

PENNYRAIL

JANUARY 2000

VOLUME 4 NUMBER 1

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

JANUARY MEETING

MADISONVILLE, KENTUCKY

Monday, January 24

7:00 PM

L&N DEPOT

PROGRAM

In what has become a tradition, the January Chapter meeting is President's night. Chapter President, Bob McCracken, will present a video program "Steam in the 50's" and also provide the refreshments (rumors concerning filet mignon on biscuits and 'one eyed turkey tenders' cannot be confirmed). It should be a great start to the year 2000. Be there!

YEAR END MEETINGS

Eighteen members attended the November Chapter meeting in Madisonville. The program was presented by Wally Watts and refreshments were provided by Ricky Bivins. Thanks to both for a fine job. CSX provided two trains through downtown Madisonville during the meeting.

(Continued on page 2)

CONVENTIONS

The pre-registration deadline for the Stamford Convention is January 31. This convention - and its attendance - may well be the bellwether for future NRHS national meetings. The days of main line steam excursions as convention drawing cards are, for the most part, gone. Convention activities built around AMTRAK and shortline or tourist railroads is the wave of the future.

Stamford will be a good a good indicator of the drawing power of events not dependent on main line steam.

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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Give careful consideration to attending this years convention. You might like what you see! A site for the 2002 convention is still undetermined. The success of the 2000

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(Continued from page 1)

Around 70 people enjoyed the Open House at Don Clayton's home on November 20th. They were treated to great food, warm fellowship and lots of train action in the basement. Thanks Don for another great Open House.

On December 13th, 22 members and friends attended the Christmas Dinner at Bartholomew's Restaurant in downtown Madisonville. Not a bad turnout, in part due to the heavy rain on this day. A good time was had by all who attended.

MEMBER NOTES

Chapter member Jim Bengert is hosting an "Open House" for rail and model rail fans at his home on March 11, 2000 from 1 to 4 pm. Jim lives at 1825 Taylor Ave. Evansville, IN and his phone is 812-479-9569. Jim has an extensive "O" gauge layout.

Ex Chapter member, Cliff Downey hit the year-end jackpot with three railroad articles hitting the magazine racks. **DIESEL ERA** featured Cliff's article on Paducah Rebuilds in it's September/October issue and an article on Diesel Oddballs in the November/December issue. The IC Historical Society's **GREEN DIAMOND** had Cliff's Kentucky Division feature in it's November issue. Congratulations Cliff on some fine work.

Jim Pearson, custodian of the

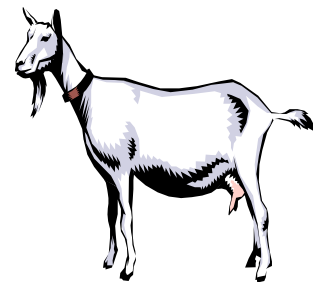
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MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$25.00 per year.
Family membership	\$27.00 per year.

TRACKSIDE WITH THE OLD GOAT

Dennis Carnal



Greetings from The Old Goat! Welcome to the New Millennium. Hope everyone had a great holiday season. Time filled with family and friends, that's what the holiday season is about. But, aren't we all glad the holiday season is over and done with till next year? Was everyone sick to death with all the New Millennium crap? I was too! I'm sure glad that I won't have to be here for the next millennium. Once was enough! Goodbye!!

Now moving on to the next big party day in the history of mankind. That date is Monday, January 24th, 2000. Sure this date is the date for the January meeting in Madisonville, but something very big in the history of mankind takes place too. What could it be? Please tell us Mr. Goat! It's The Old Goat's 42nd Birthday!! Yes, it's true, I'm going to be 42. Cards, gifts, money or whatever will be welcome. But, keep your smart remarks to yourself.

Thursday, December 30th, 1999 was the day of the last railfanning trip for 1999. Kerry Robertson from Belle Rive, Illinois was in Madisonville for the afternoon and he wanted to see the train layout at Don Clayton's home. Kerry arrived in Madisonville around noon. Rick Andrews from Providence was along for the ride. Our timing was good, because as we were leaving The Goat House, a loaded CSX Dotiki Turn unit coal train on the Morganfield Branch was coming into Madisonville. Plus,

northbound CSX tote train Q122 was passing through Earlington toward Madisonville. We headed for the Earlington Main/Morganfield Branch diamond at Trident on the northside of Madisonville to catch the two trains. The tote train crossed Trident first. Q122 had a new CSX CW6OAC on the point with a CSX C40-8 trailing. After the tote train cleared Trident, the Dotiki Turn headed for Atkinson Yard. At Atkinson Yard, we sighted a CSX GP40-2/GP30 mother and slug set parked by the yard office. Over at the enginehouse, one CSX CW6OAC and one CSX CW44AC were parked waiting to pull the next unit coal train from Madisonville.

A southbound manifest train was arriving at Atkinson Yard to make a pickup via the Earlington Cutoff mainline. This train would be delayed leaving Atkinson Yard due to a broken rail toward Mortons Gap. We headed eastward toward Anton on the M. H. & E. Branch so Kerry could photograph three retired cabooses in the Anton area. Two of these cabooses are parked on a farm supply store siding. One of these is a B&O bay-window caboose, still painted in full Chessie System paint, the other is a Seaboard Coast Line M5 cupola style caboose, still painted in full Family Lines paint. The third caboose in the Anton area can be seen parked next to a home, east of the airport. This is an ex-Norfolk & Western cupola style caboose in red paint, but with no

(Continued on page 3)

THE OLD GOAT

(Continued from page 2)

markings. After shooting these cabooses, the same loaded coal train seen in Madisonville, passed through Anton on the way to the TVA Paradise Power Plant at Drakesboro. This train had a caboose on it. The caboose was one of the rebuilt CSX cabooses in full CSX paint. The caboose was right behind the four CSX GP40-2s. This way the caboose would be on the rear of the train on its return trip to Madisonville.

By now, the broken rail on the Earlington Cutoff mainline was repaired and the line was reopened for traffic. We headed for Nortonville to catch the southbound manifest train that was making a pickup at Atkinson Yard when we were there earlier in the day. After a short wait, Q597 rolled through Nortonville. Power on this manifest train was a CSX CW6OAC and an EMD Leasing SD40-2. Following Q597 was a loaded grain extra, being pulled by two CSX C40-8W locomotives. Time was now 3:00 in the afternoon, we had been trackside for three hours and seen four trains. But not another train on this day till almost dark.

While heading out to get something to eat, we watched northbound tote train Q120 roll through Madisonville with one CSX CW44AC, one ex-Conrail SD50 and one ex-Conrail SD40-2. This would be the last train sighted by The Old Goat during 1999. Thanks Kerry and Rick for an afternoon of railfanning to end 1999. Maybe we'll have better luck next year!

Louisville Area News Amtrak now has daily passenger service between Chicago and the Louisville area. The train, The Kentucky Cardinal, was started on

December 17 with overnight sleeper service to the station at Jeffersonville, Indiana. The train is combined with the Chicago to Washington Cardinal between Chicago and Indianapolis three days per week. The Kentucky Cardinal runs independently the four days per week that The Cardinal does not operate. The train # 850 departs Chicago at 8:10 pm and arrives in Jeffersonville at 8:10 am the following morning. The northbound train # 851 departs Jeffersonville at 10:25 pm and arrives in Chicago at 10:05 am the following morning. The total distance from Louisville to Chicago is 302 miles. The trains have both coach and sleeper service each way. Bill Grady reports that on most days the trains have two locomotives, one coach, one sleeper and two material handling boxcars in their consists.

Bill also reports that he has been seeing many Burlington Northern Santa Fe locomotives in the new BNSF Heritage 2 paint scheme passing through Louisville on CSX trains. Some of the BNSF units have been EMD SD70MACS. But most BNSF locomotives have been brand new General Electric C44-9Ws fresh out of the GE plant at Erie. These new GE's have been showing up in Louisville for the past six months. Bill reports that he has been seeing some of the new Kansas City Southern CW44ACs passing through Louisville. On December 17th, new KCS CW44AC 2027 was the only power on CSX train Q573 from Cincinnati. Then on December 23rd, KCS CW44ACs 2041 and 2042 were the only power on CSX train Q515 from Cincinnati that day. These two locomotives left Louisville via the CSX, ex-Monon line northward and then on westward via the CSX ex-B&O line to St.Louis on December 26th. Sounds great, Bill! I

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sure hope your getting time to shoot a few slides. Thanks for the information.

One last item, on December 18th, I noted a northbound Paducah & Louisville auto rack train passing through Madisonville toward Louisville. The train was four P&L Geeps pulling 55 auto racks! This were the first auto racks that I have ever seen on P&L trackage. After this train cleared West Yard, the West Yard Switcher went north. This train had two P&L Geeps pulling 51 assorted cars for interchange with CSX at Atkinson Yard and for lineside customers and had one P&L caboose. A little while later, that same Saturday morning, another P&L train passed through Madisonville. It had four P&L Geeps pulling 35 empty Illinois Central coal hoppers to be loaded at the Hopkins County Coal, Cimarron Mine, east of Madisonville. Once or twice per week I have noted a block of IC hoppers on the West Yard Switcher for loading at Cimarron Mine. But, this was the first time that I had seen these cars being handled as one train. Sometimes P&L can add a little excitement to train watching through Madisonville.

Well, that's all for this month. Hope to see a large turnout at the January meeting. Remember to send in your information to this newsletter. We need your information each month. Try to help us by sending in your information during the coming year. Keep in touch.

Dennis Carnal
704 Choctaw Drive
Madisonville, KY 42431

AS OF JANUARY 10, THERE ARE 18 CHAPTER MEMBERS WHO HAVE NOT PAID THEIR DUES. GET OUT YOUR CHECK BOOK AND PAY YOUR DUES. DON'T MAKE WALLY INITIATE A FOLLOW-UP NOTICE. IT IS NOT A PRETTY SIGHT!

ARKANSAS & MISSOURI

CHRISTMAS TRAIN

My last train ride of the Millennium (eat your heart out Dennis!) was posted on the rare mileage list with short notice. The Arkansas & Missouri RR was running an excursion train on Saturday, December 11 from Monett, MO to Ft. Smith, AR and return. This is a 266 mile round trip for only \$150 - lunch included! Those of us lucky enough to order before December 1 were able to buy tickets at **HALF PRICE!** This trip covers the entire length of the railroad except for the Bentonville Branch. This is the A&M's first Christmas train.

A 4 am wake-up call got the blood flowing on Friday, December 10. A 525 mile drive put me in Monett, MO at dusk. Monett, population 6,529, is located 283 Frisco rail miles from St. Louis, between Springfield and Joplin. Monett is the junction point where Frisco's branch line headed south to Paris, TX. St. Louis - Monett - Ft. Smith passenger service lasted until late 1964 or early 1965. As usual, my Toyota performed flawlessly and delivered an impressive 38.5 miles per gallon. After arrival, the usual routine of hotel check-in, dinner, check out train boarding location and restaurant for breakfast.

After a good night's sleep, it's up at 6:30 for coffee and juice before tackling a Missouri Style "Country Breakfast" for only \$3.20! At about 9:30 am the A&M pulls into town with a pair of ALCO diesels, a combine and three coaches complete with marker lights on the rear. These are ex commuter coaches with velour flip-back seats. The cars are generator equipped to assure heat and light during the trip. We board at 9:45 and pull out on the advertised - 10 am - and are quickly up to the 59 MPH track speed. Santa and an elf deliver

(Continued on page 7)

**CN/IC
SD40-3s**

Wallace Henderson

The December 1999 issue of **CTC Board** reported that both the IC and CN logos will be displayed on the nose of former IC units used on the routes south of Chicago. However, on January 7, 2000, rebuilt SD40-3 #6261 was seen on the point of a northbound empty coal train at Big Bay, Illinois in complete CN paint with "ICRR" on the battery box beneath the cab.

At Wallace's request, your editor found some additional information on the IC/CN SD40-3 rebuild program. As of 01/14/2000 there have been 16 SD40-2s up-graded to -3 specifications with work being done at IC's Woodcrest shop and at VMV, the exIC facility at Paducah. The rebuilds have dynamic brakes and computer controlled electrical systems.

15 of the 16 SD40-3s were originally units acquired by IC from BN. The first SD40-3 was an IC unit rebuilt at Woodcrest and outshopped 10/30/97.

CN/IC SD40-3 Roster (01/14/2000)

BN	ICRR	ICRR	r/b IC	Outshop Date
	6031	6031	6200	10/30/97
6761	6761	6151	6201	07/10/98
6766	6766	6155	6202	08/04/98
6764	6764	6154	6203	08/28/98
6755	6755	6146	6204	08/28/98
6771	6771	6159	6250	11/28/98
6742	6742	6133	6251	06/30/99
6725	6725	6116	6252	07/26/99
6757	6757	6148	6256	12/09/99
6754	6754	6145	6257	06/23/99
6768	6768	6156	6258	07/23/99
6770	6770	6158	6259	09/22/99
6763	6763	6153	6260	09/21/99
6753	6753	6144	6261	12/07/99
6758	6758	6149	6262	12/21/99
6759	6759	6150	6263	01/04/2000

Rebuilds 6256, 6261, 6262 and 6263 are in CN paint with 'ICRR' on the cab side. These are still listed as IC in the IC/CN computer.

The reason for the gap in the numbers is that 6200-6204 have one brand of computers and the units 6250 and up have a different brand of computer.

roster information from Terry Shearer

see page 8 for a photo of an SD40-3 in CN paint

Chapter News

(Continued from page 2)

Chapter's Web Site has a new e-mail address. Jim can be reached at: jimpearson@threеоaksphoto.com

ELECTIONS

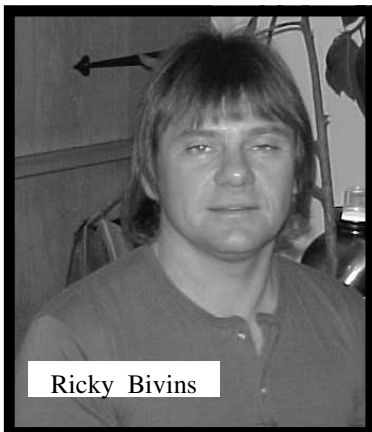
The incumbent Chapter Officers were unanimously returned for another term at



Bob McCracken

the November Chapter meeting.

Chapter President, Bob McCracken, is beginning his 11th (or possibly his 12th) term. Bob is a native of Ohio and was born in Warren, Ohio. He earned both a BS and MS in Metallurgy from Case Western Reserve University and is presently Plant Metallurgist at the GE Aircraft Engine Plant in Madisonville. Bob and Jackie have lived in Madisonville for 15 years. A live steam PRR K4

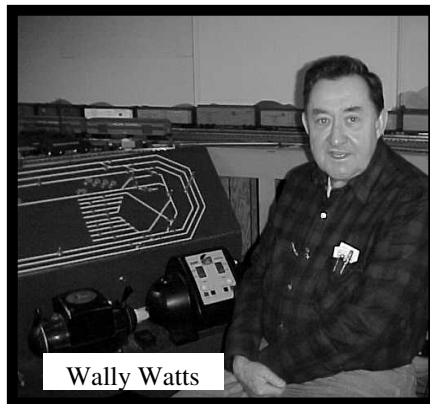


Ricky Bivins

is nearly complete in Bob's

workshop. The photo shows Bob and the K4 tender.

Ricky Bivins begins his fourth term as Chapter Vice President and Chapter Historian. He is a native of Hopkins County and never met a job he didn't like. Ricky is a licensed pilot and aircraft mechanic and is presently employed at the Madisonville Airport. Ricky is a devoted New York Central fan and also is a devout follower of the



Wally Watts

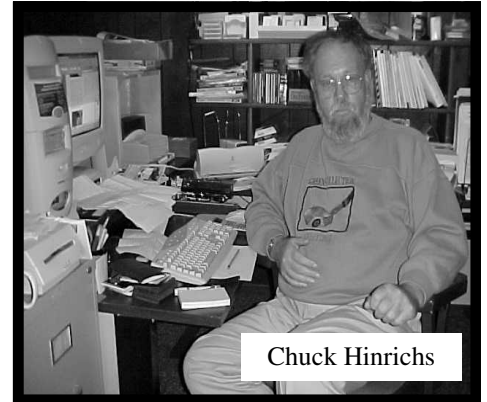
Union Pacific Railroad. He is currently busy restoring a vintage REA delivery truck.

Wally has been Chapter Secretary since the chapter was started in 1985 and is starting his 4th term as Treasurer. He is a Madisonville native and spent his working years as an insurance investigator. Wally retired in 1988 to devote his time to his many hobbies. O gauge trains (scale and toy) are a major interest and he is co-conspirator with Don Clayton in the C&W basement rail empire. Wally is a vintage music collector, old radio collector, model steam engine operator and a naval and military historian. Wally is a frequent companion of Don Clayton on rail trips and is also one of our most effective new member recruiters.

Chuck Hinrichs is beginning his fifth term as National Director and his

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fourth year as editor of PENNYRAIL, the Chapter newsletter. Chuck was born in Colorado, spent his teen years in San Francisco, served in Korea with the Army and returned to Colorado to earn a Geological Engineering degree from Colorado School of Mines. Chuck spent his working career with Phillips Petroleum and its subsidiaries and moved to Hopkinsville in 1973. He does some HO modeling



Chuck Hinrichs

and is an ardent photographer and videographer. Shirley is also a Chapter member and frequent companion with Chuck on train trips.

In addition to our elected offices there are a couple of others who are an integral part of our Chapter operations. Dennis Carnal is a regular contributor to

NEXT MONTH

Corman Dinner Train, Clarksville to Cumberland City.

Area sightings and reports on unusual rail activities.

Your article on your railroad interests.

Insight on regions various model railroad meets.

NOVEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, November, 22 7:00 pm

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

TREASURER'S REPORT:

Opening Balance		1 5 2 8 . 4 8	
<i>Income</i>			
Dues Chpt.	280.00		
Dues Nat.	348.00		
Donations	183.00		
Video	0.00		
Raffle	14.00		
Total	825.00	2353.48	
<i>Expenses</i>			
Dues Paid	376.00		
Postage	69.05		
Print	22.43		
Supplies	0.00		
Flowers	43.40		
Total	510.88	1842.50	
Ending Balance			1 8 4 2 . 5 0

MEMBERSHIP: 70

DIRECTORS REPORT: Chuck reported on the BOD meeting in Scranton. All National and Regional officers re-elected. The ALCO historic photograph controversy still rages with now quick solution in sight. Superb tours, accommodations and banquet. Bob Vittitow is stepping down as Kentucky Operation Lifesaver Director.

OLD BUSINESS: Location and time of Chapter Christmas Dinner confirmed. Bartholomew's at 6:00 pm December 13.

NEW BUSINESS: Chapter officers were re-elected - Bob McCracken, President, Ricky Bivins, Vice President, Wally Watts, Secretary-Treasurer and Chuck Hinrichs, National Director. Dennis Carnal and Jim Pearson reported on the Historical Photo Collection program. No solicitations until we are incorporated (Chuck Hinrichs is working on this) and we have proper forms for donations and loans. We also need a secure and permanent location for historical archives. Bob McCracken will check with the Badgett people for possible space in the depot basement.

ATTENDANCE Dennis Carnal, Chuck Hinrichs, Rick Bivins, LeRoy Cobb, Tommy Brown, J.D. Farris, Bob McCracken, Wally Watts, Bud Ashby, Tim Griffey, Greg Utey, Jim Bengert, Bill Heaton and Paul Bethel.

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

Three Chapter members are Operation Lifesaver Presenters. If your Company or Civic organization would like an Operation Lifesaver

TIMETABLE # 34

FOR THE GOVERNANCE OF RAILFANS ONLY

RARE MILEAGE

January 29, Clarksville, TN R. J. Corman Dinner Train
Clarksville to Cumberland City and return. \$75 per person. Call 931-647-6333 for reservations.

May 18-21. TP&W Special train over entire TP&W plus the Keokuk Jct. Ry. from La Harpe to Keokuk. We will leave Chicago on Amtrak #347 for Galesburg where our special will proceed to Peoria (this ex-CB&Q line is now operated by the TP&W). Return to Peoria Sunday night, May 21 where a chartered bus will take passengers back to Chicago. High Iron Travel, P.O. Box 50116; Minneapolis, MN 55405 612-922-7259; fax 612-922-8820.

RAIL EVENTS AND EXCURSIONS

February 18-20, North Freedom, WI Mid-Continent 25th Annual Snow Train. Steam and vintage coaches. 608-522-4261

February 12-13, Cincinnati, OH GATS Show, Convention Center. Info. 630-834-0652

February 5-7 and 12-14, Sault Ste. Marie, MI to Agawam Canyon. Algoma Central Snow Trains. Bus connections from Dearborn. Info. Bluewater Chapter NRHS 800-594-5162.

1999 HISTORICAL SOCIETY EVENTS

April 14-16, Atlanta, GA NRHS Spring BOD Meeting. Southeastern RR Museum and Porter 0-6-0T. Blue Ridge Scenic. Registration details to follow.

July 11-16, Stamford, CT NRHS National Convention. Pre-registration deadline - January 31, 2000.

October 27-29. Dallas, TX NRHS Fall BOD Meeting. Details later.

MODEL RAILROAD EVENTS

March 11, Evansville, IN Open House 1-4 pm
Jim Bengert, 1825 Taylor Ave., Evansville, IN, 812-479-4569

SIGHTINGS AND SUCH!!

Saturday, December 18th, 1999, brought an event to the Louisville, Kentucky, area of truly historical proportions - the return of passenger rail service for the first time in 20 years.

Arriving at the new loading platform directly across from the Louisville & Indiana yard office in Jeffersonville, the first southbound Kentucky Cardinal broke the banner at 8:52 am, 12 minutes late due to Amtrak's VP and Superintendent of Operations wanting everything to be just right. About 300 people were on hand to welcome the train.

This is the only Amtrak train which operates over the entire route of a shortline/regional railroad - the Louisville & Indiana's former Pennsylvania route between Indianapolis and Louisville. Right now, there are no intermediate stops between Jeffersonville and Indianapolis, although Seymour and Columbus would be logical stops. Mileage is officially 302 miles.

Consist: Amtrak B32-8W #510 in the "Pepsi Can" paint scheme, Amtrak F40 #302, Amtrak Coach #39952, Amtrak Sleeper #32066, Amtrak Sleeper #32046, Amtrak Boxcar #71140 and Amtrak Baggage (no # noted).

Amtrak says that the train is sold out for the next 3 weeks and response from the public has been quite strong. There is already talk about extending service across the Ohio River to Louisville, then possibly to the southeast - Atlanta or Birmingham. One Amtrak official stated that right now, there is no direct service to the southeast from Chicago and they want that to change. Possible extension to Louisville-Nashville-Chattanooga-Atlanta or Louisville-Nashville-Birmingham are routes being proposed.

Chris Dees

There will be a joint meeting of the state passenger groups for your four states (Kentucky-Indiana Rail Advocates, Tennessee Association of Railroad Passengers, Railroad Passenger Association of Alabama) on Saturday, January 22, at Bowling Green, Ky. **All are welcome.** NARP President John R. Martin will speak. The group will discuss the possibility of extending the new Kentucky Cardinal to Nashville. The meeting will be at 10 am (Central Time) at the Barren River Development Center (the center's phone is 1-800-598-2381).

Internet

CSX still presents a wide variety of motive power on it's Henderson Sub trains. Recent sightings include BNSF units in the new Heritage paint, SOO units in both the older red and white paint and in the CP style red paint, UP units - including a few still in SP paint, NS and WC units. The parade of lease units is also continuing unabated. Sightings include a variety of Helm units - HLGX C36-7Es, HLCX in both 4 and 6 axle configurations and HTAX - RMGX ex BN C30-7s, LRCX ex ATSF C30-7s and GATX units.

The CSX/CR units have all been renumbered into the CSX system and a few units have been spotted in new CSX paint.

Chuck Hinrichs

A&M Christmas

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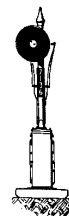
candy to the children at the numerous passenger stops. The train operated like a "local" of past years - stopping at most towns for passengers enroute to Ft. Smith. Due to excellent train handling by the A&M crew we actually wait a few minutes at each stop to meet the scheduled departure times. We arrive at Springdale, the end of most of the new mileage and the headquarters of the A&M.

We leave town with with over 200 passengers (we started with 15). The "box lunch included" was a Tyson baked chicken (1/4), rice, green bean casserole and a brownie. It was one of the best excursion lunches ever!

The Springdale-Van Buren leg is the regular A&M excursion trackage (no new miles) but the run to Ft. Smith is rare and unusual for excursion service due to congestion - UP & KCS and a lift bridge over the Arkansas River. The beautiful ex-Frisco depot still stands in Ft. Smith. Time to eat again! A rubber tired trolley takes passengers to a variety of restaurants in town.

The return trip to Monett was quick and quiet as we only stopped long enough to detrain passengers where we had picked them up in the morning. We arrived back in Monett a little after midnight - a full and interesting day!

A good nights sleep preceded a safe trip home. With these miles the "new miles" for 1999 is up over 2000.



CUMBERLAND CITY

PHOTO SECTION

Wallace Henderson called and said that he had stopped at Guthrie and talked with the office girl about the trackage to Cumberland City and what sort of operations were under way. There were a pair of Corman locomotives overnighing at Cumberland City and a crew would be sent from Guthrie to bring the train back across the Cumberland River to the CSX connection at Guthrie. The move was set for the morning of January 12. Wallace and I planned to be there but the weather man refused to cooperate. The next chance was Friday January 14 and the weather cooperated. The single GP16 laid over at the zinc plant and was scheduled to pick up loads at the wall board plant at about noon.

We left early to provide time to locate the tunnel at Palmyra and to scout out photo locations. We finally found the tunnel (a short one) right in downtown Palmyra. We missed the westbound light engine move and caught the unit at Cumberland City where the crew was lunching as the loads were not yet ready. We shot the locomotive and joined the crew in the only cafe in town. The food was OK but pretty pricey. This is the only game in town so I guess they can get away with the prices. The wall board plant is guarded so we went back near the cafe and set up for a shot with the TVA steam plant in the background. We beat the train back to Palmyra and got the tunnel shot. The light was poor for a bridge shot at Clarksville but we did catch the train and additional locomotives and loads from the zinc plant at Guthrie. We caught a few CSX trains at Guthrie and another at Trenton.

The route of the Corman Dinner Train was well scouted and the first joint railfan trip of the year was a success.



CN/IC SD40-3 6261 on n/b empty coal train at Big Bay, Illinois. January 7, 2000. This unit is exx BN 6753, ex IC 6150 and was outshopped as an SD40-3 on 12/07/99.

Photograph by Wallace Henderson



A critter (Whitcomb ?) at the Wisconsin Southern yard in Prairie DuChemin, WI. June 28, 1999.

Kodachrome by Chuck Hinrichs

“PENNYRAIL” is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, 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