

PENNYRAIL

OCTOBER 1999

VOLUME 3 NUMBER 10

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

OCTOBER MEETING

MADISONVILLE, KENTUCKY

Monday, October 25

7:00 PM

L&N DEPOT

PROGRAM

Vice President, Rick Bivins will provide a surprise program and Chuck Hinrichs will celebrate the first year since his by-pass operation by supplying the refreshments. With cool fall weather in the Pennyraile let's have a good turnout for the meeting and bring a friend!

SEPTEMBER MEETING

Seventeen people were on hand for the September meeting in Madisonville. Wallace Henderson reported on his recent trip to Peru and showed a video depicting late steam and early diesel action in Mexico. Thanks, Wallace for a most interesting program. Keith Kittinger provided the refreshments for the night.

CSX provided northbound manifest train Q588 at

(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:

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The agenda for the Fall Board of Directors meeting in Scranton includes election of new Directors, Election of Officers and Election of Regional Vice Presidents. There are no contested races and there are two regions (Metropolitan and Coastal Plain) without candidates. The Directors will also approve both the Operating and non-Operating budgets for 2000. Included in the proposed budget is continued support of 'RailCamp,' publication of six Bulletins with a newsletter enclosure with each issue. The Heritage Grant Program is to continue with a



modest increase in funding. Modest increases in both income and expenses are forecast and a deficit budget (about \$1/member) will be presented to the Directors. Past deficit

Chapter News

(Continued from page 1)

7:AU to delay the start of the meeting, but no one was upset! This train was powered by a Helm Leasing ex-Norfolk Southern C36-7 and a S00 Line SD40-2. Around 8:15, northbound manifest train Q592 passed through downtown Madisonville behind CSX C30-7, Conrail C36-7 and RMGX Leasing ex-Burlington Northern C30-7. Sure is hard telling which railroad owns the tracks through Madisonville anymore!

MEMBER NOTES

Jim Bergant, David Hayes and Chuck and Shirley Hinrichs represented the Chapter at the 20th Anniversary Meeting of the Illinois Central Historical Society in Louisville over the October 14-17 weekend.

Former Chapter member, Cliff Downey, has a feature article on Paducah Rebuilds in the Current issue of **DIESEL ERA**. Nice job Cliff.

Member Louie Hicks is still recovering from late summer back surgery. Our wishes are with Louie for a quick and complete recovery.

NOMINATIONS

Nominations for Chapter officers will be accepted at the October meeting (Elections will be held at the November meeting).

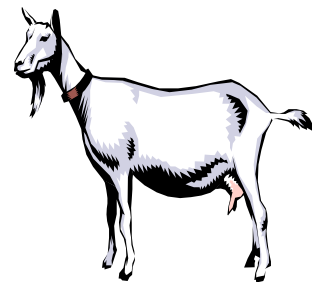
(Continued on page 5)

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.

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings from The Official Old Goat of the New Millennium!! Can you believe only two more months till the New Millennium? Where has the year gone? Do you have your party plans made yet? How about your last railfanning trip during this millennium? How about a chapter railfanning trip during the coming two months? Any takers ? Let's start making plans now! But first on to the railnews this month.

CSX LOCOMOTIVE NEWS

Have you noted how rare it is these days to see two CSX trains with matching CSX paint schemes? The locomotive consists are as brightly colored as the leaves on the trees. Almost anything goes on CSX trains the past few months. Here's a few reasons why.

During the first weeks in October, CSX had, on average, around 230 foreign railroad's locomotives pulling CSX trains systemwide. Locomotives from BNSF, CN, CP, KCS, NS, SOO Line, UP and Wisconsin Central rolling on CSX rails. Also, CSX is leasing an average of 200 locomotives per day from eight leasing companies, plus, leasing locomotives from six other railroads. During this same time time, over 215 CSX locomotives were operating on seven other railroads. CSX locomotives were on BNSF, CN, CP, NS, Paducah & Louisville, UP and Wisconsin Central. If you like colorful locomotive consists and nice fall colors, the CSX Henderson Subdivision is the place to be during the few remaining fall weeks. Happy railfanning!

RAILFANNING SOUTHWESTERN INDIANA WITH WOLFGANG DEES

On Saturday, September 11th, Rick Andrews, Ron Stubblefield and Mr. Goat were on their way north toward Princeton, Indiana to meet Chris "Wolfgang" Dees to do some railfanning.

As most of you know Chris is now living and working in Jasper, Indiana. A very nice town, that's proud of it's German heritage. In order to feel at home sooner, Chris changed his name to Wolfgang, a proud German name if I have ever heard one! Wolfgang is learning the famous "Chicken Dance". If you haven't seen the "Chicken Dance", ask Wolfgang to show you how to do it at the next chapter meeting. Anyway on to the trains. The first train of the day past the station in Princeton was northbound CSX K810. This was an empty molten sulfur unit train with two SOO Line SD60s for power. A few minutes later, CSX northbound manifest train Q562 with CSX C40-8W and CSX SD40-2 for power rolled through Princeton. Next train was a loaded CSX unit coal train Z463. This train was loaded at a mine on CSX rails, but is given to NS at Princeton to be unloaded at a power plant near Mt. Carmel on NS trackage. Motive power on this coal train was all CSX, an SD40-2, an SD50 and a B36-7.

Now it was Norfolk Southern's turn to sent a train through Princeton.

(Continued on page 3)

THE OLD GOAT

(Continued from page 2)

Eastbound auto parts train M15 with an NS SD40-2 pulled past for a crew change. At the NS yard, we noted an eastbound auto rack train with two Union Pacific SD60Ms parked in the yard. Time to change locations. We headed northward to Vincennes stopping for lunch at a Burger King. Ron amazed the lunchtime crowd with his eating skills. Leaving Burger King, Ron sighted what he dreams about every night...a tractor trailer from McDonalds. Up Highway 41 at warp speed after the truck! "Forget the trains, I smell apple pies and Big Macs!!", shouted Ron over the roar of his Jeep's engine. Ron followed the McDonald's truck for miles till it reached safety at the McDonalds in Bicknell. Ron didn't stop. He's more into the chase than the kill. Our next stop was at the Indiana Railroad's engine house in Switz City. If you are a fan of first generation EMD six-axle locomotives, this is the place to be. A total of 12 Indiana Railroad locomotives were parked around the shop area. Locomotive models noted were GP16s, SD35s, SD18s and SD20s. All units were painted gray, except one SD20 still in Dakota, Minnesota & Eastern blue & yellow paint. On to the CP Rail, Latta Subdivision, engine house at Jasonville. Parked around the shop area was a total of 15 locomotives painted in SOO Line red & white colors, SOO Line red, CP Rail, CP America and three old GP40s still in Milwaukee Road black & orange paint. Two CSX C40-8Ws were also on hand, just to make us feel at home. A loaded unit coal train was parked south of the shops with one CP Rail GP38, one SOO Line GP40, still in Milwaukee Road paint, and one SOO Line GP38-2 in red &

white paint was waiting for a new crew. Out in the yard, two CP Rail System's SD40-2s were making up a train to deliver to CSX at Terre Haute.

Back to CSX at Sullivan, we saw northbound CSX tote train Q124 passing northbound CSX manifest train Q648 in the siding. We didn't see the locomotives on the tote train, but the units on Q648 were noted. It had a Helm Leasing SD40-2, a SOO Line SD60 and a Conrail SD40-2 pulling the long train toward Chicago. Back at Vincennes, we came upon northbound CSX manifest train, Q588, with this consist; one CSX B36-7, one Grand Trunk Western GP40-2, one CSX SD40-2 and one CSX C40-8W. Nothing else was moving in the Vincennes area so we headed back toward Princeton. On the north side of Princeton, we saw the locomotive consist of the day. Northbound CSX manifest train Q590 had this lashup. CSX B23-7 still in Seaboard System paint, CSX B23-7 still in Family Lines paint, Conrail GP40-2, CSX GP40-2/GP35 mother & slug set, a pair of CSX SD40-2s and a CSX C40-8. This train was moving power from Howell Yard in Evansville to Vincennes for a grain train to Terre Haute. The last train of the day was a Norfolk Southern grain extra at Princeton. Power on this train was an NS GP38-2, a BN Oakway Leasing SD60 and an NS C40-9W. Then it was time to say goodbye to Wolfgang and thanks for a good day of railfanning in Southern Indiana. Let's do it again soon.

CSX BUSINESS CAR SPECIAL ON THE HENDERSON SUB On Friday, October 8th CSX ran a business car special for Mr. Gary N. Spiegel, Senior VP Operations and Mr. J. O. Williams, VP Midwest Region. Here's the story! The train, P914, was being pulled by the

PENNYRAIL

two new CSX F40s 9992 and 9993 and consisted of ten business cars, seven in CSX colors and three still in Conrail colors. The train had left Nashville two days before for the first part of the trip. The train traveled to Louisville, then to Cincinnati and stopped for the night at Lima, Ohio. The train left Lima on Thursday morning for a trip through Deshler, Ohio then on through Garrett and Dolton. The train stopped for the night at Danville, Illinois. The P914 left Danville at 6:AU am eastern time or CSX time. It was due into Evansville at 11:AU am, change crews and leave for Nashville at 11:15 am eastern time or 10:15 central time. This would put the train through Madisonville around 11:00 central time. Ricky Bivins and The Old Goat planned to be trackside around 10:00 to have plenty of time to catch the special. Wrong!!! The Old Goat heard a train passing through downtown Madisonville at 10 central time, that's 11 CSX time - the time the business car special was due into Evansville. Guess what? A minute after turning on his scanner, The Old Goat heard this message, "P914 clear Monarch." Now that's just great! The train was running over 2 hours ahead of time. The P914 had covered the 225 miles from Danville to Madisonville, plus a crew change in Evansville, in less than five hours. At 10:05 local time, the train was past Earlington, when Ricky arrived at The Old Goat's home. We headed toward Hopkinsville with the hope that the train would be stopped by a red signal somewhere. Passing a southbound grain extra between Mortons Gap and Nortonville and a southbound manifest train between Nortonville and Mannington, we had little hope of catching the P914. At Kelly, they saw a northbound auto train Q270 waiting in the siding for the two southbound trains. The crew asked us if we were looking for the business car

(Continued on page 5)

Wally's Wanderings

Wally Watts

Minnesota Transportation Museum.

Osceola, WI, July 31, 1999. We arrived at the SOO Line Depot at 9:30 am. This is a well restore brick building, circa 1916, and houses a ticket office, gift shop with some artifacts and a museum. The Depot is well remembered by the community as a gathering place for the townspeople at train time. Our coaches were already at the station siding. While waiting for the engines to arrive Don Clayton and I chatted with several railfans including a Psychology Professor from South Dakota (David Cooper take note). Finally number 328, a well maintained Northern Pacific 4-6-0 arrived from nearby Dresser where it was kept over-night. It scurried back and forth making up the train. The consist included and old commuter coach and the last working RPO/Combine in use in this country. It actually picks up mail on the fly and has a working postal clerk. A special RPO stamp is placed on the mail showing it was posted on the train. We had accommodations in the Great Northern first class business car A-11, which originally belonged to James J. Hill's son. It has been up-dated and put in good order. The car was originally a wooden car built in 1910 by Barney & Smith and was steel sheathed in later years and now has air conditioning and sports a radio antenna running the length of the cars rounded roof. Replete with an open-end platform, it presents a striking appearance in it's orange and green livery. The newly installed windows were washed by our car attendant as we awaited departure. We left Osceola and headed west to Marine -on -St. Croix. The highlight of the trip was the crossing of the St> Croix River.

(Continued on page 7)

CHOCOLATE BROWN AND ORANGE IC STREAMLINERS

Illinois Central's chocolate brown and orange passenger trains may or may not be one of your favorite paint schemes. However, anyone who likes trains would recognize this unmistakable combination from Americas heartland. I never saw any IC passenger trains, but I have seen many trains from my bedroom window in Richland on IC's Kentucky Division's JK Line, now the Paducah and Louisville. Therefore, I have a fondness for IC and its chocolate brown and orange passenger trains and IC trains in general.

From 1966 to 1971 IC passengers saw many changes to their beloved trains in the way of cut backs in service and train schedules. Trains 5 and 6, The Panama Limited, was the Flagship on the Mainline of Mid-America with all Pullman service and set out sleepers in Jackson, MS, Memphis, TN. and Carbondale, IL. This set out allowed passengers to board at a respectable hour as the cars were cut into the train in the wee hours of the morning. IC's counterpart to the Panama Limited was the famed City of New Orleans, also a Chicago, New Orleans train. This train, 1 and 2, was all coach with full dinning service, club lounge observation, REA and mail service. 1 and 2 paid the bills with a 30 car consist in two sections. What a sight that must have been! Slower trains on the same route were the Louisiane and the Creole. The Louisiane carried sleepers and a buffet-lounge between Chicago and Memphis only and made more stops than 1,2,5 and 6. The Creole was the lesser of all Chicago, New Orleans trains with a cafe-lunge north of Carbondale only. South of there the train was called the Southern Express with no food service south of Carbondale. Its slow pace, heavy mail and express made for a less than enjoyable trip. December 15, 1967 marks the start of the last "new" train on this route, the Magnolia Star. This "new" train turned out to be coaches added to the Panama Limited, alas, IC's premier train now carried both Pullman and coach accommodations.

IC's Chicago to Miami route in the late Sixties consisted of the flagship City of Miami operating on home rails between Chicago and Birmingham AL., then via the Central of Georgia to Albany GA. Here the Atlantic Coast Line took over and delivered it to the Florida East Coast, (later the Seaboard Coast Line) for its arrival in Miami. The City of Miami carried Pullmans from Chicago and St. Louis MO. to both Florida Coasts. The counter part to this train was the South Wind with express and mail running every other day opposite the City of Miami's schedule. The Seminole operated over this route also, but with one Pullman to Birmingham and a diner-lounge to Carbondale with coaches to its Jacksonville Florida terminus. Other IC streamliners were the Green Diamond from Chicago to St. Louis MO. with fill dining service. Once this train used a copy of Union Pacific's M1 0000 streamliner for this service, and was IC's first fully streamlined train. A one hour layover in St. Louis best utilized the equipment on this route. Trains 13 and 14, The Land O' Corn, ran from Chicago to Waterloo Iowa as a day only train. Its overnight partner, the Hawkeye, 11 and 12 ran with a Pullman car to Sioux City Iowa. A coach only service between Meridian MS and Shreveport LA, No.205 the Southwestern Limited and No.208 the Northeastern Limited, operated in

THE OLD GOAT

(Continued from page 3)

train? They told us it was already through Hopkinsville. Fine! We'll stay at Kelly to shoot the two southbounds then.

Anyway, the inspection train would be serviced and turned for a retire trip on the Henderson Subdivision later that afternoon. Why would CSX do this? CSX deadheaded the train back through Madisonville, then north and east to Selkirk, NY via Indianapolis and the visiting Boston, Philadelphia Baltimore Richmond and Rocky Mt. before returning home to Jacksonville on the 16th. Now that you know why the inspection train was to make a return trip on the Henderson Sub here's the rest of Ricky and The Goat's Friday railfanning report.

The first southbound train behind the inspection special was manifest train Q647 with a rainbow of colors. Leading was a CSX C30-7, next a RMGX Leasing ex-BN C30-7, then a Conrail GP40-2 and last a Helm Leasing C36-7E. A few minutes later the southbound grain extra G913 passed through Kelly with another colorful lashup. On the point was a CSX C40-8W, two Conrail GP40-2s and a Helm Leasing SD40-2. The auto rack train, Q270, headed north behind a CSX SD50 and a Conrail SD60. We headed for Hopkinsville locking for more action. The next train was sighted at the south end of Latham siding in Hopkinsville. It was northbound manifest train Q596 meeting the grain train we had shot at Kelly. Q596 had a CSX SD40-2 and an EMD Leasing GP38-2. The lease unit had problems and was dead in the consist. The SD40-2 was pulling hard with

a long train up the hill into Kelly. It made the hill and pulled into the siding at Crofton to meet two southbound trains. At Crofton, we saw Chuck Hinrichs waiting for the inspection train. Better luck this afternoon on the return trip. The first southbound train was manifest Q651 with CSX CW60AC # 621 and CW44AC # 64 pulling the train. Following Q651 was tote train Q121 with CSX CW60AC # 604 and C40-8W # 7844 pulling the very long piggyback train. We headed for Madisonville. At Nortonville Q596 was meeting southbound manifest train S595. This train was a second section for Q595 later that day. Power for S595 was one CSX C40-8 and one Canadian National GP40-2W on lease to CSX. We called it quits at 2:AU pm. Not bad railfanning for three hours - seeing a total of seven trains.

The northbound deadhead trip of P914 was due out of Nashville at 5:30 pm, but again the train was early, it left Nashville at 4:00 and passed through Madisonville at 6:15 pm and arrived in Evansville at 7:AU pm, two hours early. The Old Goat got a call from Chuck telling him that the P914 was going through Crofton at 5:45. The Old Goat, Ricky and Kathy were waiting at the Center Street crossing in Madisonville at 6:15. A nice looking train. (Chuck got a good video of the train at Adams, TN before the light failed). The Old Goat wasn't done for the day yet! Driving by Atkinson Yard he sighted a set of foreign locomotives. At the engine house was a SOO Line SD60 in red & white paint, a CP Rail System SD40-2 and a CP Rail SD40-2 in the red candy apple paint.

The only other power in the house was a CSX GP40-2/GP30 mother-slug set.

(Continued on page 7)

PENNYRAIL

IC STREAMLINERS

(Continued from page 4)

conjunction with Southern Railway's Pelican. These trains used the four EMD GP 9 units IC ordered for passenger service. These units were equipped with steam generators and air tanks on top of the long hood. The four units were numbered 9145 to 9149 I believe.

By the 1970's IC was ready to bow out of the passenger train business. IC was a technical adviser to the new national carrier service even before the takeover of Amtrak on May 1, 1971. Long live IC's Chocolate Brown and Orange.

Chapter News

(Continued from page 2)

Elective offices are: President, Vice President, Secretary, Treasurer and National Director. There is always room for new blood and new ideas in Chapter leadership. Why not consider running for one of our elective offices. Check with Bob McCracken if you have any questions about any of our

NEXT MONTH

The "OLD GOAT'S" Millenium countdown continues. And details of the Illinois-Missouri railfan trip

Area sightings and reports on unusual rail activities.

Your article on your railroad interests.

Wallace Henderson's Ohio adventures.

Insight on regions various model railroad meets.

A Ricky Bivins feature on REA

SEPTEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 L&N Depot, Madisonville, KY
 Monday, September, 27 7:00PM

President McCracken called the meeting to order and the minutes of the August meeting and the current treasurer's report were approved.

TREASURER'S REPORT:

Opening Balance		1 588.59	
<i>Income</i>			
Dues Chpt.	0.00		
Dues Nat.	12.50		
Donations	0.00		
Video	0.00		
Raffle	16.00		
Total	28.50	1617.09	
<i>Expenses</i>			
Dues Paid	8.50		
Postage	6.60		
Print	2.75		
Supplies	0.00		
Flowers	32.80		
Total	50.65	1566.44	
Ending Balance		1 566.44	

MEMBERSHIP: 71

DIRECTORS REPORT: Chuck reports the board of directors meeting will be in Scranton, and he and Shirley plan to attend. Steamtown is nearby, the meeting will be second weekend in November.

OLD BUSINESS: None

NEW BUSINESS: We are reminded, nominations for chapter officers will be in October with elections in November. Discussion was held on the upcoming Christmas dinner. There seemed to be general agreement upon Bartholomew's as being the best place. Keith volunteered to check with them and report back at the October meeting. A tentative date of 13th of December was set with the 6th as an alternate. The Clayton-Watts open house will be on the 20th of November, the 3rd Saturday, at 7PM. This is traditionally for the Madisonville-Owensboro Chapters, but all invited. It will be co-hosted by Don and Wally. The Secretary announced the annual open house at the Clement Mineral Museum in Marion hosted by Ron Stubble-field. Wally is invited to operate and display his steam engines. Discussion was held as to whether other Chapter members might wish to participate. Date: Saturday 16th October. It will be an all day event. Brief discussion held on potential projects for the Chapter. Picky is still looking for parts for his REA truck, asks for help on locating any, A raffle was held during the break which netted \$12.

ATTENDANCE Keith Kittinger, Dennis Carnal, Chuck Hinrichs, Rich Hane, Rick Bivins, LeRoy Cobb, Bob Moffet, Tommy Brown, Don Clayton, J.D. Farris, Bob McCracken, Wally Watts, Bud Ashby, Tim Griffey, Greg Utey, Wallace Henderson and guest, Paul Bethel.

Remember to bring items for the raffle. Proceeds from the raffle go towards printing and mailing costs of "PENNYRAIL"

TIMETABLE

Rail Events and Excursions

Tennessee Central Railway Museum (615-781-0262)

Nashville-Cookeville October 23

Nashville-Lebanon Victorian Christmas November 20

Nashville-Watertown Christmas in the Country December 4

NMRA Meet at Terre Haute Indiana. After a two year absence, the meet is back! October 30, 1999 (Saturday) - Terre Haute, IN Terre Haute National Guard Armory 10:00 a.m. to 3:00 p.m.

Jackson, TN October 23 NC&StL Depot and Museum - Model RR and railroadians show and sale. Free

Cumberland Division, NMRA Fall meet, show and sale. October 30 TC Museum, Nashville TN. 9am 4pm \$4 Info 615-781-0262

Fox River Trolley Museum South Elgin, IL November 6 Railfan night with photo session. Info 847-697-4676

Rocket City Railfest October 30 Huntsville. AL Train Collectors Assoc. 10am to 5pm Info 256-722-8039.

GATS November 27-28 Collinsville, IL 11am 5pm \$6. Info 630-834-0652

NMRA Cincinnati Div. 7 Model RR Show Covington, KY November 20-21, 9am 6pm \$5. Info 606-282-0021

1999 HISTORICAL SOCIETY EVENTS

Don Clayton's Annual Open House Madisonville, KY November 20 7PM.

NRHS Fall BOD Meeting Scranton, PA November 12-14 1999. Famous Bridges Tour, Steamtown Tour and excursion, Banquet. See Chuck Hinrichs for details.

Western Kentucky Chapter Christmas Party Bartholomew's, Madisonville, KY Monday Evening December 13. Happy Hour 6:30 Dinner 7:30. Tentative date and time will confirm at October meeting.

Two Way - Two Days on the Great Smoky Mountain RR. November 13-14. Info and tickets 800-872-4681. Sponsored by the Yadkin Valley Chapter, NRHS

SIGHTINGS AND SUCH!!

Chuck Hinrichs made the following 'out of the ordinary' sightings on the Henderson Sub.

October 4 Q122 CSX SD40-2 8072 and CSX C40-8W 7717. J722 CSX GP40-2 6001. Q651 CSX B23-7 (Family Lines paint) 3111, LRCX 9543 and CREX (ex SP) GP60 9622. Q124 CSX/CR C36-7 7100 and CSX C44-9W 9003. Q648 CSX C40-8W 7773, HLCX (blue paint) SD40 4203 and RMGX (ex BN) C30-7 5030.

October 6 Q595 CSX/CR SD50 8689, RMGX (Ex BN) C30-7 5578 and CR SD50 6779. Q122 CSX SD40-2 8208, NS SD60 6556 and CSX/CR B40-8 5954. Q514 HLCX (maroon and blue) SD40-2 6084 and CSX/CR SD50 8759. Q647 CSX C30-7 7091, WC SD45 6608, CSX (Family Lines paint) B23-7 3110, CSX C30-7 7012.

October 8 Q596 CSX SD40-2 8360 and EML (maroon and gray) GP40 200. Q651 CSX CW600AC 604 and CSX CW44AC 64. Q121 CSX CW60AC 604 and CSX C40-8W 7892. S595 CSX C40-8 7528 and CN GP40M 9519. P914 CSX F40 9992 and CSX F40 9993. K160 WC SD45 7518, WC SD45 6650, WC F45 6611, WC SD45 7551 and WC SD45 7499.

October 10 V237 CSX CW44AC 254 and CSX CW44AC 327.

October 17 n/b manifest CR C40-8 6116, CSX C40-8W 7679 and RMGX (ex BN) C30-7 5043

If there are any GP20 fans in the crowd you need to make a trip to Paducah. The VMV back lot is filled with ex SF/BNSF GP20s - all in SF freight blue and yellow. I don't know what is planned for these units as they have been there for several months with no apparent activity.

Union Pacific has made one of the largest locomotive lease purchase agreements in railroad history. EMD has received an order for 1000 SD70s with delivery scheduled over the next three years. This may be the death knell for the EMD SD90MAC program. Paducah still has several of the 6000 HP "H" engine units in the VMV back lot and the recent issue of Extra 2200 South indicated that more SD90MACs are going to storage in Paducah. Based on observed CSX experience, the GE 6000 HP units are performing reasonably well considering they are new technology and a few teething problems may be anticipated.

I another odd move, VMV has been turning out exCRL C30-7s in fresh new UP paint and delivering the units to UP. I assume these units are on long term lease. these units are in the 5xx number series.

Rumors persist that the Army is about to start on the relocation of the Fort Campbell Rail linen from downtown Hopkinsville to an are just south of the new US68 by-pass. Several scouting trips have not indicated any signs of either surveying or construction. After a several month layoff I saw the Fort Campbell Rail power in Hopkinsville last week picking up empty flats. We may see a return of rail activity in the near future.

PENNYRAIL

The Old Goat

(Continued from page 5)

Southbound manifest Q595 passed through on the Earlington Cutoff with two CSX C40-8Ws for power. Then loaded CSX unit coal train V550 arrived from the Dotiki Mine on the Morganfield Branch with four CSX GP40-2s. On the Earlington main, a northbound manifest train passed through town. This train won the most locomotives of the day award. Leading Q514 were three CSX C40-8Ws, one CSX SD40-2, three Wisconsin Central SD45s and one Wisconsin Central F45. I have to report that the four WC units were dead-in-tow back to Chicago. The final train for the day was northbound high-wide special W980. This train was pulled by one CSX B23-7 still in Family Lines paint. The locomotive was followed by a CSX boxcar, then something high & wide riding on a twelve axle heavy duty flatcar, and then another CSX boxcar. The boxcars were along for braking. Not bad railfanning for two hours, five very different trains on the CSX Henderson Sub.

Wally's Wanderings

(Continued from page 4)

This former SOO trackage is now the property of Wisconsin Central. The 1 1/2 hour trip was enhanced by serving of refreshments, including sparkling grape juice and several kinds of locally made cheeses and other snacks. After an exchange of passengers we were off to Dresser and a round trip of Wisconsin farm lands. More gentle arm twisting resulted in Don and I returning to the snack bar for more grape juice, delicious cheese and other snacks.

I will complete Wally's Wanderings in the November issue of **Pennyrail**.

STEVE LEE - RDCs - 152

The bus was on time and we boarded quickly and settled in for the short trip to the depot. A pair of RDCs were on the main at the depot emitting a muffled gurgle as they waited patiently for the passengers to board. With every one settled into their seats the diesels came to life and we moved out slowly up the grade and into the woods. Following a couple of flag stops and some slow running past some industries we finally slowed for a siding and waited as a short freight with an Alco C420 pulled into the siding to let us proceed.New England in the 50s?, Maryland in the 80s? - not hardly!! Would you believe southern Indiana in 1999. The RDCs and the Alco are all a part of the LNA&C and the Corydon Scenic and this was the opening event of the Illinois Central Historical Society's 20th anniversary meeting, headquartered in Louisville. Thursday's trip on the Corydon Scenic was great with perfect weather, photo run-bys and a side trip deep into an industrial branch. The day finished with a slide show by George Yater on Railroads of Louisville - great stuff!! Friday found us at New Haven for a trip over the entire KRM system and featuring L&N Pacific 152 and a 4 course meal in the diner. Again we had perfect weather and plenty of photo opportunities. J. Parker Lamb provided the evening feature with a spectacular display of both steam and diesel subjects from the 60s and 70s. Saturday's activity included a railroadians show and sale, a model contest, a model painting clinic and the Banquet with featured speaker, Steve Lee, head of the UP Steam and Heritage programs. Steve's program - with slides from his IC days - was entertaining as always. Steve said that UP 844 will be getting a complete rebuild including a new fire box and will be out of service for about 3 years. The 2000 ICHS

PHOTO SECTION



Illinois Central meet at Sturgis, KY
1957

Summer



Ex Apache RR Fairbanks-Morse H-10-44 Switcher on South Central Tennessee RR
Howenwald, TN Spring 1981

Photo by Chuck Hinrichs

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Chuck Hinrichs