

# PENNYRAIL

MARCH 2000

VOLUME 4 NUMBER 3

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



## Chapter

## MARCH MEETING

**MADISONVILLE, KENTUCKY**

**Monday, March 27**

**7:00 PM**

**L&N Depot**

## PROGRAM

Chapter Member, Paul Bethel, will bring Greenville writer and story teller, Paul Camplin, to entertain and enlighten the membership with stories about railroads and railroaders. Camplin has written several books and is a writer for the Greenville Leader-News. Louie Hicks will provide the refreshments. This promises to be a different and entertaining evening. Make sure to be there!

## FEBRUARY MEETING

Twenty-one people attended the February NRHS meeting in Madisonville. They enjoyed a video produced by Ron Stubblefield and refreshments provided by Sandy Byrd. Many thanks to both. CSX provided three trains through downtown Madisonville during the meeting time. The first train, at 7:15, was northbound manifest Q556 behind a CSX B40-8, and a CSX C41-8W, then at 7:45, northbound tote train Q120 behind two 9000 series CSX C44-9Ws rolled past the depot. As the meeting was about to close, an

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  
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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

## CONVENTION UPDATE

There has been a change in the Headquarters Hotel for the 2000 Convention. The Stamford Marriott will be the headquarters.

The Marriott is closer to the downtown area with its shopping and dining possibilities. The hotel also features direct limousine service to and from JFK, La Guardia and Newark Airports. (no word on any transportation to and from Amtrak - but then we are only a railroad organization).



Preregistration is closed but there should be no problem in accommodating late registrants. See you NRHS News for details and info on pre- and

**Chapter News**

*(Continued from page 1)*

empty unit grain train G986, powered by one SD40-2 in CSX colors, rolled northward through Madisonville toward Evansville.

A nice way to close out an overall very good meeting with a nice crowd.

**CHAPTER  
ACTIVITIES**

Keith Kittinger, still has some L&N Historical Society Year 2000 wall calendars for sale. The price is \$7.00 each. You can save \$5.00 in shipping costs by getting your L&N calendars from Keith. Call Keith at 270-825-3458. Please call only at night.

This is your last chance for the **Model Railroader Magazines** dated 1990 to 1999. These magazines are for anyone that wants them. You can have all of them, no limit. If I don't hear from anyone before the March meeting, I will bring some of the magazines to the meeting for the raffle. Hurry and give me a call at 270-825-0693 before these issues of Model Railroader are gone.

Your Chapter Public Relations person, Jim Pearson, has revised and up-dated the Chapter's web site. The new format looks great and there are links to many interesting railroad and historical sites. If you are on-line visit us at:

[www.threeoaks.com/wknrhs](http://www.threeoaks.com/wknrhs)

*(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....Welcome to Spring 2000! Wait a minute, a new weather forecast is coming in.... Winter Storm on the way!!! Yes, it's true! As I write this column on Friday night, March 10th, the weather forecast for the next day calls for rain turning to snow!!! After a week of 80 to 85 degree temperatures, the forecast is calling for between four to six inches of snow! GREAT !!! Looks like I will be railfanning Sunday afternoon in the **SNOW**. But first, I have to write this column. Away we go.....

Sunday, March 5, 2000 marked the 150th birthday of the Louisville & Nashville Railroad. On March 5, 1850, the Kentucky legislature signed the charter for the building of the railroad between Louisville and Nashville. The first train operated between Louisville and Nashville in 1859.

While the CSX ex-L&N Henderson Subdivision doesn't date back to the 1850s, it does date back to its building during the 1860s. The Evansville, Henderson & Nashville Railroad started building the railroad southward from Henderson in the late 1860s. The line reached Madisonville on Christmas Day 1869. The railroad was built to Earlington during February 1870. The first coal shipment moved northward from Earlington to Henderson in late February, 1870. The building of the line between Earlington and Hopkinsville

took place during 1870. The railroad was built from both directions with the last rail being laid near Mannington in February, 1871. During the week ending February 25, 1871, the first coal shipped southward from Earlington moved over the new railroad. These 27 cars of coal, each car carrying around 10 tons of coal each, marked the start of many coal trains moving southward from Earlington during the next 100 years.

With the railroad complete between Henderson and Nashville and the market for Western Kentucky coal starting to open up. The Evansville, Henderson & Nashville Railroad was purchased by the Louisville & Nashville Railroad in 1879. As they say, the rest is history (Next month I will cover some of the history of the L&N Henderson Sub and add some of my memories of watching trains passing through Earlington over the years.)

But, now let's move ahead to March 5, 2000 and recap our chapter's celebration of 150 years of the L&N Railroad. Sunday morning dawned sunny and warm. Looks like a picture perfect day for railfanning. Just hope that CSX runs lots of trains! Arriving at the Messenger newspaper parking lot at 12:30, a few chapter members were already on hand. We waited till almost 1:00 before leaving for Earlington. Chapter members along on the trip were Rick Andrews, Dennis J. Carnal aka The Old Goat, Leroy Cobb, Chris Dees,

*(Continued on page 3)*

## THE OLD GOAT

*(Continued from page 2)*

Jim Finley, Jim's son Taylor Finley, David Fraser, Rich Hane, Chuck Hinrichs, Shirley Hinrichs, Bob McCracken, Ron Stubblefield and Wally Watts.

The first train sighted was a lone Paducah & Louisville GP10 passing over the South Main Street overpass in Madisonville headed to West Yard. It was at this point in the fan trip that Stubby became overcome with hunger and darted into Burger King for a snack! Man, not ten minutes into the fan trip and Stubby stopping for food!

Anyway, arriving at the sight of the L&N roundhouse and yards in Earlington, the members stayed around for over an hour looking over the layout of the passenger station, freight house, roundhouse, ash pit, coaling tower, sanding station, water tanks and yard tracks. Most of the foundations to these structures can be seen, plus with the help of photos and a copy of a 1926 Earlington city map showing the layout of the rail yards, it's fairly easy to guess that this was once an important part of the L&N Railroad 100 years ago.

While looking around the old yard in Earlington, we watched our first CSX train for the afternoon. It was southbound tote train Q123. Power on this Chicago to Atlanta piggyback train was two CSX C40-8Ws. This would be the only train today being pulled by a pure CSX lashup. After a group photo in the former yard, we headed on south to Mortons Gap. A southbound manifest train, that had made a pickup at Atkinson Yard in Madisonville was coming toward Mortons Gap on the cutoff main. This train, Q651, was stopped on the cutoff to let another

southbound manifest train run ahead of it. After waiting for about thirty minutes, the first southbound manifest train showed itself at Mortons Gap. Coming off the Earlington Main was manifest train Q581 behind one CSX C40-8W and a leased FURX Leasing SD40-2. This was the first FURX Leasing locomotive that any of us had seen. It was painted silver with the nose and a wide strip around the body painted a light green. FURX Leasing is owned by the Canadian National. CSX has 25 locomotives on lease from FURX at this time. Seven minutes after Q581 passed through Mortons Gap, Q651 got it's turn to head toward Nashville. This long train had something for any railfan with it's locomotive lashup. Leading the train, a Union Pacific B40-8 ex-Southern Pacific, Union Pacific C30-7, Southern Pacific B30-7 (still in full SP paint), Union Pacific C41-8W, Kansas City Southern (ex-Canadian National) GP40-2W and a CSX AC44-9W.

Next stop Nortonville! We waited for our next train at the location of the former Illinois Central-Louisville & Nashville crossing. The foundation for the joint IC/L&N depot can still be seen. Also, once located around this once busy railroad crossing was a freight house, hotel, coal company office building, four coal mines and a power plant. After looking around the crossing, northbound unit train K819 with covered hoppers and molten sulfur tank cars rolled through Nortonville. Power on this train was a pair of CSX C40-8Ws and one Livingston Rebuilt Center SF30C (an ex-Santa Fe U36C.) This train was meeting a southbound train at Mortons Gap so we headed to the north end of the Nortonville siding to see the southbound train. This was train K851, an empty covered hopper train. Power on this train was a Union Pacific C40-

## PENNYRAIL

8, a Norfolk Southern GP38-2, a Union Pacific SD60 and a Norfolk Southern SD60M (still in Conrail paint.) The afternoon was passing by very quickly and it was time to head for Atkinson Yard in Madisonville for a quick tour of the locomotive shop and yard before dinner. Chapter member and CSX employee Keith Kittinger showed the group around the locomotive shops while the guests took photos and looked in the cab of a CSX AC44CW # 201. This locomotive had a traction motor catch fire the night before and was headed to Corbin shops for repairs. The chapter members got a cab ride on two other CSX AC44CWs # 281 and # 313 around the shop area. Chapter President Bob McCracken got a turn in the engineer seat moving the General Electric units. I wonder if Bob is still wearing that big smile after running the big AC power! Many thanks to Keith for the tour!

Also parked at the Atkinson shops during our tour were four CSX GP40-2s and one CSX GP40-2/GP30 mother and slug set. The time was now 6:00 pm and time for dinner at the Cracker Barrel Restaurant in Madisonville. At the restaurant we were met by Don Clayton, Ricky Bivins and Betty Jean Jackson. After dinner we headed to our homes after a very nice afternoon of railfanning the CSX ex-L&N Henderson Subdivision. Happy Birthday L&N Railroad!!

Well, that's all for this month. Next month, I plan to write a short history of the L&N Henderson Sub looking at some of the important dates in history along the HD. I will also tell of the years watching trains pass through Earlington during the 1960s and 1970s. I will have some questions for you about the HD like, Where and what was Seldon? Where is the steepest grades between Evansville and Nashville? Where was Chesley? Here's a hint, we were there on March 5th! When did the first L&N piggybacks

*(Continued on page 5)*

## TIE DATE NAILS FOR ROAMERS

WHEN PEOPLE SAY "WHY DO YOU LIKE TRAINS", MY SIMPLE REPLY IS, "I DON'T KNOW". I KNOW WHAT I LIKE ABOUT TRAINS, AND RAILROADS, AND TRANSPORTATION, AND TRAVEL, AND MECHANICS, AND CONSTRUCTION, AND MANUFACTURING, AND OPERATIONS. BUT I DON'T KNOW WHY I LIKE THOSE THINGS ANY MORE THAN I KNOW WHY I LIKE MUSIC, ART RELIGION, OR ICE CREAM.

THERE ARE PARTS OF TRAINS AND RAILROADS THAT I CARE LESS FOR, JUST AS THERE ARE KINDS OF MUSIC THAT I CARE LESS FOR. BUT, BY AND LARGE, I JUST LIKE TRAINS. ONE OF MY HAPPY MEMORIES IS ABOUT TIE DATE NAILS.

A TIE DATE NAIL IS A NAIL WITH A DATE ON THE HEAD. AT ONE TIME, RAILROAD MAINTAINERS DROVE A NAIL, ABOUT 2 1/2 INCHES LONG, INTO THE CROSS-TIE WHEN THE TIE WAS LAID. THE NAIL HAD TWO NUMBERS ON THE TOP OF THE HEAD, SUCH AS 24, FOR THE YEAR 1924. THE IDEA WAS TO LEARN HOW LONG CROSS-TIES WOULD LAST IN CERTAIN LOCATIONS UNDER CERTAIN CONDITIONS. KNOWING THIS WOULD HELP THE RAILROADS PROJECT THEIR NEEDS FOR FUTURE CROSS-TIES AND BUDGET THEIR MAINTENANCE DOLLARS. THIS SOUNDS VERY BASIC, AND BORING PERHAPS, BUT THE ROMANCE OF TIE DATE NAILS IS IN ANOTHER FORM.

SOME BOYS (AND SOME GIRLS TOO) ARE ROAMERS. THEY ROAM THE WOODS, THE CREEKS, THE BACK ROADS, AND THE RAILROAD TRACKS. JUST AS PEOPLE LIKE TO FIND A COIN WITH A MEANINGFUL DATE ON IT. ROAMERS LIKE TO FIND TIE

*(Continued on page 7)*



## THE EDITOR'S NOTEBOOK

Chuck Hinrichs

### STEAM FOR SALE !

D. F. Barnhardt & Associates is proud to announce the auction sale of the C&O 614 Locomotive and tender which is scheduled to take place on May 20, 2000. The C&O 614 was the final mainline passenger steam locomotive built by the Lima Locomotive Works in Lima, Ohio, with final work completed in January 1948. Designed and built to pull the Chesapeake & Ohio Railroad's premier express passenger trains, The George Washington and The Fast Flying Virginian between Richmond, Va. and Chicago, IL., the 614 was retired from service in 1952 and was relegated to a storage track in a Kentucky roundhouse for nearly two decades.

In 1976, the 614 was cosmetically restored and donated to the Baltimore & Ohio Railroad museum in Baltimore, Maryland. In 1979, the #614 was sold to a private individual who oversaw a crew of 15 mechanics and some 100 volunteers to completely rebuild the coal-fired locomotive. The project took 18 months and \$1.5 million to complete. Modifications to the 614 included the doubling of the fuel capacity from 25 to 50 tons and the doubling of the water carrying capacity from 25,000 to 50,000 gallons. All modifications were aimed at enabling the locomotive to pull a 25 car passenger train all day without the need to stop for any type of service. With the increase capacities, the #614 today can equal the range of a modern diesel - electric locomotive. In fact, the 614 remains the only steam engine ever leased by Amtrak, having pulled "The Cardinal" at speeds approaching 80 miles per hour on its run through West Virginia.

The locomotive stands 16 feet tall, is 112 feet long, develops approximately 5,000 horsepower, and at her peak is capable of running 120 miles per hour. Fully equipped with the latest communications gear, the 614's superb condition and robust nature should provide the new owner with many years of profitable service.

The D. F. Barnhardt & Associates Railroad & Tourist Rail Magazine will present additional information in its April, 2000 edition. Other related equipment may also be available at this auction. Potential bidders may contact D. F. Barnhardt & Associates for a complete listing of equipment to be auctioned as well as the time and location of this historic event.

Editors note: Ross Rowland is letting 614 go to devote his efforts to his excursion rail venture in British Columbia. Information from the internet.

***This would be a great addition to our Chapter's assets. Any bidders????***

## Chapter News

(Continued from page 2)

## MEMBER NOTES

Welcome to the newest member of the Grady Family in Louisville. Kallye Grady is the new daughter of Bill and Lisa Grady. Kallye was born February 22, 2000. She was welcomed home by her big brother, James. Best wishes to the Grady Family from our chapter.

More good news! Rex Easterly is doing great after having some heart problems. Rex said that he is feeling better now and hopes to keep moving along in this same direction for a long time to come. We're happy to hear that everything is going **OK** with you now. Best of luck to both Rex and Melanie.

Wallace Henderson is back from a two week railfan adventure in the Caribbean. We are looking forward to Wallace's April program and some great photos of vintage steam still earning a living on sugar plantations..

The Western Kentucky Chapter, NRHS was started in 1985. Several current Chapter members were already NRHS members at the Owensboro Chapter. Here's the list of "old-timers" with their national memberships in Madisonville. Don Clayton-26 years, Keith Kittinger-25 years, Billy Byrd-24 years, Wally Watts 24 years, Robert Metcalfe-23 years and Ricky Bivins-21 years. The Western Kentucky Chapter has 14 charter members still active in our chapter. By the way our chapter started with 26 charter members.

If your curious about that grin on Keith Kittinger's face, here is the info. With an assist from Ricky Bivins, Keith got a "cab ride" in Jack Roush's beautifully restored P-51 Mustang. To cap off the adventure Keith's dad also got a ride. Some guys have all the luck!

## HELP

Your Chapter is taking several steps toward future establishment of a working historical photo, map and drawing archive. We are now officially incorporated as a non-profit corporation in Kentucky. This is, however, just one of several steps involved in gaining sales tax exempt status for items, such as videos, that we might sell from time to time. We also want to qualify under Federal law to be able to grant tax benefits to those who donate materials to our archive program.

If you, or someone you know, has experience with Kentucky and Federal Tax matters and would be willing to assist us in sales tax and 501(C) 3 matters on a pro bono or reduced fee basis please contact either Bob McCracken or Chuck Hinrichs. Your help will be very much appreciated!

Your Chapter is now a Kentucky Corporation and as such we will have to adopt a set of by-laws. Your National Director has secured model by-laws from several sources (including NRHS) and is adapting these models to our particular circumstances. The by-laws should be ready for your examination and approval at the April meeting. There are a few points that will be discussed at the March meeting such as who should serve as directors and who will elect the Chapter officers, the members or the directors.

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## THE OLD GOAT

(Continued from page 3)

trains operate? Look for the answers to these questions and many more next month.

Remember to send in your news items, trip reports, sightings or other information. Lets hear from some of the our of state members. You guys do some railfanning so share the wealth. Let's hear from you! Hope to see you at the March meeting or trackside during the coming weeks. Take care.

Dennis Carnal  
704 Choctaw Drive  
Madisonville, KY 42431

Phone 270-825-0693

## Editors Note

The Chapter owes a debt of thanks to one of our un-sung heroes - Dennis Carnal. Dennis is



a tireless organizer of real railfan

## NEXT MONTH

Henderson Sub history summary.

Area sightings and reports on unusual rail activities.

**Your article on your railroad interests.**

Report in Spring Meeting of the NRHS Board.

Wallace Henderson's Caribbean adventures.

**FEBRUARY MINUTES SUMMARY**

Western Kentucky Chapter, NRHS  
L&N Depot, Madisonville, KY  
Monday, February, 28 7:00 pm

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

**TREASURER'S REPORT:**

<b>Opening Balance</b>			1 9 1 4 . 4 2
<i>Income</i>			
Dues Chpt.	32.00		
Dues Nat.	75.00		
Donations	15.00		
Video	20.00		
Raffle	18.00		
Total	160.00	2074.42	
<i>Expenses</i>			
Dues Paid	34.00		
Postage	33.00		
Print	18.02		
Supplies	0.00		
Legal	200.00		
Total	285.02	1789.40	
<b>Ending Balance</b>			1 7 8 9 . 4 0

**MEMBERSHIP: 71**

**DIRECTORS REPORT:** Chuck reports Board Meeting in Atlanta, April 14-16. Excursion on exL&N Hook & Eye party of activities. Our Chapter is now incorporated as a non-profit entity. We still need the services of a CPA to process requests for State and Federal tax relief. Our annual report has been sent to the national office. We need a photo of a 1999 activity to submit prior to April 1.

**OLD BUSINESS:** We were reminded of the upcoming 150th Anniversary of the L&N Charter - March 5, 2000. Dennis has organized a trackside celebration with visits to historical sites, present facilities and dinner at Cracker Barrel.

**NEW BUSINESS:** Chuck reports that an internet contact has note cards available with a drawing of the Crofton Depot. Motion to acquire up to 100 sets for \$1 each or less was made and approved. Caps and shirts have been priced both embroidery and screen printing. No action but Stubblefield asked about patches in addition to other items. Report on expanded Amtrak routes. Ricky noted that a P51 will be at the Madisonville airport during the coming week. Sandy Byrd provided the refreshments and Ron Stubblefield provided the program.

Paul Bethel will provide the March program, a presentation by Paul Camplin, a writer with several books to his credit as well as contributions to the Greenville Leader-News. Paul will relate stories of railroads and railroaders. Louie Hicks will handle the refreshments.

**ATTENDANCE:** Wally Watts, Bob McCracken, Ricky Bivins, Paul Bethel, Chuck Hinrichs, Dennis Carnal, Rick Andrews, Bud Ashby, Ron Stubblefield, Don Clayton, Sandy Byrd, Billy Byrd, Terry Bunner, Greg Utley, Rich Hane, Louie Hicks, J. D. Farris, Tommy Brown, Jim Finley and Keith Kittinger.

**TIMETABLE #36**

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.

**Milw 261** will apparently make a Kansas City, MO - Chillicothe, Mo trip on IMRL either June 23 or 24. Date not set yet. Trip is for Milwaukee Hist. Society convention Kansas City.

**SOO 4-6-2 2719** Given WC's new restrictive excursion policy, anyone who has been putting off basic parts of the WC system is advised to not let 2000 pass without trying to take action. Already publicized are two steam weekends with **SOO 4-6-2 2719**, in May from Chippewa Falls west on the mainline to the "high bridge" (St. Croix River) and back, and in August on the former Green Bay & Western "west end," from Hixton on I-94 to East Winona and back. Details later

**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

**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.

# SIGHTINGS AND SUCH!!

# DATE NAILS

- 2-23-2000 Trenton** n/b manifest Q648 CSX/CR 3186 (B23-7R), CSX 8638 (SD50) and CN 9519 (GP40M). *cfh*
- 2-24-2000 Casky** s/b manifest Q597 CSX 7803 (C40-8W), CSX 7037 (C30-7), HLCX 6296 (SD40 in light green paint), CR/CSX 5800 (B36-7) and CR/CSX 7120 (C36-7). *cfh*
- 2-28-2000 Kelly** s/b grain G162 CSX 8407 (SD40-2), HLCX 4415 (GP40) and CSX 237 (CW44AC). *cfh*
- 2-29-2000 Guthrie** s/b manifest Q597 LMS 711 (C40-8W), NYSW 4008 (B40-8), CSX 7764 (C40-8W), CSX 7811 (C40-8W), BNSF 4641 (C44-9W) and BNSF 4648 (C44-9W). *cfh*
- 3-2-2000 Crofton** s/b manifest Q575 CSX 8229 (SD40-2) and CEFX 9500 (SD45-2) in SP red and gray paint. *cfh*
- 3-2-2000 Casky** s/b manifest Q587 CSX 7675 (C40-8W), HLGX 545 (C30-7), KCS 4800 (GP40-2), KCS 4009 (GP38-2) in white paint and KCS 4909 (GP40-2M) ex CN *weh*
- 3-5-2000 Nortonville** s/b manifest Q557 UP 6545 and UP 6534 (CW44AC). *cfh*
- 3-5-2000** See the Old Goats column for L&N Birthday sightings.
- 3-9-2000 Latham** n/b sulphur empties K810 CSX 8530 (SD50) and HLCX 6296 (SD40-2) *cfh*
- 3-13-2000 Casky** s/b manifest Q597 BNSF 4635 (C44-9W) and WC 6622 (SD45). *cfh*
- 3-17-2000 Trenton** n/b manifest Q514 CSX 7078 (C30-7) in Family Lines paint. *cfh*
- 18-2000 Casky** n/b intermodal Q122 CSX 8216 (SD40-2), BN 8119 (SD40-2) and HLGX 6826 (C36-7E). *cfh*
- 18-2000 Trenton** n/b manifest Q514 CSX 7887 (C40-8W) and BN 6718 (SD40-2). *cfh*
- 18-2000 Adams TN** n/b taconite empties K160 ATSF 665 and 668 (C44-9W) in red and silver warbonnet paint. *cfh*
- 20-2000 Gracy KY** Another piece of history has fallen to the ravages of time and the graceless persuasion of a bull dozer. The IC/Cadiz Depot at Gracey has been totally removed along with any vestige of the modest interchange yard. A photo of the depot (in a sad state of repair) was in a 1997 Pennyrail but there is now nothing left in Gracey but a bit of Cadiz RR roadbed west of the old depot site. *cfh*

*Two Engineers died and went to heaven,*

*Unfortunately they found themselves in a long line before the pearly gates. Not only was the line long, it moved very slowly. This was enough to try the patience of Job. As they were saying how slow the line was moving, they noticed an Old Man with a visor hat and sleeve garters go walking right past them. The man had a train sheet under one arm and an ink pen in hand. The man walked past the entire line and right into heaven.*

*This disturbed the engineers to no end. How dare a dispatcher cut the line!!! As the two waited their turn, that was all they could talk about. When they finally reached St. Peter they wanted to know why he let the dispatcher cut the line. St. Peter told them that he did no such thing. Both of them swore that he did. As the argument went back and forth one of the engineers saw him, the little man, with a visor hat, train sheet under one arm and pen in hand.*

*St. Peter said, Oh Him. That was no train dispatcher that was God, he just thinks he's a Train Dispatcher.*

*From the internet*

*(Continued from page 4)*

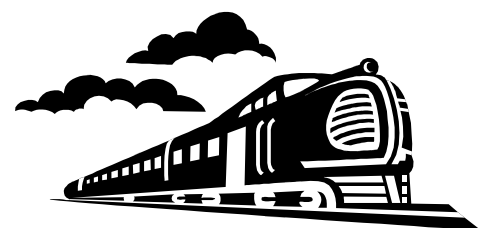
DATE NAILS WITH THE YEAR OF THEIR BIRTH ON THE NAILS.

JACK GEDDIE, BILLY BOSS, AND I USED TO ROAM TOGETHER AND HUNT IMPORTANT TIE DATE NAILS. AND WE ALWAYS FOUND A FEW. SINCE WE HAD DIFFERENT BIRTH YEARS, WE COULD SEARCH FOR THREE DIFFERENT TIE NAIL DATES. AND WE WOULD EXPRESS OUR ELATION AT EACH FIND. DOES THIS ALSO SOUND A LITTLE BIT BORING? IT WASN'T, IF YOU WERE A 10 YEAR OLD ROAMER. YOU MUST REMEMBER THAT WE DID NOT HAVE TV TO WATCH AND UNLIMITED FUNDS TO SPEND ON ENTERTAINMENT. WE SOMETIMES CREATED OUR OWN ENTERTAINMENT. AND WE WERE FORTUNATE, BECAUSE TODAY THERE ARE NO TIE DATE NAILS TO FIND. SOME CROSSTIES TODAY ARE MADE OUT OF CONCRETE. NO TIE DATE NAILS ARE USED.

WE ROAMERS OF THE 1930s LIVED THROUGH AN ERA THAT WILL NOT REPEAT ITSELF. IF YOU HAVE A TIE DATE NAIL TODAY, YOU HAVE A PRIZED POSSESSION, A TRUE PIECE OF ANTIQUE AMERICANA.

WELL, WHO CARES? MOST PEOPLE DON'T. BUT TO THIS VERY SENIOR ROAMER, I REALIZE THAT A SMALL PART OF PAST HISTORY HOLDS NOT ONLY A PLEASANT MEMORY, BUT A PARTIAL EXPLANATION OF WHY I LIKE TRAINS.

**ARLEIGH C. STANLEY**

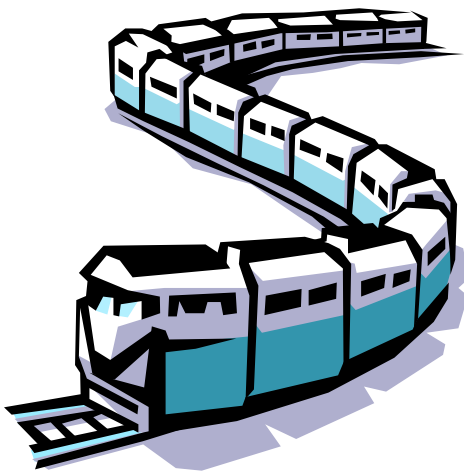




TENNESSEE CENTRAL  
RAILROAD MUSEUM

- Mar. 25 Nashville Watertown** 90 Mile RT Watertown Mardi Gras Excursion
- Apr. 15 Nashville Watertown** 90 Mile RT Watertown Mile Long Yard Sale
- Apr. 22 Nashville Watertown** 90 Mile RT Easter Bunny Excursion
- Apr. 29 Cookeville Nashville** 180 Mile RT Nashville Flyer
- May 6 Nashville Cookeville** 180 Mile RT TC Ry. Rendezvous
- June 3 Nashville Watertown** 90 Mile RT Art Train in Watertown
- June 17 Nashville Lebanon** 64 Mile RT Lebanon Frontier Days/Train Robbery
- July 8 Nashville Watertown** 90 Mile RT Watertown Jazz Festival/Murder Mystery on board
- Sept. 9 Nashville Watertown** 90 Mile RT Watertown Country Hoedown
- Oct. 7 Nashville Watertown** 90 Mile RT Watertown Railroad Days
- Oct. 14 Nashville Watertown** 90 Mile RT Watertown Fall Flea Market
- Oct. 21 Cookeville Nashville** 180 Mile RT Nashville Flyer
- Oct. 28 Nashville Cookeville** 180 Mile RT Super Fall Foliage Trip
- Nov. 18 Nashville Lebanon** 64 Mile RT Lebanon Victorian Christmas
- Dec. 2 Nashville Watertown** 90 Mile RT Christmas in the Country

*To Order Tickets By Phone Call the museum anytime at 615-244-9001*



# PHOTO SECTION



Chapter members study maps and drawings of long gone rail facilities at Earlington, Kentucky. This was a part of the Chapters celebration of L&N's 150th Birthday. March 5, 2000

Ektachrome slide by Chuck Hinrichs



Southbound CSX manifest (Q587) coming off the Earlington Main at Mortons Gap, Kentucky. This action was observed during the Chapter's L&N Birthday Party. March 5, 2000

Ektachrome slide 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.