichs had a two table display featuring "Operation Lifesaver" and the "Sly Fox and Birdie" OL video. Chuck also had some lanterns and other rail equipment on display.

Billy and Sandy Byrd had Billy's steam tractor fired up and whistles blowing. Unfortunately there wasn't enough room to run the tractor but the sound of the IC whistle was enough to bring tears to your eyes.

Jim Pearson completed the Chapter brochure and copies were available along with the brochure from the NRHS.

We were set up close to the food concessions and drew a small but steady crowd. The turnout during the day was a bit disappointing and we were not prepared to stay through the evening. All in all I think our first venture was a

# PHOTO SECTION



G Scale and Lionel trains and a variety of live steam engines are a part of the Chapter's display area at Madisonville's Summerfest. June 12, 1999 Photo by Chuck Hinrichs



Operation Lifesaver display and video presentation as a part of the Chapter's participation in Madisonville's Summerfest. June 12, 1999 Photo by Chuck

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

*Chuck Hinrichs*