

# PENNYRAIL

MAY 2000

VOLUME 4 NUMBER 5

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



## Chapter

## MAY MEETING

**HOPKINSVILLE, KENTUCKY**

**Monday, May 22**

**7:00 PM**

**L&N Depot**

## PROGRAM

Wallace Henderson will present a program describing his recent trip to the Caribbean in search of sugar plantation steam. He will have at least three photo albums of steam locomotives at work and at rest. Refreshments (with a real surprise) will be provided by the Hopkinsville members.

## APRIL MEETING

Eighteen members and two guests were on hand for the April meeting in Madisonville. They enjoyed two videos provided by Wally Watts. One tape covered the Union Pacific Cheyenne Shops during the late 1950s. The other video looked at the Southern Pacific Railroad snow fighting operations over Donner Pass during the 1950s. Both videos were very good. Ricky Bivins provided the refreshments for the meeting. The snacks were gone after only a few minutes, so they must have been enjoyed by the membership. Thanks to both Wally and Ricky. CSX provided only one train through Madisonville during

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  
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## BOARD HIGHLIGHTS

RAILCAMP will be held in two sessions - one for first timers and one for previous attendees. Both sessions are oversubscribed.

HEADQUARTERS will remain in Philadelphia for the time being. The search committee found no compelling reason to move.

ALCO PHOTOS is still unresolved with only the Chapter holding up a new agreement.

BULLETIN study



committee is formed and will have an initial task of replacing Editor, Frank Tatnall who wishes to step down.

(Continued on page 8)

**Chapter News**

*(Continued from page 1)*

the meeting. Northbound manifest train Q556 rolled past the station at 9:00. Two CSX C40-8Ws provided the power for this train.

**CHAPTER ACTIVITIES**

As of May 1st, the chapter has sold 78 copies of the CSX Henderson Sub tape since sales began during October 1997. Sales have totaled \$ 1,950.00. Total profit made on these videos is \$602.00. As of May 1st the chapter has sold 24 copies of the "P&L Year One" video and 22 copies of the "Cadiz Railroad" video since sales began during September 1998. Sales have totaled \$ 755.00 for both videos. Total profit made on these two videos is \$397.00. The chapter voted to order 12 more copies each of the Cadiz and P&L tapes and 6 more copies of the CSX Henderson Sub tape. The videos are in stock and ready to ship. The CSX Henderson Sub video is \$25.00 plus \$ 3.20 for shipping. The Cadiz Railroad and P&L videos are priced at \$ 20.00 each or both videos for \$ 35.00, plus \$ 3.20 for shipping. Order your copies from Dennis J. Carnal 704 Choctaw Drive Madisonville, KY 42431. Make checks payable to Western Kentucky Chapter, NRHS.

**NEW MEMBER**

*(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 the merry month of May. Hope everyone is well this month and getting ready for the hot and humid summer months. Better take the time to enjoy these cool days in May. Summer is on the way. This month's column will bypass current news items and look back over the years of the L&N Railroad in the Madisonville and Earlington areas. I will cover some important dates in the history of the Henderson Subdivision, plus some L&N Railroad history systemwide. I plan to show some facts, list some locations and answer some questions concerning our hometown railroad. Plus, I'll tell a few stories about the railroading I have watched passing through Earlington and Madisonville over the past 40 years. Away we go....

Starting with the building of the new two-story, ten room passenger station in Earlington. The new station was opened on November 30, 1900. The station was built with waiting rooms and offices on the first floor. The second floor housed the Evansville Division headquarters. The station was built with ornamental fire places and coal stoves for heating. A new platform made of crushed limestone and cement, with a stone curbing, was built from the Main Street crossing southward to the Moss Ave. crossing. The platform was 765 feet long and 15 feet wide. Parts of the platform can still be seen in 2000. During the early 1900s, the shops and the yard itself had been expanded to very important

size. An L&N Time Table dated May 3, 1908 showed six northbound and six southbound through passenger trains stopping in Earlington daily. Plus, the L&N local passenger train, known as "The Dinky" made five round trips between Madisonville and Nortonville daily. It made ten station stops in Earlington between 7:30 am and 5:55 pm. In addition to these twenty-two daily passenger trains, add another 70 to 75 train movements daily. These were the many through freights, local freights, coal trains and light engine movements. Plus, most trains leaving Earlington traveling in either direction required pushers. Also adding to the train movements were trains to and from the Earlington Yards and the Morganfield Branch and the Madisonville, Hartford & Eastern Branch from Madisonville. All movements were made by train orders, CTC was still fifty years away. The L&N dispatchers on the second floor in the old Earlington Bank building sure were kept busy with all the traffic.

By early April, 1909, the L&N reached a decision to build the Earlington Cutoff between Mortons Gap and the northside of Madisonville. The Earlington Cutoff was built to help ease traffic backups through Earlington by routing some through trains via the cutoff. Another reason for the cutoff was to have trackage to several new coal mines that were built to the east of Earlington. Still another

*(Continued on page 3)*

## THE OLD GOAT

*(Continued from page 2)*

reason for the Earlington Cutoff was to avoid the steep grades from Earlington on the old main. As I said before, most trains leaving Earlington needed a pusher locomotive. Southbound the pusher stayed on the train past Barnsley to help the train over the 1.3 percent grade. Northbound trains from Earlington faced a two mile section of track with grades of 0.5 percent up to a mile of 1.3 percent to 1.4 percent grades just south of the McLaughlin Street bridge in Madisonville. By contrast, the steepest grade on the Earlington Cutoff is several sections of 0.6 percent trackage. Today, in 2000, the ruling grade for Henderson Sub trains are on the Earlington Main in both directions, 1.3 percent southbound and 1.4 percent for northbound trains.

During the period from 1910 to 1913, the L&N conducted a line relocation project through this area. The 1870 built trackage had many problems, flooding, tight curves and with grades to 3 percent. With trains getting heavier and longer, something had to be done. In Hopkins County, the trackage between Hanson and Slaughters was moved out of a flood plain. In Christian County, between Mannington through Empire southward toward Crofton, was moved around one mile eastward through the small town of Seldon. Seldon was the location of a 5,341 foot long siding through the 1960s. The line was moved eastward between Crofton to Kelly. Southward from Kelly, the line was moved to a higher location toward Hopkinsville.

The 1920s saw longer and heavier trains on the Henderson Sub. By 1926, the L&N had thirty-four passing

tracks in use between Amqui, north of Nashville, and Evansville's Howell Yard. The longest siding, at 9,682 feet, was at Chesley, now known as Nortonville. The shortest siding was at Madisonville at 1,848 feet. Earlington had the second longest siding at 8,612 feet. This siding was removed from service during the late 1970s. In 2000, the 141 mile long Henderson Sub has fourteen sidings in service. The Kelly siding is the longest at 14,400 feet. The Breton siding is the shortest at 4,253 feet.

The 1930s were the years of the Great Depression. Both freight and passenger traffic levels dropped across the L&N system. The most important item of history on the Henderson Subdivision was the building of the new bridge over the Ohio River at Henderson. The new bridge replaced the first Ohio River bridge at Henderson that was opened for traffic during 1885. The new bridge opened for rail traffic in 1932. It is the longest bridge, at 3.5 miles including the approaches, on the L&N system. The biggest news on the L&N system during the 1930s was the purchase of the first two diesel locomotives. During late September 1939, two 660 hp diesel switchers arrived in Louisville for service. One model H660 from Alco and one model SW1 from General Motors marked the beginning of the end for the steam locomotives on the L&N.

The 1940s saw huge increases in traffic levels on the L&N due to World War II. In 1939, the L&N carried 3.2 million passengers. During 1944, the L&N had carried 12.4 million passengers. To help move this volume of traffic, the L&N, in the summer of 1942, took delivery of its first passenger diesel locomotives. Sixteen E6A 2,000 hp locomotives arrived

## PENNYRAIL

from General Motors.

Freight levels reached all time records during the years 1942 through 1945. During 1942, 71 million tons of freight moved over L&N rails. In 1944, over 73 million tons of freight had pounded the trackage of The Old Reliable. During the years 1945 through 1949, the L&N rebuilt the trackage, added new freight and passenger cars, improved many yards, updated communication and signal systems and new train services were added. In 1948, the order went to General Motors for the first road freight diesel locomotives for the L&N. These five 1,500 hp F3 models (two F3A cab units and three F3B booster units) were used between Nashville and Evansville during their testing. These locomotives were then used in pusher service on the Eastern Kentucky Subdivision.

During the 1950s, many changes were taking place on the L&N system. During 1950, the L&N decided to dieselize its freight service. The L&N ordered 90 1,500 hp F7A cab unit and F7B booster units. The Henderson Sub was one of the first lines to operate these new diesels. During 1951 through 1953, the L&N took delivery of its first general purpose diesel locomotives or Geeps as they were called. An order went to General Motors for 57 1,500 hp GP7s, with 17 equipped with steam boilers for use on passenger trains. Also during 1951, the first of 45 1,500 hp FP7As for passenger service, along with more B-units spelled the end of steam on the L&N.

Chapter member, retired 43 year L&N employee, Billy Byrd's last trip on a steam locomotive took place on February 28, 1953. Two weeks later, March 14, 1953, when train # 51 departed Madisonville with L&N Pacific # 279, L&N steam locomotives were finished on the Henderson Subdivision. By the mid-1950s, steam locomotives on the L&N

*(Continued on page 5)*

**A Trolley Line in  
MADISONVILLE ?**

by

Does a possible trolley line in Madisonville, Kentucky sound just a little to unbelievable? There are a few stories told of one that may or may not have existed here. One comes second hand from our chapter President, Bob McCracken. He was told by a resident of Owensboro that many years ago he came to Madisonville with a school group to perform music at the high school. The date of "the mid twenties" would make the high school location on Seminary St. This school was built in 1924, opening for classes mid-term in January of that year. The storyteller goes on to say that he and his group rode a trolley car from near the train station to the high school. Well lets talk about that for just a minute. The train station prior to 1929 would be located on Sugg street, just one block north of Broadway. That 1880's era station was on the west side of the tracks, same as Seminary Street. The station was about a half way between Main street and Seminary Street which would not be to far to walk and catch the trolley in question.

Don Corum has lived here for sixty plus years and has told me he remembers "hanging out" down by the old station near Arch street. Arch Street I ask? That's the L&N station, which is the Badgett Center now I said. NO! NO! Don said this was down by the old jockey grounds. No trolleys then, but he was told as a boy that the trolley used to stop there. Well that would put us on the possible north end of our trolley line as the Morganfield Line of the L&N ran from the current train station right through Arch street and on west between Arch and Oats streets right on out of town. Don went on to say that the building in question might have been over on

*(Continued on page 5)*



**KCS Passenger Special**

Don Clayton

High Iron's Mexico trip provided an opportunity to get some U.S. rare mileage. March 24 found me headed for St. Louis and a trip west on Amtrak's "Anne Rutledge" to Kansas City. Before departure I had time for lunch in the Station Grille (a former Fred Harvey restaurant). The Rutledge consist included refurbished Horizon fleet coaches with electric outlets at each seat, new carpeting and new upholstery. It was a smooth and enjoyable ride along the Missouri River. Upon arrival in Kansas City we boarded our three car private train and spent the night at Kansas City station amid frequent train movements, including Amtrak's "Southwest Chief".

Bright and early Saturday found us southbound on KCS's well maintained track to Shreveport. Private car travel is the only way to go! Our three car special consists of the "Cimarron River", a 14 roomette - 4 bedroom sleeper, "Prairie Rose," a Wisconsin Central office car with open platform, dining area, kitchen and bedrooms and "Caritas" another office car with open platform and lounge area. As a lounge lizard, I spent most of my time in the "Caritas".

Sunday takes us from Shreveport to Beaumont and overnight we make a dash across east Texas and arrive in Corpus Christi early on Monday. During the day Monday we travel the length of the Tex-Mex Railroad - now owned by KCS - and arrive in Laredo and park for the evening.

Tuesday is back to reality day - from private rail car to a rental car. We herd the rent car to San Antonio, and drop Mr. Bistline (of Norfolk Southern) at the airport and then to check in at the Hilton .

On Wednesday I attend The Association of Technical Educators conference and spend the evening with my cousin Ms. Marion Perry (yes I have cousins EVERYWHERE!).

Bright and early on Thursday It's time to head home. Amtrak #22, "The Texas Eagle", provides a very pleasant trip with "entertainment" at breakfast (ask if you dare!) All meals were delicious with attentive service.

Arrival in St. Louis on Friday, March 31 was several minutes early. The drive back to Kentucky completed a most enjoyable spring adventure.



photo by Don Clayton

## Chapter News

*(Continued from page 2)*

The chapter would like to welcome Jimmy R. Hayes to the membership. Jimmy lives in Madisonville and grew up in Earlington. Sometimes he would hop a southbound train leaving the yard and ride up to his house on Westside Ave. He worked during his high school years from 1948 through 1952 as a messenger delivery boy at the L&N Earlington Yards. Welcome Jimmy to the membership.

## MEMBER NOTES

**Mark your calendar  
Saturday , July 22  
Lunch and Ice Cream**

## IUKA ALCOS

Wednesday, May 10 found you editor and Wallace Henderson headed for Mississippi in search of Alcos. On the way we stopped by the South Central Tennessee engine house at Watson (south of Centerville, TN) and though the office was closed we did see a pair of hi-nose GP38s (738 and 739) and a GP7 (103). Another GP7 and an SW1200 are listed but not sighted (maybe in the closed engine house). Rail America is the operator.

After lunch in Savannah, TN we crossed into Mississippi and found the Yellow Creek area near Iuka where an internet contact had indicated that Alcos could be found. This site is an abandoned TVA nuclear plant site (started but never completed) and also the sight of an aborted NASA solid fuel rocket motor plant. My contact said that security was

## Trolleys ?

*(Continued from page 4)*

Seminary Street, just one block to the west. This leaves a lot of uncertainty about the location of the line; however, it seems to return to Seminary Street as each story unfolds.

Our resident storyteller Wally Watts Jr. has taken this search a bit further, but with a big dent in the side. Wally said that as a boy in school at about ten years old he and a group of students went to a matinee at the old Capital Theater on Union Street on a school trip. While waiting in line a car pulled up to the curb to let out a movie patron for the theater. Something caught his eye and of course Wally went to the curb to investigate. As he looked over edge of the street he noticed some of the black top had broken away to expose a layer of the old cobble stone roadway underneath. Wally also says what appeared to be a length of rail was imbedded in the old stone road surface. Well that does not go along with our Seminary Street trolley line at all. Union Street is east of the L&N tracks through town thus bisecting our trolley line and theory. Keep in mind, however, the old Capital Theater was built in the late 1880's as a stage theater later converted to a movie house. Also, a very large hotel as located at the corner of Union and Center Streets, right where our current fire dept. is located. These two businesses alone could support the need for a trolley.

Now I have asked people who might be in the know about the trolley but no answers that can be documented. If the line disappeared in the twenties, than one would have to be in their nineties to actually

*(Continued on page 7)*

PENNYRAIL

## THE OLD GOAT

*(Continued from page 3)*

were still being used in the Eastern Kentucky coal fields, but this too was coming to an end. Large orders of diesel locomotives had been placed with both Alco and General Motors. On November 3, 1956, L&N M-1 # 1950 delivered a loaded coal train to DeCoursey Yard, across the Ohio River from Cincinnati, from the yard at Ravenna. This trip



## NEXT MONTH

The completion of Dennis Carnal's L&N, Family Lines, Seaboard, CSX Henderson Sub history.

**Your article on your railroad interests.**

An A C Stanley railroad story. (postponed from the May issue)

Rail travel features from our travelers - Don Clayton, Wally Watts and Wallace Henderson.

More "Strangers in Paradise" locomotive sightings and highlights from the internet.

**APRIL MINUTES SUMMARY**

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

**TREASURER'S REPORT:**

<b>Opening Balance</b>		1 749.16	
<i>Income</i>			
Dues Chpt.	16.00		
Dues Nat.	25.00		
Donations	5.00		
Video	238.00		
Raffle	11.00		
Total	295.00	2044.16	
<i>Expenses</i>			
Dues Paid	17.00		
Postage	37.20		
Print	20.14		
Supplies	0.00		
Total	74.34	1996.82	
<b>Ending Balance</b>		1996.82	
<b>MEMBERSHIP:</b>			
<b>Full</b>	<b>39</b>		
<b>Chapter Only</b>	<b>28</b>		
<b>Total</b>	<b>6</b>	<b>7</b>	

**DIRECTORS REPORT:** Chuck reported on the BOD meeting in Atlanta. Railcamp will run in two sessions - one for first timers and one for previous attendees - and both sessions are oversubscribed. Headquarters search committee submitted final report and recommended we stay put for the time being. The 2002 Convention was awarded to the Grand Canyon Chapter with some new wrinkles - an October date and a trip to and from the convention as a part of the convention activity. 2002 BOD sites are: Spring in Harrisburg, PA and Summer in Mt. Pleasant, IA.

**OLD BUSINESS:** Jim Pearson has completed the Heritage Grant application and will submit before the deadline. The Chapter approved \$300 in support of the elctro-photo archival program.

**NEW BUSINESS:** Chuck reported that "L&N Memphis Line" author Dennis Mize will be in Kentucky in July and likely available for the program at our regular July meeting. Dennis Carnal reported an up-surge in Video sales and requested approval to purchase 12 each of the Cadiz and P&L tapes and 6 of the Henderson Sub tapes. Motion approved.

**ATTENDANCE:** Ricky Bivins, Wallace Henderson, William Turner, Tom Buemel, Bill Spurrier, Louie Hicks, Jim Pearson, Dennis Carnal, Chuck Smith, Betty Smith, Chuck Hinrichs, A. C. Stanley, Wally Watts, Keith Kittinger, Bill Heaton, Tommy Brown, Don Clayton and Jim Finley. Guests were Barry Voscuil from Wisconsin and Raymond Dunlap, Sr from Earlington.

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**BRING AN ITEM FOR THE  
RAFFLE**

**BE CAREFUL NEAR THE TRACKS**

**TIMETABLE #38**

**FOR THE GOVERNMENT OF RAILFANS ONLY**

**RARE MILEAGE**

**Milw 261** will make a Kansas City, MO - Chillicothe, MO trip on IMRL either June 23 or 24. Trip is for Milwaukee Historical Society convention Kansas City. There is also a positioning move from Kansas City to the Twin Cities. Check with Don Clayton for details.

**June 3. Dennison, OH "Strawberry Special"** Dennison to Newark, OH via Ohio Central RR, behind GT 4-8-4 6325 westbound and "F"s eastbound. Info and reservations 1-800-571-1199.

**RAIL EVENTS AND EXCURSIONS**

**August 5. Cincinnati Summerail at CUT.** All day multi-media slide show, railroad show and sale. \$12. Info 1-513-651-RAIL.

**August 5-6. Osceola, WI "Meander to Marshfield"** An overnight excursion on the Osceola & St. Croix Valley Railway from Osceola to Marshfield. Coach \$150, First Class \$250 plus motel in Marshfield. Info and reservations 1-800-711-2591.

**HISTORICAL SOCIETY EVENTS**

**June 3-4. Spencer NC "Rail Days"** Two operating steam locomotives, shop tours, museum. model trains, railroadiana. Info. North Carolina Transportation Museum PO Box 44 Spencer, NC 28159. Phone 1-817-NCTMFUN.

**July 11-16, Stamford, CT** NRHS National Convention. Pre-Trips filling fast. Trips open to public after June 1, 2000.

**July 22, Franklin, KY** The Easterly 's Annual Ice Cream Social. Time and details later.

**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!!

### STRANGERS IN PARADISE

(Unique or Non-CSX Power on Henderson Subdivision Trains)

4/28/2000 Trenton S556 CSX SD40-2 8444, **KCS SD40-3 677** and CSX SD50 8689. Trenton Q648 CSX C40-8 7532, **FURX SD40-2 3024 and CN/GTW GP40-2 6414.** Casky G619 CSX SD70MAC 707 and CSX C40-8W 7689. Kelly Q121 **BNSF C44-9W 1002** and CSX C40-8W 7576. Kelly Q588 CSX C44-9W 9015 and **HLCX(ex BN) SD40-2 7194.** Hopkinsville \_193??? n/b stack train CSX C40-8W 7730, **CR/CSX B36-7 5783, UP C41-8W 9445, UP C40-8 9138 and UP/SP C44-9W 8196.**

4/29/2000 Hopkinsville Q586 UP SD60M 6357 and UP/SP SD40-2 8577. Casky Q597 CSX SD50 8627, **RMGX (exBN) C30-7 5026** and CSX GP40-2 6070.

5/2/2000 Casky Q651 UP C44-9W 9595, **EML SD40-2 6310** and CSX SD50 8633.

5/3/2000 Latham Q557 CSX SD40-2 8386, **HLCX SD40-2 6062, CSX SW1500 1107 and CR/CSX C40-8W 7393.** Pembroke Q596 CR/CSX SD50 8694, **FURX SD40-2 3036, TFM/HLCX SD40-2 1526 and TFM/HLCX SD40-2 1505.** Train had an L&N open hopper #522169.

5/4/2000 Hopkinsville Q651 UP SD60M 6339, **UP/HLCX C36M 589 and UP SD50 5055.** Trenton Q648 CSX C40-8W 7893, **EMD SD70M 7019 and CSX SD40-2 8258.** Trenton Q647 CSX SD50 8537, **RMGX C30-7 5030 and RMGX C30-7 5016.** Guthrie Q596 CR/CSX B23-7 3148, **ATGX C30-7 5568 (exBN),** CSX GP40-2 5085 and CSX GP40-2 6058.

5/5/2000 Latham Q645 CR/CSX SD50 8694 and **FURX SD40-2 3036.**

5/6/2000 Hopkinsville ?601 CSX C40-8W 7840, **CN GP40-2M 9441 and HLCX(exBN) SD40-2 7116.**

5/7/2000 Casky Q586 CSX C40-8 7626 and **HLCX SD40-3 6502 (SD45 shell).** Hopkinsville Q592 CSX SD40-2 8210, **CR/CSX SD40-2 8824 and MPI SD40-2 9024.**

5/8/2000 Hopkinsville Q514 CSX SD40-2 8444 and **HLCX SD40 6227.**

5/9/2000 Guthrie S651 CSX C44-9W 9046, CSX C40-8W 7727 and **CEFX (exSP) SD45T-2 9359.**

5/11/2000 Nortonville Q597 CSX C40-8W 7797, **RMGX (ex BN) C30-7 5039** and CSX GP40-2 6078 Nortonville Q586 **CR/CSX C36-7 7121 and GATX SD40-2 7376.**

## PENNYRAIL

### Trolleys ?

(Continued from page 5)

remember the trolley line first hand. I can add to the list information or mis-information as it may be.

During the late sixties and early seventies, I was seven to ten years old and my mother worked for Claude Price at the GO-GO Mart on South Kentucky Ave. long before the ICRR tracks were removed from what is now McCoy Ave. On the southwest corner of Kentucky and the railroad was a little diner with a clerestory roof over the rear of the kitchen portion of the building. Claude said this used to be a trolley car. I have eaten in this diner myself. The front portion was added onto for seating patrons. On North Kentucky Ave. across from the hospital, next to what is now the Health Dept. was yet another diner with the exact same roof line as the one on South Kentucky Ave. Wally and Don Corum have both told me about it and both say it lasted until the late sixties. It would be easy to assume these were the trolley cars from our elusive trolley line in Madisonville. I would like to learn more about the line if it did exist or where the two diner cars did come from. If you know any thing let me in on it, who knows what other stories may come out of it.



IUKA ALCOS

*(Continued from page 5)*

tight but we found cooperative guards and were directed to the railroad engine facility. We found the President of the Tishomingo Railroad, Bruce Crawford, to be a most gracious host. The Alco RS32s (ex NYC and ex SP) were spotted for good photographs and yes!, we did get a short cab ride. 212 is in fresh "Tishomingo" paint and 211 will be done soon. The Tishomingo has also acquired a pair of MidSouth (ex IC) GP9s. The geeps will require a bit of work before they are ready for service. The railroad runs some 8 miles to a connection with Norfolk Southern at Iuka.

Business is light and spotty but a steel processing plant should bring some steady business. Loads of electrical equipment have been moved from the abandoned NASA buildings. Tishomingo is also negotiating to operate the old Corinth & Counce trackage and is looking at a fiber optic cable plowing contract. Crawford came to Mississippi from the NY area where he worked on the New York Cross Harbor RR. He and his brother are the only employees of the Tishomingo at the present time.

Although this site has a pretty checkered past the outlook is promising for the Industrial park and the railroad.

A quick trip to Iuka did not produce any NS action though we just missed an eastbound. We continued into western Alabama and the headed north on the Natchez Trace Parkway. This is a delightful way to travel. The speed limit is 50 but there is no traffic,

*(Continued from page 1)*

**MEETINGS** The 2002 Convention will be hosted by the Grand Canyon Chapter with an October date. 2002 Board meetings will be in Harrisburg in

# PHOTO SECTION



Alco RS32s (ex SP and ex NYC) on the Tishomingo RR near Iuka, MS. This is a new shortline operating at an abandoned TVA nuclear



South Central Tennessee GP38s at Watson, TN, the SCTR headquarters. Rail America is the owner operator of the ex NC&StL trackage from Dixon to Howenwald. May 10, 2000 Digital image 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.