

PENNYRAIL

FEBRUARY 2000

VOLUME 4 NUMBER 2

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

FEBRUARY MEETING

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

FEBRUARY PROGRAM

Ron Stubblefield will present the program **“One train right after another, and another, and another.”** This video presentation represents a compilation of Ron’s efforts over the past 10 years. There should be some steam, the Olympic train and lots o freight action in Illinois, Missouri and Kentucky (and maybe even beyond our backyard.) Sandy Byrd will provide the refreshments. It should be an outstanding meeting - be there!!!!

JANUARY MEETING

Twenty members attended the January meeting in Madisonville. Chapter President Bob McCracken provided a video showing steam operations in the Chicago area during the 1950s. Bob also provided some gourmet goodies for the meeting . Good job in both departments! CSX provided two trains during

(Continued on page 2)

HEADQUARTERS

At the Fall BOD meeting the Headquarters Search Committee gave a progress report. The report reached some conclusions: 1. Our current facility appears to meet our needs for the next 3-5 years. 2. To date, we have not identified an alternative location that makes a compelling case to move. 3. We need to continue to solicit ideas, look for and evaluate alternatives for the future.

As a bit of background - we have been in our present Philadelphia location

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
270-886-2849

e-mail
chuckrail@prodigy.net



since 1989. Current rent on the space is \$3325 per month. The space is fully utilized by both the office staff, Bulletin staff and the NRHS Library and associated research activity. I have the

Chapter News

(Continued from page 1)

the meeting. A northbound empty molten sulfur unit train rolled past the depot behind a CSX C40-8 and later a northbound tote train (Q120) passed through Madisonville with a CSX C40-8W, a CSX C40-8 and a CSX SD40-2.

MEMBER NOTES

Chapter member Don Gregory has moved and now resides at 160 County Road 951 #2131, Naples, FL 34119-9709. Don, hope your enjoying all that Florida sunshine.

Welcome to the Chapter's latest member. He is Jim Fortenberry of Lexington. Jim is a retired teacher and is working at a Lexington area hobby shop. Jim was signed up as a member by his brother. His address is Jim Fortenberry 700 Berkshire Drive, Lexington, KY 40502-3317. Welcome Jim to our Chapter!

Members riding the Corman Dinner Train out of Clarksville on January 29 were Wallace Henderson, Mike Keipp, Wally Watts, Don Clayton, Chris Dees, Bob and Jackie McCracken, Shirley and Chuck Hinrichs and Greg Utley and Linda Mills, Greg's guest. Questionable weather kept David Cooper at Home in Paris, TN. David, we missed you! A short story about the trip and a group photo is on Page 8.

Chapter member Rex Easterly

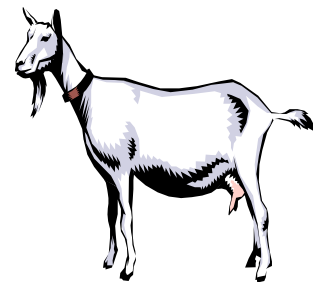
(Continued on page 5)

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 **Old Goat**...Hope everyone is "OK" this month. The weather has finally turned cold, this is the way February should be. Bring on the cold and more snow : we need a deep snow to go railfanning! Nothing like a heavy wet snow to make for great slides or video to show during the dog days of August, right? So altogether ...Sing ... Let it snow Let it snow ... Let it snow... Thank you! Now on to this month's stuff....

L & N RAILROAD BIRTHDAY RAILFANNING AFTERNOON Sunday, March 5, 2000 marks the 150th birthday of the Louisville & Nashville Railroad. On March 5, 1850, the Kentucky legislature signed a charter for the building of the railroad between Louisville and Nashville. The first train operated between Louisville and Nashville in 1859.

What better way to celebrate the 150th birthday to our hometown railroad, than to spend a few hours trackside? We plan to meet at 12:30 pm in the rear parking lot of The Messenger newspaper office on South Main Street in Madisonville. The Messenger newspaper office is located two blocks south of the Hopkins County Courthouse. You turn west on Broadway from South Main between the BP Service station and the Civitas Bank. Turn left into the parking lot beside the CSX railroad tracks.

The plan is to travel to Earlington and look over the area of the L&N yard. Most of the building foundations can

still be seen. Plus, with the help of the photos that I have, it's very easy to see the layout of the yard. We can next - weather permitting - travel southward toward Crofton. We will stop at different locations along the way and I hope to see a few trains. A few Sundays ago Jim Pearson and I saw five trains between Madisonville and Crofton during three hours.

Returning to Madisonville, we will take a tour of the CSX Atkinson Yard and Locomotive Shops. Let's hope for a bunch of locomotives parked in the shop. We will end the afternoon with dinner, no not in the diner , but at the Cracker Barrel Restaurant located on East Center Street at the Pennyraile Parkway interchange, east of Wal-Mart. Dinner should be around 6:00 pm for anyone that would like to join us. These plans are subject to change due to weather conditions. It will be canceled if it rains, but, if it's snowing...LET'S GO!!! If you plan to attend this trip, please let me know. Call after 7:00 pm at 270-825-0695. Come along with us. You may learn some something about your hometown railroad, that you didn't know before.

L & N HISTORICAL SOCIETY YEAR 2000 WALL CALENDAR Keith Kittinger, a Director of the L&N Historical Society, has a supply of the special 150th anniversary L&N wall calendars for sale. These calendars are 22" x 28" and printed in the same style as the L&N calendars made

(Continued on page 3)

THE OLD GOAT

(Continued from page 2)

during the 1950s through the 1970s. They show a large old style L&N logo in red and an L&N system map from the mid-1970s. These calendars are a true railfan collectors item. The cost of these calendars is \$ 7.00 each. You save \$5.50 in shipping costs by getting your L&N calendar from Keith. See Keith at the February meeting or call him at 270-825-3458. Please call only at night. He still works third shift for CSX and calls during the daytime might wake him up. Thank you.

MODEL RAILROADER MAGAZINES GIVEAWAY

Charlene Davis, the wife of the late Lionel Davis, has given Keith Kittinger, Lionel's magazine collection. She wanted Keith, or anyone else that could use these magazines, to have them. Over twenty boxes of various magazines were stored for this giveaway. So far, Lionel's magazine collection has been shared by fifteen chapter members. The remaining magazines are copies of Model Railroader 1990 through 1999. Anyone that would like these magazines can call me at my home phone number 270-825-0693 to arrange to pickup these copies. Anyone can have any copies or they can take all the copies. No limit. If I don't hear from anyone by the end of March, the magazines will be put in the chapter's raffle over the next few months.

Rick Andrews reports that the Alco MRS-1, that was used during the mid-1980s at the Roberts Brothers coal loadout in Charleston, KY, has been sold to the Kentucky Railway Museum at New Haven. The locomotive had been stored in a heated shop building on the mine property for a few years since it's last

use at the loadout. Last summer a person from Providence purchased the locomotive from the coal company.

Ricky Bivins and Ron Stubblefield noted the locomotive parked at the Paducah & Louisville West Yard in Madisonville last fall. No one knew at that time where the locomotive was shipped to from Madisonville. Here's a short history on this type of locomotive. During 1952, the EMD Division of General Motors built 13 of the MRS-1 locomotives for the U.S. Army. The 1600 hp locomotives rode on six-axle multigauge trucks. Between March and October 1953, Alco Locomotive Works built 83 MRS-1s for the U.S. Army. These locomotives were rated at only 1000 horsepower and rode on six-axle multigauge trucks. These locomotives were very expensive for the 1950s at about \$ 500,000 each. The locomotive that was used at the Roberts Brothers loadout was last used by the U.S. Navy in Baltimore. This information came from Spencer Brewer. Spencer has video of this locomotive at work loading a coal train during the fall of 1985.

A couple of other old pieces of rolling stock passing through Madisonville has been noted by our members. A few weeks ago, I noted a gon in the consist of a southbound manifest train in Madisonville, still lettered and painted with the old Pennsylvania Railroad colors complete with the Pennsy keystone. Not bad, a gon still in full Pennsylvanian paint, after the 1968 merger with the New York Central, noted in January 2000. Spencer Brewer noted an old coal hopper car still in Gulf, Mobile & Ohio paint, but sub-lettered for some short line, passing through on a CSX manifest freight on February 5th, 2000. Not a bad sighting, since the GM&O was merged

PENNYRAIL

with the Illinois Central back in 1972. Many times railfans only watch the locomotives as a train passes by and pay little notice to the cars. But, as you can see from these two reports, you can still see freight cars from railroads that have been gone for years passing through your hometowns in the year 2000. Might be a good idea to start watching the complete train pass by. You may be surprised by what you see!

Well, that's all for this month. Next month, I plan to write a short history of the L&N Henderson Subdivision to help mark the 150th birthday of the L&N Railroad. I plan to look at the very start of the HD in 1870, then look at highlights from 1950 to today. I also will have some questions about the HD to test your knowledge about your hometown railroad.

Remember to send in your information for use in this newsletter each month. We can always use more information. Hope to see you at the February meeting or trackside during the coming weeks. Take care.



Dennis Carnal

AS OF FEBRUARY 7, THERE ARE STILL 11 CHAPTER MEMBERS WHO HAVE NOT PAID THEIR DUES. GET OUT YOUR CHECK BOOK AND PAY YOUR DUES. DON'T MISS OUT ON UPCOMING CHAPTER ACTIVITIES AND YOUR PERSONAL COPIES OF "PENNYRAIL." THOSE WHO HAVE NOT PAID THEIR DUES BY MARCH 1, 2000 WILL BE DROPPED FROM THE MEMBERSHIP ROLLS AND THE CHAPTER MAILING LIST.

**L&N
MEMORIES**

I lived in Frankfort for about 1 year during 1959 and 1960. Smelly town with the distilleries but great memories of the passenger station, tunnel, and the C&O's George Washington. It was also home of the F&C Railroad. First time I visited the property as a fan was in 1968 was with the band at the Governor's Inaugural Parade. They still had strike signs posted around the shop. They rostered GE 70 Tonners 100-103 and had just got a foreign unit in the Pinsley family, Montpelier and Barre (Mom corrected me, I called it bar and she said no its Barry.) Even rode the F&C to Georgetown one day to the Southern interchange. That is one crazy ride up the hill and over the bridge to get out of Frankfort. The F&C shop was always open for visits and their General Manager Bruce Raine was friendly but were non union when I was around them. The L&N S-1m was for the longest time #39. #48 worked Lexington and either 50 or 60 worked the P&M branch to Maysville. 39 usually made a night time run to Millville so I never photographed the run but did shoot the unit at Frankfort. I think this same crew worked as a Frankfort yard engine crew switching in the evening.

I did run into one of the L&N test trains on the Hermitage spur. It had one of L&N's rare GP18's and was testing high cube boxcars for the AAR on some of the spurs sharp curves. Also have a few shots of L&N freights through Frankfort's downtown area. The HK turn used to stop across from the Old Capital Bldg. and the crew would go to a local diner and leave the RS-3 and train stopped on the main street.

The L&N agent was in the freight depot and they had an

(Continued on page 7)



**HENDERSON SUB
TRAINS AND LOCOMOTIVES**

CSX's Henderson Sub has seen an ever-changing train line up since the absorption of CSX's share of Conrail. As reported earlier, Q646 now goes to Louisville and Q126 goes to Memphis. The Q128-129 pair is not exclusively UPS and has a changed schedule. There are several new trains in the 500 series as well as an automotive train - Q270. The complete line up of scheduled freights is:

No.	Freq	Origin	Destination	Time*
Q120	Daily	Jacksonville	Chicago	1845
Q121	Daily	Chicago	Jacksonville	0830
Q122	Daily	Atlanta	Chicago	1530
Q123	Daily	Chicago	Atlanta	1615
Q124	Daily	Jacksonville	Chicago	0530
Q127	Daily	Chicago	Jacksonville	0600
Q128	Daily	Nashville	Chicago	1010
Q129	Daily	Chicago	Nashville	0600
Q270	Daily	Nashville	Walbridge OH	0800
Q514	Daily	Nashville	Indianapolis	1030
Q556	Daily	Nashville	Evansville	2320
Q557	Daily	Evansville	Nashville	0710
Q575	A/R	Chicago	Birmingham	0500
Q585	A/R	Chicago	Nashville	1800
Q586	SMWF	Nashville	Danville IL	1745
L586	TTS	Nashville	Chicago	1745
Q587	TTS	Blue Island	Nashville	1100
Q588	Daily	Nashville	Bensenville IL	1045
Q592	Daily	Waycross GA	Chicago	2315
Q595	Daily	Chicago	Birmingham	1845
Q596	Daily	Nashville	Chicago	0500
Q597	Daily	Chicago	Nashville	0715
Q645	Daily	Chicago	Nashville	1800
Q647	Daily	Chicago	Waycross GA	0415
Q648	Daily	Nashville	Chicago	0015
0651	Daily	Indianapolis	Nashville	1430

* approximate time through Madisonville (EST). Schedules will vary. S trains are second sections. Data from The Bull Sheet web page.

This list shows 25 scheduled freights operating daily over the Henderson Sub. There are also several coal movements, grain trains, molten sulfur trains and fertilizer unit trains. It is not unusual to see 30 to 40 trains moving over the backyard rails during a 24 hour period.

The taconite (iron ore) trains coming to CSX from Wisconsin Central are running again though for only an undetermined length of time. These trains are symboled K160 and are likely to have off-line power (WC, BNSF, CN). There has been no resumption of the coal back haul that was operated between Birmingham and northern Indiana.

As of 2/20/2000 there are 19 locomotives still on CSX's active roster in Chessie paint, 1 unit in C&O paint, 12 locomotives in Family Lines paint and 11 still in Seaboard paint. Most of these units are GP38s, GP40s and B23-7s. There are no units remaining in B&O, L&N or RF&P paint. These fallen flags are quickly disappearing so get your pictures while you can.

With the continuing delivery of new high horsepower locomotives the ranks of pre - 2 EMDs and -7 GEs are thinning quickly. 62 GP40s are reported on the active roster (including 23 in the MOW fleet) and but 63 C30-7s are still in active service. For comparison, a 1994-5 roster listed 151 GP40s and 94 C30-7s. The GP38 ranks are also quite thin though an actual count is not presently available, though there are 10 included in the fallen flag listings.

With newer SD70 and SD80MAC power assigned to Grafton, WV the 10 CSX SD60s are now in general service and have been seen on the Henderson Sub.

Chapter News

(Continued from page 2)

has been having some health problems. We wish Rex and Melanie all the best during the upcoming tests. We hope and pray for Rex's complete recovery.

On the Clarksville Dinner Train your editor had a chance to talk with Mr. Bob Perry, General Manager of the Dinner Train, and discuss with him our interest in, and willingness to work with him, on an excursion from Bowling Green to Cumberland City and return. I got an e-mail from Bob and his comments were:

"I definitely want to come back down and run the entire Memphis Line. I was speaking to the super of that line yesterday, and came up with a possible plan.

Start in Bowling Green, stop at the Russellville station for coffee, continue on to Guthrie and stop for pictures of CSX trains. Then on to Clarksville and stop at the station for a stretch and begin lunch. Continue on to Cumberland City and then return. As soon as we cross the KY state line again, begin serving cocktails and appetizers, and arrive back in Bowling Green.

I don't know if we can do this until next January, our schedule stays pretty full during the summer and fall. I will probably work with a hotel or state park so the long distance travelers can come in early, and maybe even have a meal/lecture the night before. I am good friends with Jim Porterfield who writes the food column in Railfan Magazine, and can probably get him to come down and host the event.

I look forward to working

with you on this "

This sounds very exciting and I will keep you all posted as things firm up. *CFH*

Chris Dees also reports on an interesting run being firmed up in Indiana.

"Just approved on January 30, 2000, at the IRM Board of Directors meeting.

The Indiana Railway Museum, in cooperation with its common-carrier affiliate, The Dubois County Railroad, is pleased to announce the following planned rare-mileage excursion.

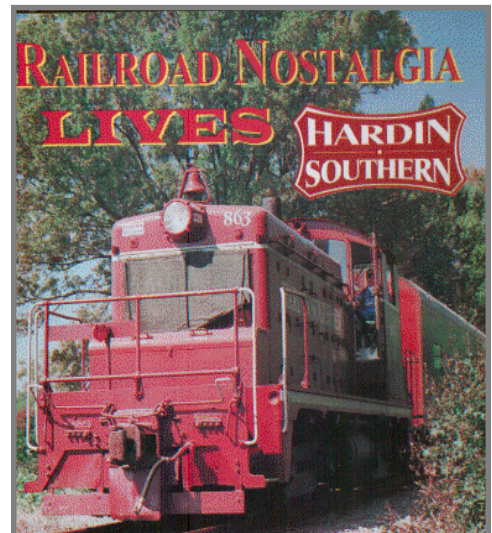
Dubois County Flyer Rare-Mileage Excursion Date: November 4, 2000 (day long trip departing 9 am, with 5 pm return back at French Lick) Route: Former Southern Railway branch line from French Lick, Indiana, to Huntingburg, Indiana. Mileage: 32 miles one-way, 64-miles round trip Cost: \$60 per person, \$45 one-way, \$45 for children u n d e r 1 2 Equipment: Heated coaches pulled by 1st generation GE 80 Ton, Alco RS1, and Alco S2

Cost of trip includes catered box lunch featuring authentic German cuisine from the famous Schnitzelbank Restaurant in Jasper, Indiana. At least one photo run-by is also planned.

Tickets will go on sale sometime in late May/early June time frame.

F r e n c h L i c k i s approximately 1.5 hours west of Louisville, 2 hours south of Indianapolis. Lodging is available at the French Lick Springs Hotel & Resort, as well as numerous hotels (Holiday Inn, Hampton Inn, Days Inn, Sleep In, Best Western) in Jasper and Huntingburg.

PENNYRAIL



**NOSTALGIA TRAIN
& RESTAURANT**
STATE ROUTE 80, HARDIN, KENTUCKY
In The Jackson Purchase Near Murray & Paducah

**VISIT HARDIN FOR
TIMELESS NOSTALGIA
ON A CENTURY-OLD
RAILROAD DESIGNATED A
KENTUCKY LANDMARK**

Enjoy a meal at our restaurant serving authentic railroad dining car food. Lean back amidst the history and comfort of our climate-controlled coaches, sip a cold soft drink, and thrill to a journey to yesterday riding the train over the route of the Nashville Chattanooga and St. Louis Railway deep in the Jackson Purchase. Experience the captivating unspoiled beauty of the Clarks River Valley. Witness the lush legendary forests of Kentucky's past and timeless rich beauty of her farmlands.

NEXT MONTH

L&N 150th Birthday Party report.

Area sightings and reports on unusual rail activities.

Your article on your railroad interests.

Insight on regions various model railroad meets.

2000 TC Museum Excursion Schedule

JANUARY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, January 24 7:00 pm

President McCracken called the meeting to order and the minutes of the November meeting and the current treasurer's report were approved as corrected

TREASURER'S REPORT:

Opening Balance		1 842.50	
<i>Income</i>			
Dues Chpt.	40.00		
Dues Nat.	227.00		
Donations	0.00		
Video	0.00		
Raffle	10.00		
Total	277.00	2119.50	
<i>Expenses</i>			
Dues Paid	155.00		
Postage	26.40		
Print	16.96		
Supplies	6.72		
Total	205.08	1914.08	
Ending Balance		1 914.08	

MEMBERSHIP: 70

DIRECTORS REPORT: Chuck reports the heritage grant for chapter projects might be available to us next year. We should consider it for our project of preserving artifacts, photos, etc.

OLD BUSINESS: Our application for incorporation is in Frankfort and apparently everything is in order and we should be incorporated in the near future. Chuck is working on a set of model by-laws which he hopes to have finished for our approval by the next meeting. The chapter elected officers will serve as directors of the corporation. The fee for the lawyer's work on the project will be \$200.

NEW BUSINESS: Everything finalized for the R. J. Corman Dinner Train in Clarksville on the 29th. About 10 from our chapter plan to attend. On 5th March, it will be L&N's 150th anniversary. Dennis suggested we take a picture of our group probably at the depot here to send in to our publication or possibly L&N historical society. Jim Bengert's open house at his layout will be on 11th of March. More details at February meeting.

ATTENDANCE: Wally Watts, J. D. Farris, Tim Griffey, D. A. Fraser, Rick Bivins, Jim Finley, Dennis J. Carnal, Billy Byrd, Chuck Hinrichs, Wallace Henderson, Louie Hicks, William J. Turner, Greg Utley, Sandy Byrd, Leroy Cobb, Bob Moffet, .Bud Ashby, .Bob McCracken, .Paul Bethel and .Don Clayton.

AS OF FEBRUARY 7, 2000 THERE ARE STILL 11 MEMBERS (7 CHAPTER ONLY AND 4 FULL MEMBERS) WHO HAVE NOT RENEWED FOR 2000. THOSE WHO HAVE NOT PAID THEIR 2000 DUES WILL BE DROPPED FROM THE CHAPTER MAILING LIST PRIOR TO PUBLICATION OF THE MARCH "PENNYRAIL."

PAY YOUR DUES TODAY!!!

TIMETABLE # 35

FOR THE GOVERNMENT OF RAILFANS ONLY

RARE MILEAGE

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

Hardin Southern RR Hardin, KY The Hardin Southern now operates a restaurant in conjunction with the train that runs from Hardin to Murray and back. Trips start late in May. Info 270-437-4555 (see brochure on p 5)

March 5 Madisonville, KY Chapter party to celebrate L&N's 150th birthday. See the Old Goats column for details.

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.

September 21-24. New Orleans, LA IC Historical Society Annual Meeting. Details later.

October 5-8, Louisville, KY L&N Historical Society Convention - L&N 150th Birthday Details later.

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

March 11, Louisville, KY NMRA div. 8 train show and swap meet. Robert E Newman VFW Post 4809 Poplar Level Road. 11 am to 4 pm. \$4 admission. Info: Jerry Ashley, 502-893-0801.

SIGHTINGS AND SUCH!!

1-24-2000 Mortons Gap K869 CSX 7572 and SOO 6054

A dog's breakfast lashup on CSX Q596 at Guthrie, 1-28-2000, CSX 7050, 1513, 6491, 2320 and 1103. CSX 9729 (MOW Orange) and a flanger. Q557 CSX 8578, 7857, CN 9303, CSX 6404, 2309 and 7613. Q127 CSX 337, 8212 and CEFX (SP) 9401.

1-30-2000 Q123 at Crofton CSX 8611 and RMGX(BN) 5040.

2-9-2000 Casky Q597 CSX 2648, EML 6311 and CSX 8575.

2-2-2000 Casky Q597 with a pair of CSX SD60s - 8704 and 8706.

2-10-2000 Casky L586 CSX 8229 and CEFX (SP) 9500.

Another odd lash-up - 2-17-2000 Crofton Q514 CSX/CR 8678, HLCX 5025, CSX 6076, 2310 and 6430.

2-21-2000 Kelly Q575 WC 7505, NS/CR 8202 and CSX 1521

2-9-2000 Paducah and VMV

There were a pair of UP coal trains holding in P&L's south yard. They will go to Grand Rivers to unload at the mixing and barge loading facility. Power was: UP 6887, GECX 4003 and UP 6846 on one train and UP 6628 and SP 215 on the other.

P&L 8343 and HLCX 3678 were at VMV's south gate.

P&L GP10s 1978, 8340 and 8370 were working the north yard.

Around the VMV shop were KCS 736, SOO 773, SP 7241 and 7756, LLPX 2231, P&L 3600, and a pair of GP38s in green and yellow paint 224 and 227.

There is still a goodly number of UP SD90MACs (the 6000 hp versions) in the shop and yard area. I estimate 35 to 40 units out doors and possibly more in the shop. Positively identified are 8504, 8506, 8508, 8510, 8512, 8514, 8517, 8519, 8523, 8529, 8536, 8537, 8538, 8540, 8543, 8544, 8545, 8546, 8547, 8548, 8550, 8552, 8556, 8557, 8558, 8559, 8560 and one in primer. There are also an estimated 18 SD90MACs (the 4300 hp version) in maroon paint with diagonal white stripes on the nose and lettered CEFX, positively identified are 102, 103, 104, 105, 106, 107, 108, 112, 113, 114, 115 and 118. The CEFX units have the nose configured like the early UP units (irregular shaped windshield and no slope on front of nose) and number boards on the nose rather than above the windshield.

Also on the VMV back lot are the ATSF GP20s, but quite a few less than noted late last year. Also on the back lot were the following: P&L 8311 and 3600, **TTCI 2001 (this is an unidentified 4 axle EMD in a spectacular new red white and blue paint scheme harking back to the units painted for the bicentennial)**, GT 6205 and 6206, SP 7420, 7244, 7246 and 7474, CSX 6677, SBD 6206, CHESSIE 2082, M&NA 6527 and SP 8545 and 8534. *CFH*

L&N Memories

(Continued from page 4)

operator handling train orders with the dispatcher at Ravenna. This was located on the lead from the main to the F&C yard. The recent CSX Kentucky Derby train was parked on that lead only they now call it Frankfort Scrap. How things have changed. It used to be a yard with a shortline RR and circus piggyback ramps and two F&C lines to the distilleries down near the river and the mainline to Georgetown.

Be glad to share some of the Frankfort shots when I can dig them out. The person who can talk about Frankfort railroads works in Frankfort for the Kentucky state police and maintains the L&O webpage. He used to be conductor for the F&C and went on to be an L&N operator at Frankfort. His name - E d V a s s e r . He was also a dispatcher for the TTIS when they first began running. He is a model Railroader and was a member of L&NHS.

This brief essay was posted by Dennis on the Internet and is here

Recommended Reading

with his permission. CFH

L&N's Memphis Line Dennis R. Mize

Dennis Mize has done a magnificent job detailing the history of the L&N line from Bowling Green to Memphis. This is not a glitzy picture book, but an honest and true historical effort with lots of detail and comments from railroaders (including our own Billy Byrd.)

The book is available through the L&NHS, Arbor Books in

DINNER ON THE MEMPHIS LINE

Chuck Hinrichs

Wallace Henderson got word of a Clarksville to Cumberland City run of the R J Corman Dinner Train set for Saturday, January 29, 2000. The news spread quickly by word of mouth and about a dozen Chapter members had signed up before the train was sold out. The equipment - a pair of FP7s, two diners, a kitchen car and a diner lounge came down from Bardstown via CSX to Bowling Green and then on Corman rails to Clarksville and then across the river to the Zinc plant where the train was spotted until it's first run Friday evening - a run for Corman customers and guests.

Saturday dawned cloudy and cold with the possibility of snow and slick roads but, while the skies never cleared, the roads remained passable and all of our group (with the exception of David Cooper) were in Clarksville well in advance of the scheduled 5 pm departure. The nicely restored ex L&N Clarksville depot was open for the passengers prior to departure.

We boarded a bit before 5 pm and were on our way westbound in just a few minutes. We passed through Clarksville and crossed the Cumberland River in fading light and completed the trip in darkness. The superb four course dinner with beef, chicken or fish entrees was served promptly and efficiently and desert was served as the train paused on the Cumberland River bridge on the return leg of the trip. The view of Clarksville - the river and all the lights was a spectacular finale to a delightful trip. Time constraints put the turn-around just short of Palmyra - a few miles from Cumberland City and the end of the Corman (ex L&N) tracks. The manager of the Dinner Train, Bob Perry, is a friend of your editor and as such I was afforded a short

PHOTO SECTION



Ten chapter members and a guest pose in the snow before departing on the R J Corman Dinner Train running from Clarksville to near Palmyra, TN. January 29, 2000

Photo by Wallace Henderson



The R J Corman Dinner Train, behind a pair of FP7s, waits at the ex L&N depot at Clarksville, TN before heading west with a full load of hungry railroad enthusiasts. January 29, 2000

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

Chuck Hinrichs