

PENNYRAIL

JUNE 2000

VOLUME 4 NUMBER 6

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

JUNE MEETING

MADISONVILLE, KENTUCKY

Monday, June 26

7:00 PM

**Badgett Center
(Old L&N Depot)**

Arch Street and the railroad in downtown Madisonville.

PROGRAM

Wally Watts will present the June program. A video featuring Santa Fe's Pasadena Sub in the 50s and 60s will provide a colorful mix of steam and diesel power in busy and scenic Southern California. Sandy Byrd will provide the refreshments. Come and bring a guest!

MAY MEETING

Twenty-one members and guests were on hand for the May meeting in Hopkinsville. Wallace Henderson gave a verbal report, with photos, on his recent trip to Cuba. Some of the Hopkinsville area members pooled

(Continued on page 2)

Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

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NRHS BULLETIN

There have been a couple of items that can, and will, effect the NRHS Bulletin. The present Editor, Frank Tatnall, has asked to be replaced and the Board of Directors has a committee established to make recommendations as to the future format and content of the Bulletin. Frank Tatnall has done an excellent job with the bulletin - excellent content and good management. His successor will have big shoes to fill.

The Bulletin Committee has not yet



met. I am a member of the committee and look forward to participating in the dialog regarding future Bulletins. I think a bit more emphasis of historical preservation may be in order. More as the

Chapter News

(Continued from page 1)

their money and provided the refreshments. Folks the chocolate cake was great! Thanks to everyone for the help with the May meeting. CSX provided four trains through Hopkinsville during the meeting. Here's the lineup. At 7:15, northbound tote train Q120 blew through Hoptown. Locomotives on the tote train were CSX (ex-Conrail) C40-8W, CSX C40-8W and CSX (ex Conrail) B36-7. At 8:00, Q229 a northbound unit auto rack train rolled by. Power on this train was CSX SD40-2 and another SD40-2 from Helm Leasing, still wearing Burlington Northern colors. At 8:15, a northbound manifest passed by the Hopkinsville depot. This train was being pulled by two CSX SD40-2s and one CSX C40-8. As the meeting was breaking up, southbound manifest train Q597, with a CSX C40-8 and a CSX 5D50, put a fitting end to the evening.

CHAPTER ACTIVITIES

It will be several months before we hear the results of our NRHS Heritage Grant application but that is not slowing down our archival efforts. Dennis Carnal is assisting in an Earlington school homecoming and reunion and is gathering photos to use during the festivities. Many of the photos show rail activities and facilities in the Earlington area.

(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's doing well this month. It's hard to believe that we are halfway through another year. Time keeps rolling along. much too fast for most of us! Anyway, here's a little news to report.

Chapter member Spencer Brewer reports that the Webster County town of Wheatcroft has received a \$5,000 grant from the state of Kentucky. This money will be used to repaint and restore the former Illinois Central caboose, that is displayed along Highway 109 in downtown Wheatcroft. The Paducah & Louisville Railway gave the caboose to Wheatcroft a few years ago. The caboose will be painted back into Illinois Central colors, but with P&L reporting marks. A contractor from Paducah has been given contract to do the work.

The Paducah & Louisville Railway has built a small locomotive servicing shop at West Yard in Madisonville. The outdoor servicing shop can be used to fuel and sand locomotives at Madisonville. Up till now all locomotives were sent back to Paducah for servicing. This marks the first time in the history of West Yard, that any locomotive servicing has taken place there. During the Illinois Central yards, locomotives were serviced at Louisville, Central City, Princeton and Paducah.

Well, that's all for this month. Look for my article on the history of the Henderson

Sub covering the 1970s through the 1990s next month. Remember to report your news items, trip reports and other information to us for use in upcoming newsletters.

Hope to see a large turnout for the June meeting back in Madisonville. Maybe I'll see you trackside during the upcoming weeks. Take care.

This is a continuation of Dennis' HD Sub history from last month's *Pennyrail*. ed

Another big event during the 1950s on the L&N, was the 1957 merger with the Nashville, Chattanooga & St. Louis. The NC&StL mainline ran from Memphis through Nashville and on to Chattanooga and Atlanta. The merger added 134 diesel locomotives to the L&N fleet. By the end of 1959, the L&N had 734 diesel locomotives on it's roster. Another important item taking place on L&N trackage during the 1950s was the first use of Centralized Traffic Control (CTC) on the Henderson Sub during 1950. L&N's use of CTC took place during the late 1940s on other divisions. The use of continuous welded rail was first used by the L&N on it's Gulf Coast mainline from Pensacola to New Orleans during 1958. The Henderson Sub saw welded rail for the first time during 1973, During 1973, the HD was starting to feel the effects of the coal boom and needed track work ASAP.

During the period of 1955
(Continued on page 3)

THE OLD GOAT

(Continued from page 2)

through 1959, the L&N was starting to see a decline in passenger business. The Dixie Flagler and the New Dixieland were dropped from the Henderson Sub timetables. Both were Chicago to Miami trains. In 1958, eight passenger trains used the HD. The Henderson sub and the L&N system was starting to see a new type of train added to the lineup. The piggyback or intermodal service began on the L&N during August, 1955. The service was offered between Louisville to New Orleans. During 1956, service between St. Louis through Evansville to Birmingham was started. The L&N called this new service Trailer-On-Train-Express or "TOTE" for short. I still use this term when reporting CSX traffic news. During this time, the late 1950s to early 1960s, all tote traffic was moved in the consists of regularly scheduled fast freight trains. In 1962, the L&N added flatcars with trailers onto the rear of some passenger trains. With tote business expanding to more cities and more off-line customers, something else was needed. Enter the 1960s, 1962 was the year for the startup of the L&Ns new all tote trains. The L&N and Chicago & Eastern Illinois started trains numbered as second section of passenger train # 95, the Dixie Flyer, between Atlanta and Chicago through Evansville and along the Henderson Sub.

I remember watching the southbound Dixie Flyer pass through Earlington around 7:00 am during the early 1960s. The train was very long with three FP7As for power. I don't remember seeing B-units on the passenger trains through Earlington, but some were used. Around five or ten

minutes after the Dixie Flyer had passed, the southbound tote train would roll through Earlington. After 1963, the new L&N GP30s, GP35s, C420s and U25Bs in the new gray and Yellow L&N color scheme would lead the tote train. C&EI locomotives and cabooses were used in pool service on these trains. I remember seeing a few C&EI GP35s, but I do remember seeing the C&EI cabooses. These cabooses looked so different from the L&N cabooses. The L&N was using the new South Louisville Shop built baywindow style cabooses painted gray with small L&N and numbers painted in red. The C&EI cabooses were painted red with bold C&EI letters painted in white. Both baywindow and Santa Fe style cupola types were in pool service.

After the Dixie Flyer was dropped from the timetable on January 21, 1966, the tote trains carried the train number 194 and 195 on the Henderson Sub. Later these trains were numbered trains 720 and 721. Today, in 2000, this pair of tote trains still operate on the HD as trains 120 and 121. They now operate daily between Chicago and Jacksonville. Tote trains 122 and 123 operate daily between Chicago and Atlanta. A total of eight tote trains operate on the Henderson Sub in 2000. During 1963, the L&N rebuilt and expanded the Atkinson Yards in Madisonville. Due to the increase in coal business, the L&N needed a larger yard in Western Kentucky. The new yards were opened during August. The L&N brought in the "General" steam locomotive for the opening. The yard is 2,7 miles long and contains 16 miles of track. The south yard has 12 tracks and can hold 615 cars. The north yard has eight tracks and can hold 520 cars. Passing and repair shop

PENNYRAIL

tracks can hold 200 cars. A modern locomotive shop and car repair shop was built. A new and much larger yard office was built.

With the opening of Atkinson Yard in Madisonville, the shops in Earlington were closed and workers reported to Atkinson. In 1963, the passenger station in Earlington was closed and torn down on November 1, 1963. This date was almost 64 years to the day of it's opening on November 30, 1900. I remember seeing the station standing in Earlington, but I don't remember being inside it. I did ride on passenger trains from Earlington twice around this time period. The first trip was with my Dad from Earlington to Madisonville. The train was number 92, a daily local between Nashville and St. Louis. It arrived in Earlington around 9:00 am and took ten minutes for the trip to Madisonville. We returned home on "The City Bus". This service ran several times daily between Nortonville and Madisonville. This bus was like a school bus. This bus service had taken the place of "The Dinky" passenger train many years earlier. My second train trip from Earlington was on number 92 again. This time, my Dad and I were headed to Evansville. Leaving Earlington at 9:00 am, we arrived at Evansville around 10:25 am. Between Earlington and Evansville, the train made station stops at Madisonville, Sebree, and Henderson. We returned home to Earlington via Greyhound bus. Since I was only around five years old at the time of these trips, I don't remember them very much in detail. But I do remember my first locomotive cab ride. Around 1964 or 1965, I had just got my hair cut at Herb Thompson's Barber Shop on West I-in Street in Earlington. My Dad was with me and was working second shift at the Western Kentucky Coal Company Uniontown Mine in Union County. Dad's friend Sonny Robinson was switching coal cars around the yards with two L&N GP7s. I know

(Continued on page 5)

A
**“COVERED WAGON”
 PARADISE**

By Don Clayton

On Saturday, April 22, Wally and I entertained a fan of “Covered Wagons”, by riding the Tennessee Central Railway Museum’s excursion from Nashville to Watertown and back.

A guest from the “far north”, Mr. Barry Voskill, of Lomira, WI was in town for the weekend. As a fan of “Covered Wagons” he received a real treat with two NYC Es on the point and a pair of TC Es on the rear of the excursion train. The train was operated “push-pull” style. The museum’s yard is also home to several exx BN ex METRA Es.

As usual the TCRM ran the excursion flawlessly. Noted were: signs to the train location, parking assistance, fenced and gated parking, parking lot restrooms, a real concrete boarding platform at both locations, early boarding, assigned seating, car hosts, 3 classes of service, on-time departures and arrivals, working air conditioning in all cars and many other details. Barry said that if a group wants to start running excursions they need to take lessons from the TCRM team.

Editors note:

Both the Tennessee Central Railway Museum, in Nashville and the Tennessee Valley Railway Museum in Chattanooga offer a full schedule of excursions with excellent equipment, knowledgeable and friendly staffs and great museum facilities. For a family outing you can not go wrong at either facility and I would not hesitate to recommend either museum to friends - railfans or not.



**AMTRAK’S SHORTEST
 SLEEPING CAR ROUTE**

by Don Clayton

Amtrak’s new “Kentucky Cardinal” operating between Chicago and Jeffersonville, IN is Amtrak’s shortest distance route offering sleeping car service at 302 miles.

On Tuesday night, May 16, three “mileage collectors” sampled the overnight service. Don Clayton and David Cooper were joined by John Wicks, who had flown in from Missoula, MT. We arrived at the newly paved parking lot (20 spaces) complete with Amshack shelter and pay telephone. This is adjacent to the L&I office building. The area is well lit so I decided to leave the Toyota for a few days. The L&I crew had already spotted the train for boarding: 2 P32s, coach, sleeper and two mail cars. The Amtrak crew arrived: engineer, conductor, assistant conductor and sleeping car attendant. The passenger load was light - about 20. The operating crew is replaced with a new crew at Indianapolis - 106 miles away! We got under way and slept fitfully on the rough 30 mph trackage. During the stop in Indianapolis another engine, a GP40 was added along with 5-6 more cars deadheading to Chicago.

A boxed breakfast was available anytime after wake-up consisting of canned fruit cocktail, bagel and Danish pastry. Coffee and orange juice was also available. A variety of snacks helped endure the the tow hour late arrival into Chicago. Snacks were apples, chocolate chip cookies, Oreos, potato chips, soft drinks, bottled water and chocolate candy - Yum! Yum! The vending machines for the coach passengers were in a car that had been shopped, so the coach passengers also received complimentary snacks. **A WORD OF WARNING:** Eat dinner in Chicago before boarding to avoid a “potted chicken box meal”. One sniff of the potted chicken reminded me of cat food! Meow! Meow! The diner operates only on Tuesdays, Thursdays and Saturdays. **NOTE SCHEDULE CHANGE:** The “Cardinal” now departs Jeffersonville at 9:50 PM Indiana (Eastern Standard/Central Daylight) time.

During our Chicago layover we rode METRA’s suburban train to Orland Park and back. This route uses part of the old Wabash trackage to St. Louis. We had lunch in Union Station and visited with two Amtrak employees/mileage collectors: Mark Entrop and Brain Cutter.

On Wednesday the 17th we departed Chicago on the “Capitol Limited” for Washington, D. C. This train features the newer Superliner II equipment with an exclusive first class section in the dining car. As usual, Amtrak’s chefs provided a delicious dinner. We slept well crossing Indiana and Ohio. We were up at 7:00 AM in Pittsburgh and spent the next several hours enjoying the mountains and river valleys of Pennsylvania, West Virginia and Maryland. We were a little late in arriving at Washington and spent the next few hours enjoying the peace, quiet and seclusion of the Metropolitan Lounge. About 8:00 PM, we board our sleeper on the “Twilight Shoreliner”. This train (Washington-Boston) features sit-down tray meal service with name train place mats and complimentary cocktails, beer or wine. David and I had a glass of white wine with dinner, then the attendant twisted our arms to to finish off the bottle as he could not re-cork it for later

Chapter News

(Continued from page 2)

Jim Pearson is using his computer equipment to store this information.

NEW MEMBERS

Brett R. Burton of Madisonville has joined our chapter. Brett is the music instructor at Madisonville-North Hopkins High School. Also, Brett is the minister of music at the Grapeview Baptist Church in Madisonville. Brett likes model railroading and hopes to build a layout based on the L&N Henderson Sub. John A. Sisk of Madisonville has joined our chapter. John is a retired freight agent from the L&N through to the CSX years. John has worked at Earlington, Hopkinsville and Madisonville, plus other towns in Western Kentucky. John has written many stories about the railroads past history for the Hopkins County Historical Society. Maybe John will write some articles for use in the *Pennyrail*? Taylor Finley, seven year old son of chapter member Jim Finley, of Princeton is now the chapter's youngest member. To say Taylor likes trains is an understatement. He goes nuts when he sees a train. He's just like his Dad. Welcome to all three of the chapter's newest members

MEMBER NOTES

Ron Stubblefield has been ailing for the past few weeks - there is no truth to the rumor that he got hold of a bad "Big Mac" - but a bug of some sort has been working on him. Get well soon big guy, we miss you! If you get a chance drop Ron a card, he'd appreciate it!

Jim Bengert is recovering from foot surgery and will be on light duty for several weeks. Jim would appreciate a card.

Your editor celebrated his 70th birthday on June 11. His kids put on a great surprise

AMTRAK

(Continued from page 4)

use. My face turned red and I felt a bit warm. Wonder why?

Friday morning, May 19, we arrived at Boston's South Station. We spent the next 11 hours riding as many MBTA trains as possible and finally boarding the last commuter train of the day for Providence, RI. Keith White, IC dispatcher from Chicago, met us and drove us to Cumberland, RI where we spent the night on the English built canal boat "Samuel Slater", a new and novel bed and breakfast.

Saturday, the 20th, started with "floatage". We took a cruise on the Blackstone River and enjoyed a catered breakfast. We then proceeded to the Providence & Worcester Transportation Center to board their excursion to Putnam, CT. We enjoyed the 60 rare miles of ex-New Haven trackage along the Blackstone River. We saw several falls, canoes, swans, ducks and other wildlife. After the excursion Keith dropped us at the Providence Amtrak station and the "Twilight Shoreliner" back to Washington, D. C. Amtrak provided another delicious tray meal with more wine. Two glasses and I was light headed again. During the night we cruised at 105 mph, arriving Washington on time. This train is one of the few still using F40s. The F40s take the train from Boston to New Haven and electric's complete the run to Washington.

Sunday, May 21, and we are headed homeward. It's David's

(Continued on page 7)

PENNYRAIL

THE OLD GOAT

(Continued from page 3)

the year was after 1963, since one of the GP7s was painted in the new gray and yellow paint scheme. The other GP7 was still painted black. Sonny asked if I wanted to ride in the cab, while they switched the yard. I wanted to ride, but Dad was needing to go to work. Sonny said that he would look after me and Dad could go on to work. Great I rode around switching cars for about two hours. We then took the two GP7s up the passing track to the

(Continued on page 7)



NEXT MONTH

Your article on your railroad interests.

Dennis winds up his historical review of the Henderson Sub.

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

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

Regular member seniority roster and list of Charter Members.

MAY MINUTES SUMMARY

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

TREASURER'S REPORT:

Opening Balance		1969.82	
<i>Income</i>			
Dues Chpt.	0.00		
Dues Nat.	0.00		
Donations	25.00		
Video	25.00		
Raffle	0.00		
Total	45.00		2014.82
<i>Expenses</i>			
Dues Paid	0.00		
Postage	52.69		
Print	23.85		
Supplies	34.44		
Video	248.75		
Total	359.73		1655.09
Ending Balance			1655.09
MEMBERSHIP:			
Full	39		
Chapter Only	28		
Total	6		7

DIRECTORS REPORT: None

OLD BUSINESS: Our Heritage Grant application was submitted well in advance of the deadline. It will be late summer before we hear any news. The Crofton Depot cards are, according to Chuck, nearly ready for purchase.

NEW BUSINESS: Dennis reported on the new Chapter brochure. Printing cost is \$47.40 for 300 and \$56.50 for 500. Chuck moved to purchase 500. Motion approved. Jim Finley suggested a summer outing at Gordon Park in Crofton. There is a shelter, and a nice park area right next to the CSX main. Jim will have details for the June meeting.

With no further business the meeting was adjourned.

ATTENDANCE: Chuck Hinrichs, Keith Kittinger, Wallace Henderson, Rick Bivins, Wally Watts, Jim Finley, Rich Hane, Tim Griffey, Billy Byrd, Sandy Byrd, Jim Pearson, Betty Smith, Chuck Smith, Dennis Carnal, Mike Keipp, Bob Moffet, William Turner and guests; Jim King, Chris Gilkey, Randy Epley and Pat McQuemon

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**BRING AN ITEM FOR THE
RAFFLE**

**BE CAREFUL NEAR THE TRACKS
DON'T TRESPASS**

**SEND A STORY OR PICTURE FOR
INCLUSION IN FUTURE
PENNYRAILS**

TIMETABLE #39

FOR THE GOVERNMENT OF RAILFANS ONLY

RARE MILEAGE

October 8-10 Portland, OR to Lewiston, ID and return.
Amtrak equipment. Prices and details later. Check web site:
www.goldenstaterails.com

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

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. Noon - eats, 2 PM - Ice Cream. Trains will be running.

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 RAIL EVENTS

July 1-2, Belleville, IL Great American Train Show, Belle-Clair Expo Center

September 23-24, Nashville, TN Great American Train Show Nashville Municipal Auditorium.

November 25-26, Collinsville, IL Great American Train Show Gateway Center

SIGHTINGS AND SUCH!!

A P&L Hospital Train (see photo on page 8) operated on Sunday, June 4, 2000. The train started on the P&L at Louisville with three P&L Geeps, two standard gray and the UK blue and white unit. The dead-in-tow consist was twelve CEFX SD90MACs (4300 hp version) and 14 other locomotives for VMV Shops. In the consist was a mix of Conrail and CSX four-axle units including GP40s, GP38s and GP15Ts. The locomotives were painted in Conrail blue, CSX blue/gray, M of W orange and a couple of units in Chessie paint. These four-axle units are part of a deal between CSX and LLPX where CSX will get the 25 SD70 lease units and LLPX will get these four-axles units and quite a few more. The units will be refurbished at VMV before entering LLPX lease service. *Dennis*

CSX has retired their two F-units and the two ex-Conrail E8A locomotives from Executive Train Service. This action leaves only the two ex-Amtrak F4OPHs # 9992 and # 9993 in CSX Executive Train Service. *Dennis*

CSX operated a business car special through Madisonville southward to Nashville on Friday, June 9, 2000. The train was pulled by the two CSX F4OPHs and had ten business cars in the consist. The special (P980-06) was noted by Jim Pearson passing through Madisonville at 4:30 in the afternoon. The special tied up the Henderson Sub between Madisonville and Hopkinsville during its passage through the area. The southbound P980-06 meet northbound tote train Q122 at Nortonville. Southbound tote train Q123 was running a few minutes behind the passenger special and also meet Q122 at Nortonville. *This train operation reminded The Old Goat of the many times seeing the southbound early morning passenger train # 95 - The Dixie Flyer - pass through Earlinton during the early 1960s. Following close behind the passenger train would be Second 95 or tote train 121 headed for Atlanta. Seems only yesterday, but back to today.* In the sidings at Crofton and Kelly were three southbound manifest trains waiting for the passenger special and tote train to pass them. At Crofton, S595, a second section of regular manifest train Q595. At Kelly, Q557 was parked behind Q651 in the long passing siding. Sure would have liked to been able to see this action from trackside, but, I could hear the action on the radio. *Dennis*

Terre Haute Towers

Ownership of the former CP Rail Springhill Tower in Terre Haute, Indiana, has been transferred to the Haley Tower & Technical Society effective May 8, 2000 for a price of \$10. CP Rail is leasing the land the tower sits on to the HT&TS for \$1 with the stipulation that the tower be moved by June 1, 2001. The society plans to move the tower to the site of its museum, just adjacent to the former location of Haley Tower. Estimated cost of move is \$40,000.

In late 1999, the Haley Tower & Technical Society purchased and moved CSX's Haley Tower to its museum site (which incidentally is just west of the former tower's location). When moved, the museum will be the only one in the country with two towers. *Chris Dees*

PENNYRAIL

AMTRAK

(Continued from page 5)

66th birthday and we will have a modest celebration in the diner this evening. I popped for a bottle of wine (this is becoming a habit) with dinner and we enjoyed the beauty of the New River Gorge. We slept through northeastern Kentucky, Ohio and Indiana. We detrained on Monday at Indianapolis and took the bus (arf! arf!) to Louisville. A taxi got us back to Jeffersonville and the Amtrak "terminal". The Toyota was undisturbed and was ready to complete the trip with a quick run

THE OLD GOAT

(Continued from page 5)

south switch. I got off the Geeps and headed up Hanson Street and home. I was hooked!

By October, 1966, only two passenger trains each way were running on the Henderson Sub. Northbound # 54 the Georgian-Humming Bird and # 92 the St. Louis section of the Georgian-Humming Bird. Southbound # 53 the Georgian-Humming Bird from St. Louis and # 93 the Georgian-Humming Bird from Chicago. In 1966, only three southbound fast freights, one tote train and one local from Evansville to Guthrie were on the time table. Northbound trains were two fast freights, one tote train and one local from Guthrie back to Evansville. Of course, many more trains were running on the HD at this time. Lots of coal trains and extras kept the crews busy with trains to run.

In 1969, the L&N purchased from the Chicago & Eastern Illinois RR the 287 mile long main line from Evansville to Woodland Junction, Illinois, north of Danville. Part of the sale included L&N trackage rights from Woodland Junction to Chicago on

HI RAIL FUN IN EVANSVILLE

by Ricky Bivins

March 11, 2000 was cool with snow flurries most of the day, but for those who visited the home of Jim and Jake Bengert on the south side of Evansville IN, it was a warm and satisfying day of Hi-rail action. Jim and Jake have a very FUN layout in their 24 by 40 foot train room just behind the house. The door to the kitchen and the cookies fresh baked by Mrs. Bengert were just a few steps from the train room. The layout features two complete loops in a folded dog bone fashion, each seeking different elevations as they traverse the layout. Motive power is a mixture of pre and post war Lionel, MTH and others in a variety of road names with Lionel Command Control on most locomotives. The roundhouse could handle the biggest of these, a UP Bigboy.

Two of the many scenes on the layout were the massive grain elevator and a downtown area with period structures and no railroad tracks to clutter up the area. This is a welcome departure from the norm of put in as many tracks as you can" syndrome seen on so many layouts. I enjoy the scenery and structure building aspect of this hobby. Jim and Jake used a very different approach to their ground cover on the layout than I do. Not one to not accept change, I tried their method, oil dry and chicken grit. Low and behold it works and is fast, very fast to apply. I love it when a plan comes together, even when you didn't have one.

Over all a very good time was had by all in attendance. I did not take names of those who were there, but several members were present and a very good railroad'y time was had by all. Until next time, keep it in mind that there is a HI-rail empire in Indiana.

PHOTO SECTION

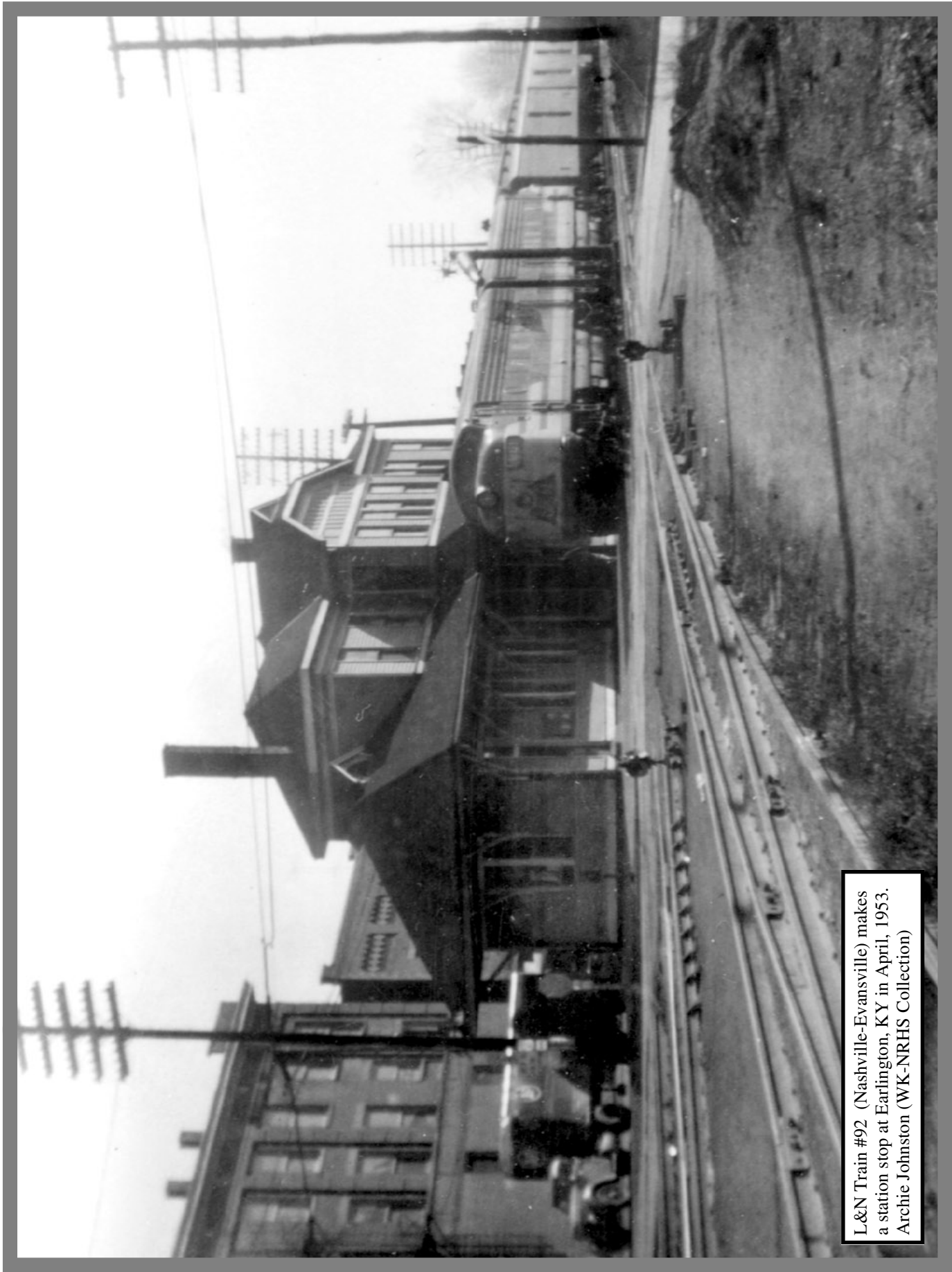


P&L hospital train westbound from Louisville to Paducah with 12 CEFX SD90MACs and a gaggle of ex CSX GP38s and GP40s. June 4, 2000 west of Richland, KY.



Another P&L hospital train west bound near Richland, KY. The non-P&L units are a mix of CSX, CR and SP GP38s and 40s headed for VMV. June 11, 2000.

“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.



L&N Train #92 (Nashville-Evansville) makes a station stop at Earlington, KY in April, 1953. Archie Johnston (WK-NRHS Collection)

YOU'RE INVITED

TO THE ALMOST ANNUAL
EASTERLY ICE CREAM SOCIAL
& OPEN HOUSE

Saturday, July 22, 2000

*Lunch (New Item) will be served at noon
Ice Cream to be served beginning at 2:00 p.m.*

*Trains of some kind will be running.
Fun will be had, rain or shine.*

Directions:

From Madisonville, go south on Pennyrile Parkway to 68-80 at Hopkinsville. Take 68-80 East through Russellville to HWY 100. Take 100 to Square in Franklin and turn left on 31W. Go north on 31W. Approximately one mile past McDonalds, turn left on Patton Road. Then turn right on Widener Circle and we are the third house on the left.

From Owensboro, take the Natcher Parkway, south to 31W in Bowling Green. Take 31W south to Patton Road. (Just past traffic light at 3008) Turn Right on Patton road and turn right again on Widener Circle. Again we are the third house on the left.

Please let us know if you plan to attend so we will know how much Ice Cream and other munchies to prepare. Please, leave a message at 1-800-584-6564 to confirm. THANKS!