

PENNYRAIL

JULY 1999

VOLUME 3 NUMBER 7

The official publication of
the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter News

JULY MEETING

MARION, KENTUCKY
Monday July 26 6:00 PM
CLEMENT
MINERAL MUSEUM

PROGRAM

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.

(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-ky.compuwtx.net

STEAM & CONVEN- TIONS

There was a thought provoking letter and survey in the 1999 Convention Packet. The thrust is that main line steam is getting more and more difficult to arrange for Conventions such as ours. The alternates are mainline trips in conjunction with Amtrak (diesels) or short lines and tourist railroads with smaller steam power. There are those among us who consider anything other than steam as an affront to their sensibilities and unworthy of either their support or participation. I hope



that this is not a majority view. In any case, however, if you have a survey complete it an return it to the NRHS. I'm sure Wes Ross or any of the NRHS officers would be glad to hear from you.

Chapter News

(Continued from page 1)

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 make plans to attend and be sure to let Ron know you are coming.

JUNE MEETING

Only thirteen people were on hand for the June meeting in Madisonville. The shortage in attendance was due in part, that many members were either on vacation or at the NRHS Convention. We hope for much better attendance in the coming months. Ricky Bivins provided both the program and refreshments for the meeting. Thanks Ricky.

CSX provided two trains during the meeting. First was northbound tote train Q120 with a pair of CSX C40-8Ws and a CSX B36-7 pulling the long piggyback train. Next was southbound manifest train Q651. Power for this train was CSX SD40-2, two Union Pa-

(Continued on page 7)

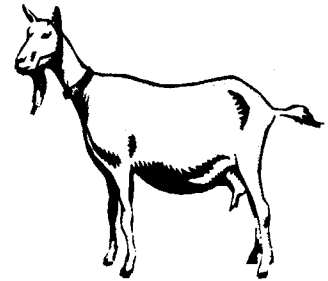
MEMBERSHIP

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 "Pennyrail." \$8.00 per year

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings from The Official Old Goat of the New Millennium!! Only five months left and counting down till the New Millennium! Are your party plans made yet? What about your plans for your last railfanning trip for this century? Better hurry! Don't wait till the last minute! Time is passing by at warp speed! Start making your plans today!!!

Now to the railnews for this month.....

CSX RAILROAD NEWS

The CSX/Wisconsin Central iron ore movements between Upper Michigan and steel mills in the Birmingham area keeps increasing on the Henderson Sub through Madisonville. In the past few weeks, CSX has been receiving unit iron ore trains with up to 120 loaded cars from Wisconsin Central. A new operating plan on CSX calls for the loaded trains to stop at Atkinson Yard, and reduce tonnage to around 11,200 tons per train. This requires each long train to leave between 12 to 24 loaded iron ore cars at Atkinson Yard. When enough loaded cars are collected at Atkinson Yard for a train of 75 to 100 cars, a new train will originate at Madisonville for the trip to the Birmingham area steel mills. Most days see one or two loaded iron ore trains on the Henderson Sub. At least one train daily is now reducing cars at Atkinson Yard. The trains from Chicago to Birmingham are designated either K160 or K161. The iron ore trains that originate at Atkinson Yard for Birmingham

are designated K162. In recent weeks, up to 11 trainsets are being used in this service. These trains operate with CSX or Wisconsin Central locomotives in pure sets or mixed together. The hopper cars are also a mixed bag including some Algoma Central bathtub cars.

The northbound empty trains carry the same designation as they had on their southbound journey making scanner monitoring a bit of a guessing game as to train direction. An interesting exception takes place a couple times per week with these empty iron ore trains. Some empty ore trains back haul coal from Alabama to Chicago area power plants. These trains are numbered T993 while on CSX trackage. This is a good example of profitable car utilization between four different railroads. Wisconsin Central and CSX for the ore movement and Birmingham Southern and Elgin Joliet and Eastern helping with the northbound coal movement. The next time your out railfanning the Henderson Sub and you hear a T993 train headed your way, take time to check it out. It's not very often that you see loaded Wisconsin Central coal hoppers headed north with Alabama coal on it's way through Western Kentucky to the Chicago area.

Another unit coal train on the Henderson Sub, that you may not know about, is the E219 train. This train is the empty unit coal train from the TVA Widow Creek Power Plant, near Bridgeport, Alabama. These empty trains are return-

(Continued on page 3)

THE OLD GOAT

(Continued from page 2)

ing for reloading at the Webster County Coal Corp., Dotiki Mine located on the Morganfield Branch, west of Madisonville. The southbound loaded unit coal trains from Dotiki to Widow Creek are numbered V236 by CSX.

New CSX "Sweeper" trains have started to operate on the Henderson Sub. A "Sweeper" is an extra train that pulls all extra tonnage along the route. They operate both north and south on the HD. An example, Ricky Bivins noted two Burlington Northern Santa Fe SD7OMACS running light through Madisonville a few weeks ago. The locomotives, had pulled an empty grain train from Radnor Yard in Nashville. The empty grain hoppers were parked on the storage track in Earlington. The two BNSF SD7OMACS went to Atkinson Yard. This "Sweeper" took all extra tonnage from Madisonville and then stopped in Guthrie, where it gathered all extra tonnage from that yard and delivered the train back to Radnor Yard in Nashville. These trains will also pull any loaded grain hoppers from the Hopkinsville area.

CSX St. Louis Sub Update

New CSX unit coal trains are now operating on the CSX ex-L&N St. Louis Sub from the Mapco Corp., White County Coal, Patiki Mine, Near Carmi, Illinois. These 80 car unit coal trains use the rapid discharge 100 ton capacity hopper cars lettered MCCX. These cars are owned by the Mt. Vernon, Indiana Riverport Coal Transfer Corp. and have been in daily use for over 15 years on CSX's Dotiki Turn, running from the Dotiki Mine through Madisonville and north to the barge loadout at the riverport in Mt. Vernon, Indiana. The Dotiki Turn trains stopped op-

erating in January of this year. This was due to the startup of the new Seminole Power unit coal trains previously reported. The new CSX St. Louis Sub unit coal trains are numbered N531. The trains are loaded at the Patiki Mine. They head northward on CSX trackage to the BNSF interchange at Woodlawn Junction. A BNSF crew takes the trains onto a power plant in central Illinois for unloading. The empty trains return the next day to CSX. The trains are powered by CSX locomotives for the entire trip. Most trains operate with three CSX C40-8Ws.

CSX Monon Sub Update

Effective June 1st, CSX has added a pair of new manifest trains to the northern part of the CSX ex-Monon trackage. These new trains are a result of the CSX-Conrail merger. The trains, Q642 northbound and Q643 southbound, operate between Chicago and the CSX ex-Conrail Avon Yard in Indianapolis. If you are a fan of the old Monon route, these new trains give you more reasons to go railfanning "Up and down the Monon." Right Greg "Mr. Monon" Utley?

Well, that's all for this edition. Send me or Chuck a letter or E-mail about your trip. Also, some of you out of state members, why not send in some of your railfanning trips. Hope to see a much better turnout for the special meeting in Marion this month. Make a special effort to attend this meeting. Let's have a room full of members for Stubby to feed. See you in Marion or trackside in the coming weeks. Keep in touch.

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

Phone 270-825-0693

When in doubt - buy a video!

PENNYRAIL

THE SACRAMENTO CONVENTION RAILFAIR AND OTHER ADVENTURES

WALLACE HENDERSON

I was asked to represent the Chapter at the joint NRHS/L&RHS Convention in Sacramento on June 23-27, 1999. I took an early morning flight from Nashville via Atlanta to Sacramento with arrival at 11 AM. After checking into the Convention HQ Hotel - The Holiday Inn - I found myself right next door to Old Sacramento and 'Railfair 99.'

There was much to see at 'Railfair 99' in addition to my fourth visit to the California State RR Museum. Large steam locomotives in attendance (all under steam) were UP 844 and 3985, SantaFe 3751 (my favorite), SP 4449 and 4-6-2 2467. Sierra Ry. 2-8-0 28 and many smaller locomotives including Eureka & Palisade #4 "Eureka" were also on hand.

For the diesel fans, there were Western Pacific hi-nose GP20 #2001, Sacramento Northern SW1 #402, Amtrak F59PHI #456, BNSF C44-9W #4419, Ferromex C44-9W #3704 and 'Black Widow' SP hi-nose passenger GP9 #5623. And, there was a horse car (complete with horse) offering free rides over a short section of track. Also on display was Lucius Beebe and Charles Clegg's private car "Virginia City", in all it's opulent splendor. Yes it was hot and, yes there was to much to see in one afternoon, so I spent the following morning there before departing in mid-afternoon on the pre-convention trip on the McCloud RR around Mt. Shasta.

(Continued on page 4)

SACRAMENTO

(Continued from page 3)

We had a long bus ride up the boring Central Valley to overnight in Reading, then on to McCloud the next morning. This was a fine day in every respect; sunny with a cloudless sky, great photo runs with the mountain as a backdrop and a delicious lunch on their dinner train. Then in the afternoon that long ride (4 1/2 hours) back to Sacramento.

Wednesday, June 23rd was the first day of the convention. The big trip was UP #844 on a run up the valley to Tehama and back. The train ran late and reports said there was only one photo run-by in a poor location. I chose the alternate trip to the Western Railway Museum at Rio Vista Junction on the former Sacramento Northern main line to Oakland. This is primarily a trolley-interurban museum but they do have WP 4-6-0 #94 that pulled the first passenger train through the Feather River Canyon, WP F7A #917-D and Sacramento Northern hi-nose GP7 #712. They have a fine collection of restored cars and everything was running for us that would run! At noon there was an excellent bar-b-que lunch under the shade tree and it was a truly outstanding day - my favorite of the convention.

On Thursday we had an Amtrak special to Oakland over the former Western Pacific via Altamont Pass, returning on the "CAL-P" mainline. After a fine seafood lunch on the pier at Oakland I had time for a roundtrip ferry ride to San Francisco. Returning there was time to watch the street running in Oakland near the new Jack London Square Station with several Amtrak "Capitols" and a "San Joaquin."

On Friday and Saturday there was a huge railroaders show at the Holiday Inn. At 1 PM Friday there was the Board of Directors

(Continued on page 5)

Don Clayton's Rail Adventures



Don Clayton in all his traveling finery. 6/26/99
Photo by Wallace Henderson

FAREWELL TO CONRAIL

With the takeover of Conrail by CSX and NS the "Buy Miles" group of AAPRCO (American Association of Private Rail Car Owners) sponsored a scenic trip over Conrail lines in Pennsylvania, New York and New Jersey.

On Wednesday, May 15, I drove to St. Louis to catch Amtrak #304, "Ann Rutledge" to Chicago. After a short wait in Chicago's Union Station's Metropolitan Lounge, it was time to board train #40 "Three River" for Philadelphia. This train has recently added a refurbished sleeper to its consist. Mine was ex-Union Pacific "Pacific Beach." The car has been upgraded with a shower in room 9. The lounge-dinette car provides snacks, sandwiches and other (?) beverages. Tonight's train was a record breaking thirty cars long! After a good night's sleep in my roomette, I awoke

as we neared Akron, OH on CSX's former B&O main line between Pittsburgh and Chicago. I spent the day riding through the mountains of Pennsylvania and, of course, around the famous "Horseshoe Curve." I detrained in Philadelphia and walked to the coach yard to board the AAPRCO special. I spent the night in the yards.

Friday, May 7 begins with new miles on the former Reading, Central Railroad of New Jersey and Lehigh Valley railroads. We spent the night at Steamtown Historic Site in Scranton, PA

Saturday, May 8 we take a quick side trip to Analomink, PA on the former Delaware, Lackawanna & Western. We spend the second night at Steamtown. After our side trip, Steamtown hosted a reception with refreshments, music and a tour of the shops. The highlight of the tour was L&N RPO #1100 in freshly painted blue, gray and yellow. The mail slots were complete with destinations and zip codes. I searched for, and found, "Madisonville 42431."

Sunday, May 9 finds us on the former DL&W passing over the famous Nicholson Viaduct en route to Binghamton, NY. In Binghamton we switch to the former Delaware & Hudson for a scenic ride to our overnight destination, Albany, NY.

Monday, May 10 is the last day of our Conrail trip. The highlight is the scenic ride along the west side of the Hudson River on our way back to Philadelphia. This was the former West Shore RR (NYC). After our arrival, Carol Sulanke and I ride 3 of SEPTA's commuter routes: Chestnut Hill-East, Chestnut Hill-West and Media-Elwin. We spend the night in the coach yard.

Tuesday, May 11 found 3 of the private cars westbound on the "Pennsylvanian" headed for Chicago. We enjoyed three gourmet meals en route. After dinner all eyes were on the speedometer in the observation room of the "Caritas", as it hovered at the 80 mph mark. We were switched to the Amtrak coach yard in Chicago where we spent the rest of the night. This brings the "Farewell to Conrail" trip to an all to soon ending. DC

SACRAMENTO

(Continued from page 4)

meeting which I attended as your representative. Total attendance at the Convention was announced at 2,000 with 1,400 members registered. I suspect that our Chapter, with 5 of 44 regular members in attendance, was one of the high percentage Chapters outside of the California groups.

Saturday the 26th was the "Big Day" with Challenger 3985 pulling a Feather River excursion to Keddie Wye and return, only it was pulled by a diesel, and a dirty one at that. The 844 had a flu failure at Railfair the previous day and as 3985 had a similar part from the same supplier it was pulled from service and cooled down to facilitate an inspection. Don Clayton and I took a much better alternate trip - the Yolo Short Line photographers special with nice equipment pulled by a hi-nose GP9 and followed by ex-SP 0-6-0 #1233 with a photo freight on the former Sacramento Northern.

It was a fine convention and I even found a micro-brewery in the shopping mall next to the hotel. They had excellent beer and provided a welcome oasis from the 100 degree weather.

On Sunday in my rental car I departed for the Sierra foothills, Jamestown and the Sierra Railway Museum. Movie star 4-6-0 #3 was shopped for major re-building but there tourist train was pulled by a big Shay. In late afternoon I found Stockton Tower and shot a few trains there. I spent most of Monday morning back at Stockton Tower (demolished the previous month) waiting for the rumored arrival of SantaFe #3751 returning from "Railfair." Saw a lot of trains

and it got hotter and hotter. I finally gave up and left around noon for Willits as I was to ride the "Skunk" the next day. Later, I heard that #3751 finally showed up at 4 PM.

Tuesday was "Skunk" day on the California Western. I rode the whole round trip to Fort Bragg and back. This is a two segment trip, with the first being on one of the "Skunk" motorcars and the second on a tourist train with open cars pulled by a GP9 instead of the 2-8-2 which was shopped for a major overhaul. On Wednesday evening I rode the Napa Valley Wine Train. The cars are beautifully restored, the food is excellent but I was disappointed that the wine tasting (in a special car that was on the train) was not offered that day. It was still a memorable experience. During the afternoon I located the massive ex-SP double track - seven span Benecia-Martinez Bridge. I was rewarded with a couple of trains crossing the bridge.

It's Thursday, July 1 and I am railfanning my way over Donner Summit en route to Carson City Nevada. For now trains are sparse on this line and I saw only four all afternoon - two of which were the east and westbound "Zephyrs." If you ever get a chance to drive over the summit, get off the Interstate and take the old highway. You will not only see the remains of the famous Norden snowshed but you will get a magnificent view of the summit looking east toward Donner Lake with the abandoned - for now - original Central Pacific line snaking down the mountain through tunnels and snowsheds.

We will pick-up the last of Wallace's trip as well as Don Clayton's West Coast report in the August issue of "PENNYRAIL" ed.

PENNYRAIL

CHECK OUR CHAPTER'S OWN WEB PAGE

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

MARK YOUR CALENDAR

SPECIAL JULY MEETING
Monday, July 26

CLEMENT MINERAL
MUSEUM

MARION, KENTUCKY

HOSTED BY

RON STUBBLEFIELD

BE THERE!!

NEXT MONTH

A complete report on "Stubby's Mineral Spectacular."

The "OLD GOAT'S" Millenium countdown continues. Plus an up-date on CSX activity in Kentucky.

Area sightings and reports on unusual rail activities.

Your article on your railroad interests.

More reports on our member's rail travels. Clayton's California adventures and the wrap-up of Henderson's Western jaunt..

JUNE MINUTES SUMMARY

Western Kentucky Chapter, NRHS
Badgett Center (L&N Depot), Madisonville, KY
June 28, 1999

President McCracken called the meeting to order at 7:05 PM. Minutes of the May meeting were approved as presented by Ricky Bivins. Ricky also presented the Treasurers report which was approved as submitted.

TREASURER'S REPORT:

Opening Balance		1655.72	
<i>Income</i>			
Dues Chpt.	8.00		
Dues Nat.	27.00		
Donations	0.00		
Video	43.00		
Raffle	12.00		
Total	98.00	1753.72	
<i>Expenses</i>			
Dues Paid	19.00		
Postage	29.62		
Print	43.57		
Supplies	6.72		
Total	98.89	1654.83	

Ending Balance 1654.83

MEMBERSHIP: 69

DIRECTORS REPORT: No report.

OLD BUSINESS: No report from Bob McCracken on incorporation as a non-profit organization and legal concerns regarding video sales by the chapter.

NEW BUSINESS: All agreed SummerFest 1999 was a success. Much fun was had by all. Rick Bivins said "Thank You" to all who helped. We discussed setting up a booth at the Hopkins County Fair in late July, but many members felt this to be too large of an event for us. We will look into a walking tour of railroad interest at the James Madison Days. The Chapter Web sight has met with great reviews, however, more material is needed to keep it online, as well as for the news letter. The almost annual Ice Cream Social at Rex & Mel's house will be held Aug 21 in conjunction with Franklin KY's Festival. Rex asks everyone call ahead with a head count for attendance.

ATTENDANCE: Bob McCracken, Ron Stubblefield, Rick Bivins, Rex Easterly, Denis Carnal, Rick Andrews, E. Cobb, Keith Kittinger, Bob Moffat, Jim Pearson, Greg Utley, J.D. Farris and Lou Hicks.

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 Lifesaver slogan . . . LOOK, LISTEN, LIVE

Dennis still has copies of the 'Henderson Sub', 'Cadiz RR' and 'P&L - the First Year' video tapes for sale. See Dennis at the meeting or give him a call at 270-825-0693. He will be pleased to quote prices and get your order out to you promptly.

TIMETABLE

Rail Events and Excursions

Tennessee Central Railway Museum (615-781-0262)

Cookeville-Watertown October 1-2

Nashville-Brush Creek October 16 Morning and afternoon trips

Nashville-Cookeville October 23

Kentucky Railway Museum

Steam Weekends August 14,15 September 4,5,6

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

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

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 Dates now firm. Headquarters Hotel is Atlanta Marriott Northwest (800-228-9290) with special \$69 rate. Program includes Blue Ridge Scenic RR, Georgia Northeastern shop tour, marble quarry visit, Kennesaw Civil War Museum, Banquet and Railroadiana Show

The Easterly's Ice Cream Social Franklin, KY August 21 See page 10 for details.

SIGHTINGS AND SUCH!!

6/24/99 Hopkinsville Q122 ATSF C44-9W 874 (red, silver), ATSF B40-8 7415 (blue, yellow) and BN SD40-2 8041. K160 CSX CW44AC and WC SD45 6635 (blue, white). **Crofton** Q651 UP SD60M 6135, SP SD40-2M 7367 and SSW GP60 9698. Q121 CSX C40-8Ws 7660, 7636, CSX B36-7 5866 and NS SD60 6696.

6/29/99 Kelly Q121 CSX C40-8W 7717, CSX C40-8 7535 and CR C40-8W 6199.

7/2/99 Casky Q270 CSX B23-7 3305 (last one on active roster), CR GP38 7690. Q125 CSX C44-9W 9009, HLGX C30-7 532, CR C30-7A 6574. **Latham** Q647 CR(PRR) C40-8W 8380, HLCX SD40-2 6214, HLGX C30-7 526. **Trenton** Q122 CSX CW60ACs 610 and 623. T108 CSX CW44ACs 158 and 354.

7/3/99 Hopkinsville S557 CSX GP38-2 2554, HLCX SD40-2 6504 and HLCX SD40 6081.

7/6/99 Casky Q588 CR C40-8Ws 6054 and 6134.

7/8/99 Kelly K160-28 WC SD45s 6555, 6579, 7496 and 6596. **Latham** Q125 CSX CW60ACs 613 and 611. X010 (light engine move) EMD SD40s (blue paint ex Conrail units) 6407, 6400, 6420, 6429, 6416, 6411, 6425, 6509, 6423, 6408 and 6405.

7/13/99 Latham G199 CSX CW44ACs 356 and 38. **Casky** Q514 CR(PRR) C40-8 8548, CR GP40-2 3390 and CSX GP40-2 6041.

7/14/99 Crofton Q125 CSX CW60ACs 641 and 638.

7/16/99 Hopkinsville Q645 CSX B36-7 5879, CR B40-8 5062 and CR B36-7 5011. J722 CSX GP40-2 6053 dropped a white and green tank car and a white and green Harriman baggage car (AHCX 2006) and lettered PCS Nitrogen on the spur just north of Skyline Drive in Hopkinsville.

Chuck Hinrichs

6/16/99 Madisonville nb CSX B36-7 5914 with 19 covered hoppers owned by GE plastics and with BWCX reporting marks. (might be new cars going to GE's plant in Mt. Vernon, IN. *ed*)

6/22/99 Mortons Gap sb intermodal with ATSF B40-8 (blue and yellow), BN SD40-2 (green and black) and CR C40-8W (blue and white). Whose railroad is this???

6/27/99 CR B32-8 6617 in gray and lettered "Ballast Express." One of 10 such units.

7/7/99 Earlington nb manifest with NYS&W SD70M and CR C40-8W. The NYS&W unit is one of three and is no stranger to Western Kentucky. It was completed and painted at VMV and did a test run in June of 1995 with an LG&E coal train on the P&L before heading to home tracks.

Dennis Carnal

Chapter News

(Continued from page 2)

cific SD40-2s and a Union Pacific GP50.

MEMBER NOTES

Kentucky and the Western Kentucky Chapter were well represented on the West Coast before, during and after the joint NRHS and L&RHS Convention in Sacramento. Don Clayton, Wallace Henderson, Reid Adams, Jim Bergant, Wally Watts and Mike Keipp carried the Chapters banner while Kentuckians Dr. and Shirley Ross, Thom and Carol Sulanke and Wayne McGinnis were also in attendance.



Keith Kittinger was re-elected to the Board of Directors of the L&N Historical Society. Congratulations Keith! Noted author/photographer Ron Flanary is taking the reigns as President of the Society replacing Charlie Castner.

NEW MEMBER

Wally Watts recruited a new Chapter member during his trip to the West Coast. Mitch Falkenstein from San Luis Obispo, California is our member #69. Welcome Mitch!

**RAILROAD NAMES
ATLANTIC & PACIFIC**

Ricky Bivins

What's in a name? As far as railroads go, anything can show up. So, I have come up with a list of railroad names by category. For example, RR's with the word Pacific in their name. As one might expect, there are many in this category, however, this is in no way all of them, nor is it in any kind of order. How many of these do you recall?

Butte, Anaconda & Pacific; Chicago, Milwaukee, St Paul & Pacific; Canadian Pacific; Chicago, Rock Island & Pacific; Duluth, Winnipeg & Pacific; Missouri Pacific; Northern Pacific; Northwestern Pacific; Oregon, Pacific & Eastern; Pacific Coast; Pacific Electric; Roscoe, Snyder & Pacific; Southern Pacific; Texas & Pacific; Western Pacific; Denver & Pacific; Central Pacific; Denver, South Park & Pacific and Union Pacific

OK, how about railroads with the word Atlantic as part of their name.

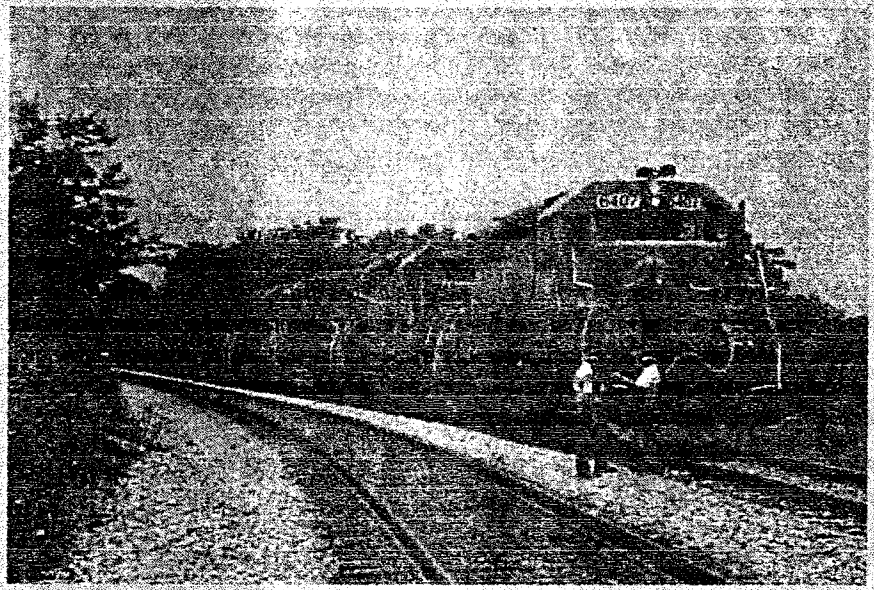
Atlantic & Carolina; Atlantic & East Carolina; Atlantic & Western; Atlantic & Yadkin; Atlantic Coast Line; Duluth, Southshore & Atlantic; Pennsylvania & Atlantic

How about one word names, any of these ring a bell?

Alexander(NC), Almanor, Apache(AZ), Arkansas, Brimstone(TN), Cliffside, Carrolton, Cadiz, Clinchfield, Colorado, Erie, Ferdinand, Hartwell, Interstate, Lakeland Milstead, Mississippian, Montour, Monongahela, Nezperce, Osage, Pennsylvania, Pickens, Preston, Prattsburgh, Quincy, Reader, Reading, Rockingham, Rutland, Sandersville, Southern, Sunset, Tuskegee, Talbottom, Tennessee, Trona and Utah.

More next month - *Ricky*

PHOTO SECTION



ABOVE
A light engine move is in the Latham siding on CSX's Henderson Sub. the 11 units are all EMD lease SD40s and are in transit from Paducah (VMV) to Nashville for service on CSX.

Digital Image by
Chuck Hinrichs



RIGHT
McCloud RR's #25, an ALCO 2-6-2 built in 1925, struts it's stuff for a pre-Convention outing. June 22, 1999

Photo by
Wallce Henderson

"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 is non-destructive and your material will receive the best of care while readied for publication. Your help is appreciated.

Chuck Hinrichs



C30-7 7058 on CSX work train at South Latham
5/8/99 Photo by Wallace Henderson

THE C-30-7
by Dennis Carroll

A LOOK AT AN OLD CSX WORKHORSE, THE GE C30-7.....Do you know what type of locomotives are almost the oldest locomotives still pulling CSX trains in 1999? If you guessed the General Electric C30-7, you were correct. Also, do you know that many of the CSX C30-7s were some of the very last locomotives purchased by the Louisville & Nashville Railroad.

Let's take a look at the CSX C30-7s. General Electric had started production of the 3,000hp C30-7 in September 1976 and had built a total of 1,137 units by the time production stopped in February 1985. The Louisville & Nashville Railroad had always liked the big six-axle locomotives from General Electric dating back to the early 1960s. The GEs were noted for their good performance in pulling heavy coal trains over the system. The L&N had purchased 78 of the older model U30C from General Electric between March 1969 and September 1972. Based on past performance of the older General Electric fleet in service, when the time came in early 1979 for more new locomotives, General Electric received an order. By 1979 the L&N had become a part of the Family Lines System, a first step toward CSX Transportation in the mid-1980s. With the coal boom in the late 1970s, L&N needed more high horse power locomotives. An order was placed with General Electric for 32 new C30-7 locomotives. The order would be split between the L&N and Family Lines partner Seaboard Coast Line Railroad. The first 16 locomotives # 7000 through 7015 would go to the L&N. The final 16 C30-7s would go to the SCL. All the locomotives were painted in the Family Lines System color scheme, with either L&N or SCL sublettering on the cab sides. This order arrived on the railroads in February 1979. More locomotives were needed later in 1979. This order was for 30 C30-7s, with 20 locomotives # 7032 through # 7051 going to the L&N. The other 10 locomotives # 7052 through # 7061 going to the SCL. Delivery date for these C30-7s was in September 1979. A small order of only eight more C30-7s was placed by the L&N in July 1980. These units carried the road numbers # 7062 through # 7069. These eight C30-7s would be the last locomotives to carry the L&N name purchased from General Electric. The final order for C30-7s was placed by Seaboard Coast Line in the middle of 1981. These 25 locomotives carrying the road numbers # 7070 through # 7094 would close out the order books for this model. By the middle of 1999, the number of the 95 G30-7s on the CSX roster has started to decline. As of June 5th, 75 of the old Bulldogs were still in service. In fact, 11 of the C30-7s were assigned to trains on the Henderson Subdivision between Evansville and Nashville. But as the almost twenty year old locomotives have major failures, they are being retired. Most of the twenty C30-7s off the roster have been retired during the last couple years.

Since these locomotives still carry their original road numbers, it's easy to identify the old L&N C30-7s from the old SCL C30-7s. For example, a few weeks ago, I watched three C30-7s and one Helm Leasing ex-CNW SD40 pulling an ex-Chessie System extended-vision caboose from the engine house at Atkinson Yard. It was a scene that could have taken place twenty years ago. The C30-7s were numbered # 7013 ex-L&N, # 7054 ex-SCL, and # 7079 ex-SCL. These units were to be used on two ballast trains in the Henderson area the following week. So next time you are out trackside on any CSX trackage and sight one of the old CSX workhorses pulling a heavy train. Take the time to listen to it's 16 cylinder GE prime mover still doing it's job after almost twenty years after being built at Erie. The sound, that great CHUG, CHUG, CHUG CHUG is starting to fade away. Better stop, look and listen, maybe shoot a slide or some video before it's too late.

YOU'RE INVITED

TO THE ALMOST ANNUAL
**EASTERLY ICE CREAM SOCIAL
& OPEN HOUSE**

*To be held: **Saturday, August 21, 1999**
Ice Cream to be served beginning at 2:00 p.m.*

Trains of some kind will be running. Fun will be had, rain or shine.

Directions:

From Madisonville, go south on Pennyryle Parkway to 68-80 at Hopkinsville. Take 68-80 East through Russellville to HWY 100. Take 100 to Square in Franklin and turn left on 31W. Go north on 31W. Approximately one mile past Wal-Mart, turn left on Patton Road. Then turn right on Widener Circle and we are the third house on the left.

From Owensboro, take the Natcher Parkway, south to 31W in Bowling Green. Take 31W south to Patton Road. (Just past traffic light at 3008) Turn Right on Patton road and turn right again on Widener Circle. Again we are the third house on the left.

Please let us know if you plan to attend so we will know how much Ice Cream and other munchies to prepare. Please, leave a message at 1-800-584-6564 to confirm.