

# PENNYRAIL

JULY 2000

VOLUME 4 NUMBER 7

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS National News



### Chapter

## JULY MEETING

**MADISONVILLE, KENTUCKY**

**Monday, July 24**

**7:00 PM**

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

Arch Street and the railroad in downtown Madisonville.

## PROGRAM

We will have a special guest for our July meeting. Dennis Mize, author of *L&N's Memphis Line*. Dennis will present a slide show of L&N and Southern operations in Kentucky. Bring your copy of *L&N's Memphis Line* to the meeting and get the authors signature. Leroy Cobb will supply the refreshments.

Dennis is from the Central Kentucky area, attended UT Knoxville earning a degree in Business Administration majoring in Transportation and worked 16 years in Car Service and Operations Management for C&NW in Chicago from 1974 to 1989. He attained the rank of Senior Car Service Officer in Car Control Center, and in the final 5 years of his 10 years in the Operation Control Center, was promoted to an "acting manager" in charge of the

*(Continued on page 2)*

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### SOME RANDOM THOUGHTS

As a member of both the NRHS and the NMRA, I am continually puzzled by the differences in the two organizations. Admittedly the two have a different slant on their approach to railroading but there is, in my opinion much common ground. Why, then, does NRHS have some 17,000 members and \$18 per year dues while the NMRA has over 23,000 members with an annual dues of \$35 (nearly twice the NRHS rate). I also suspect that the average age of an NMRA member is considerably less than that of an NRHS member.



Perhaps it comes down to local and regional activity. Maybe we, the NRHS should look at the NMRA and it's activities. We might just learn something that will keep us from shrinking and withering

**Chapter News**

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Operations Control Center overseeing the nation's 7th largest railroad. He was responsible for all train operations, motive power utilization, caboose and train link inventory, and reports to management and the FRA concerning operations and accidents/derailments. While in college, Dennis was founder of a regional railroad publication, The Southern Railfan. He has written several articles including one for Railroad Model Craftsman on the Clinchfield, and The Dixie Line Magazine on L&N motive power. He spent 13 years researching and writing the new L&N book, **L&N's Memphis Line**. His grandfather was a Memphis Line agent and operator for almost 50 years.

**JUNE MEETING**

Wally Watts supplied the program for the June meeting in Madisonville. Wally showed a Pentrex Video covering the Santa Fe Railway Pasadena Sub during the 1950s and into the 1960s. The video covered the classic Santa Fe passenger train action during this time. Sandy Byrd provided the refreshments in the form of homemade cookies. They were great! The eighteen members on hand for the meeting ate all eight dozen cookies in record time. A goodly quantity of chips and drinks were also devoured by the members. No leftovers for Billy this time!

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**MEMBERSHIP**

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

**TRACKSIDE WITH THE OLD GOAT**

*Dennis Carnal*



Greetings from The Old Goat....Welcome to Summer 2000!! As I write this column, the temperature was already 86 degrees at 9:00 am and the humidity was 90 percent. The forecast for the weekend calls for a high temperature of 97 degrees on Saturday and a high temperature of 99 degrees on Sunday. Throw in very humid air and get ready to throw-up when you go outside. Railfanning anyone? No Way !! I am inside until the first frost. Plus, I'm hoping for a big snowstorm on Labor Day. Does anyone like this heat? Guess you can tell that I like winter weather better than summer. Anyway, let's look at the final part of my recollections of train watching on the Louisville & Nashville Henderson Sub.

This month, I will look at the 1970s through the 1990s.

The first important event of the 1970s was the April 30, 1971 loss of passenger train service along the Henderson Sub. Around 2:05 am, when the northbound Georgian, train # 92, from Atlanta headed for St. Louis, pulled away from the yard office/station at Atkinson Yard. The L&N Railroad closed out 102 years of passenger train service to Madisonville. Train # 92, the southbound counterpart had arrived from St. Louis around 10:10 pm on its way to Atlanta. Train # 53 was only one locomotive and one passenger car. Train # 92 consist was the same. These trains were a far cry from the premiere passenger trains on the Henderson Sub only a few

years earlier. May 1, 1971 marked the startup of Amtrak and most railroads turned over their passenger train operations or stopped their passenger service altogether.

On August 1, 1971 the L&N Railroad purchased the 541 mile long Monon Railroad. This railroad operated between Chicago and Louisville. The Monon gave the L&N a second route into the Chicago area through Bloomington and Lafayette, Indiana. Plus, the purchase gave the L&N access to Indianapolis, the largest city and state capital of Indiana.

During 1972, a new holding company called Seaboard Coast Line Industries purchased all L&N common stock. This holding company already owned all common stock of the Seaboard Coast Line Railroad. This buyout was the beginning of the end for the L&N Railroad as a separate company. By 1974, Seaboard Coast Line Industries decided to group it's six owned railroads into one common name for a better way to market services. The railroads were the Seaboard Coast Line, Louisville & Nashville, Clinchfield, Georgia, Atlanta&West Point and Western Railway of Alabama. The new 16,000 mile long railroad would be named The Family Lines System. Each railroad would keep their own identity, but would share a common emblem, logo and color scheme on everything from paperwork to locomotives. Also, The Family

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## THE OLD GOAT

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Lines System would have coordination between the member railroads in administration, marketing and operations. Freight cars and locomotives would be sub-lettered for the railroad that owned that car or locomotive.

The year 1974 also marked the Arab Oil Embargo. This energy crisis was the reduction in the amount of oil shipped from the Middle East to the United States. This reduction in the supply of oil caused many large customers to switch their energy supplies back to coal and away from oil and natural gas. This energy switch caused a coal boom in Eastern coal producing areas, including the Western Kentucky coal field. The L&N wasn't ready to handle the upswing in the coal market. They were short on crews, hopper cars and locomotives. The heavy coal traffic pounded the trackage along the mainlines. With worn-out trackage, derailments increased daily. Due to the increase in coal traffic, other types of L&N traffic started to be delayed. Customer service over the entire railroad went downhill fast. The L&N started to hire more crews, purchase more hopper cars and new locomotives and rebuild trackage as fast as possible. But the demand for more coal kept coming. To make matters worse, two very cold winters in 1977 and 1978, plus a four month long miners strike in early 1978, caused the coal market orders to keep increasing. Between 1970 to the end of 1979, coal traffic on the L&N increased by sixty percent systemwide. While the Arabs played their games in the Middle East, the coal companies in the Eastern United States started to see a major increase in the price paid for a ton of coal. Coal

that had been selling for \$10 to \$15 dollars per ton in this area rose to \$60 to \$70 dollars per ton. The coal operators were again rolling in money. All this time the poor L&N was trying to keep operating on a shoestring budget. This budget problem was due in part by the low rates that the L&N could charge customers to haul their coal to market.

After 1976, the L&N was leasing power from any source that could supply a locomotive. Locomotives from Conrail, Canadian National, and Southern Pacific were common sights on the Henderson Sub. In September, 1978, the Interstate Commerce Commission ordered the Seaboard Coast Line Railroad to supply the L&N with 100 of their locomotives to help with the coal traffic. They did what the ICC told them to do and sent the 100 locomotives to the coal country. Most of the borrowed SCL locomotives were little more than rolling pieces of junk. The locomotives were worn-out Alco C420s, C628s and C630 models. Plus, some old General Electric U25B and U25C models and a few old EMD SDP35s made the trip north. Nothing like cleaning out the junk from the roundhouses. What the L&N needed most was more money. In 1979, the ICC granted the L&N a 22 percent rate increase on coal traffic. The coal companies had a fit, but, the rate increase took effect. The increased rates allowed the L&N to start a \$427 million dollar capital improvement program. This money was used to purchase new SD40-2s from EMD and new C30-7s from General Electric. Orders for new hopper cars were placed. Major track and yard work was done. With these improvements to the L&N, the problems of the 1970s were beginning to disappear.

## PENNYRAIL

While working for, or working with, the L&N in the 1970s was often a pain in the behind for everyone, watching the L&N along the Henderson Sub through Earlington was a pure joy for the railfan. As most of the membership knows, I like locomotives. Keeping up to date on locomotive rosters has always been one of my main interests of railfanning. Let's go back to 1974 along the L&N tracks with me and watch some trains through Earlington. Between March, 1974 to July 1978, I kept a record of all trains by type (manifest, tote, coal and light engine movements) that I saw. I kept a record by month of the number of each locomotive by model that I saw. Notes were made of special movements and any other railroad's locomotives noted on trains.

For example, during March 1974, I watched 58 manifest trains, 42 piggyback or tote trains, 20 coal trains and 13 light engine or caboose hops. These trains were powered by 16 different locomotive types from EMD, GE and Alco. The most common locomotive model noted was the 114 sightings of EMD GP38 and/or GP38-2 models. Second place went to the GE U23B with 50 sightings and third place went to the GE U30C model with 44 sightings. L&N was still using most of their older GP7 and GP9 models with 22 GP9s noted and 30 GP7s sighted for the month. By this time the old EMD F units were on their way out and were being traded back to the builders for new locomotives. But, during March 1974, I noted 12 F7As, 4 FP7As and 1 F9A on trains passing through Earlington. Only two locomotives from Alco were noted, both C420s. Most of the Alcos were being used in the Eastern Kentucky coal fields. By this late date most of the early 1950s built Alco RS3 roadswitchers had already been removed from the L&N roster. The RS3s had been used for years on coal trains in the Western Kentucky coalfields, but the fleet

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# WEST

Rick Bivins



## AMTRAK, I&MRL, 261 AND LOTS OF REAL RAIL FUN

by Chris Dees

This year marks the tenth anniversary of a decision I made that has had a profound impact on my life. That decision was to return to school and get my Airframe and Powerplant Certification from the Federal Aviation Administration. A mouth frill just to say airplane mechanic, this would compliment my Airman's Certification i.e. pilot. This decision would require a move to attend school. I chose a school that was well respected and had an accelerated course and FAA approved. I would have my certificate in fourteen months instead of two years at this chosen school. AND this school was in the heart of Union Pacific territory too!

Cheyenne Wyoming would become my home, I would get those ratings and learn how important all my friends were while so far from home (thanks guys, you know who you are). The UPRR was and is big in Cheyenne. Wally's program in April covered things very well. I would like to tell a few stories as may relate to that program.

As we recall, Steve Lee, UPRR's director of motive power, the main element in the design of the desk top cab controls now in use with most railroads and director of the LP steam program etc. resides in Cheyenne. I was able to befriend Steve while living there. Once while a guest of the railroad, he and I were watching UP's only serviceable DDA40X Centennial 6600 hp Diesel locomotive shove cars in the yards when Steve said "now where else can you find a 6600 horsepower switcher?" I had free rein of the shops and yards as Steve gave his permission to roam the area. I have walked through the roundhouse before it was made a museum. I have been in the cab of 844 and 3985, walked the turntable, toured the areas in the station not open to the public, the list could go on. So what is my

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261 and the I&MRL (the trip of Interesting & Most Recurring Luck) After spending some time on June 24th at the Dubois County Fairgrounds for ARRL Amateur Radio Field Day, I packed up the radios for my first mainline steam excursion in quite a while, MILW 261 on the I&M Rail Link. Departing Jasper on June 25th, I drove west on US 50 toward Illinois and St. Louis. This route was along the former B&O St. Louis to Cincinnati line. Not any trains, but an interesting break from the interstate.

At the St. Louis Amtrak station, I met up with Don Clayton and Wallace Henderson for the ride to KC on the Mule. Don had suggested we meet early and have brunch at St. Louis Union Station - Rex and Ron would be proud at the amount of grazing that went on. One sad note was the closing of the Great American Train Store in St. Louis (as well as nationwide) - got to see the last day of operation.

Business class is the only way to go on the section of Amtrak between St. Louis and Kansas City. Another mileage collector, Stan Barringer (son of Monon president John Barringer) was on board and I got to talk with him for a long time - very interesting fellow. Arriving in KC at about 9 pm, Don and Wallace transferred to the Caritas while it was off to the hotel for this lowly coach passenger.

Monday June 26 brought a departure from KC's Amtrak facility behind that beautiful Milwaukee Road #261. With smoke rolling, bell clanging, and air horn blowing we slowly eased through the congestion of Kansas City. Soon, however, the IMRL dispatcher chimed in with those famous words "ready for a track warrant?" and we were off across northwest Missouri toward Muscatine, Iowa.

About 40 miles out of Muscatine, Iowa, the IMRL dispatcher decided to put us in the hole so three trains behind us could pass. This turned into a 3-hour delay, plus the remainder of the night chasing approach signals behind these slow trains. Arrival in Muscatine was at 1 am. After a long day of deadheading, Amtrak employee Brian Cutter, one of the mileage collectors, arranged for some crew taxis to the local hotel. It definitely pays to have someone "experienced" in arranging such transportation. Due to a screw-up by Fairfield Inn, I got a free night's stay (?) of four hours at Super 8 - my first bit of luck on this trip.

Day 2 of this odyssey started just like the first - in a brilliant show of steam and smoke. I even got to see some old friends in the form of I&MRL SD 45's, which were originally VMV lease units. No major delays happened on the second day. At Marquette, Iowa, we also got the good news that we were continuing to La Crescent, Minnesota (additional mileage and a new state). We weren't sure we would actually connect to CP Rail at La Crescent, but MP 160 was very close - more good luck would kick in, however, on the next day. Arrival in La Crescent was about 10 pm, so a good night's rest was had by all.

Day 3 of the trip resulted in some changed plans. Originally, I

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## Chapter News

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Thanks to Wally and Sandy.

CSX rail traffic through Madisonville during the meeting was this....**NOTHING!!!** Maybe we'll have better luck during the July meeting.

## CHAPTER ACTIVITIES

The Crofton Depot note cards have arrived and, following a bit of maintenance on some of the envelopes, are ready for sale. Chapter members can purchase an 8 card package for \$2.00. Non-Chapter sales will be \$2.95 per package. Chuck is contacting the Mini Mall in Crofton, The Pennyrile Museum, and Broadbent's in Cadiz. If any of you know of any specialty retailers that might be interested in selling the cards please contact either Chuck or Dennis.

## NEW MEMBERS

The chapter's newest member is **John W. Gann** P.O.Box 158 England, Arkansas 72046. He is a full chapter member. John is part owner of a savings and loan company. He is a friend of Don Clayton. Welcome to the chapter John Hope you can visit us sometime soon.

## MEMBER NOTES

Ron Stubblefield is recovering but still must watch his activities. He was at Don Clayton's a couple of weeks back and was in good spirits. Jim Bengert and Wallace Henderson our up

## AMTRAK, I&MRL, 261

*(Continued from page 4)*

was going to stay in Madison, WI, with a bus trip down to Chicago. However, due to the additional mileage and La Crosse, WI being an Amtrak stop on the Empire Builder, I got to add some more new mileage - my I&MRL continued. Thanks to CP Rail track work between La Crosse and Minneapolis, the southbound Empire Builder needed to be turned at La Crosse in order to continue to Milwaukee and Chicago. In order to accomplish this, we proceeded west to La Crescent, Minnesota, and the 20 mileage collectors on board foamed like mad because WE MADE THE CONNECTION to I&M Rail Link !!!! (ed. Mr. Clayton - how much did this connection cost?). Unfortunately, the Builder was 2 hours late into Chicago and myself and Merle Hoagland, Amtrak agent at Texarkana, missed our connection to the Texas Eagle. Merle got a flight back to Texarkana, and my option was a "motorcoach return" to St. Louis (can you say "bus trip from hell" ala the Baesler trip in 1998?). I asked for another option, and I&MRL struck again. Amtrak put me up for the night in Chicago (at the same place the train crews stay), paid for taxi fare, and paid for meals. Amtrak really DOES take care of its passengers.

Day 4 was the return to reality as I rode the Ann Rutledge back to St. Louis. I almost got lucky again, as there was talk of detouring via TRRA's MacArthur bridge. But alas, this didn't happen. Never mind, though, I've got the mileage anyway. Overall, this trip ranks almost as equal to the NKP 765 trips out of Paducah - just wish all you guys could have been along on the Interesting & Most Recurring Luck trip behind Milwaukee Road 261.

## PENNYRAIL

## THE OLD GOAT

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had mostly retired during the late 1960s and early 1970s. Many L&N employees have stated that the RS3s were the best pulling locomotives that the L&N had at the time. They were great pulling the heavy tonnage coal trains on the branchlines or down the mainline. May 13, 1974 was a very lucky day for this railfan. At 9:30 pm, I saw my first Amtrak passenger train. It was the detouring Amtrak Floridian northbound with two ex-B&O

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## 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. (postponed from this month due to lack of space)

Don Clayton and Wallace

**JUNE MINUTES SUMMARY**

Western Kentucky Chapter, NRHS  
L&N Depot, Madisonville, KY  
Monday, June 26 7:00 pm

**TREASURER'S REPORT:**

<b>Opening Balance</b>		1 655.09	
<i>Income</i>			
Dues Chpt.	24.00		
Dues Nat.	0.00		
Donations	0.00		
Video	43.00		
Raffle	10.00		
Total	77.00	1732.09	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	73.60		
Print	83.74		
Supplies	0.00		
Total	157.34		
<b>Ending Balance</b>		1574.75	
<b>MEMBERSHIP:</b>			
Full		39	
Chapter Only	+3	31	
<b>Total</b>		7	0

**DIRECTORS REPORT:** None

**OLD BUSINESS:** At Jim Finley's request the Chapter selected a tentative date for the Railfan Outing at Crofton's Gordon Park. The Chapter selected the weekend of September 9-10. Jim will firm up and report at the July meeting. Dennis had the "Crofton Depot" note cars which Chuck had arranged for. The price will be \$2 a pack (8 cards) for Chapter Members and \$2.50 (changed to \$2.95) for non members was OK'd by motion.

**NEW BUSINESS:** There was no new business though a discussion was held regarding a location for the Christmas Dinner. C P Shootstraight's was suggested but no action taken. The meeting adjourned for refreshments by Sandy Byrd and program by Wally Watts.

**ATTENDANCE:** Tim Griffey, Rick Bivins, Jim Pearson, Bob McCracken, Dennis Carnal, Rich Hane, John Sisk, D A Fraser, Leroy Cobb, Terry Bunner, Bob Moffet, Sandy Byrd, Billy Byrd, Keith Kittinger, Rex Easterly, Tommy Brown, Greg Utley and Wally Watts.

**O - O - O**

**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 #40**

**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](http://www.goldenstaterails.com)

**September 2 DMIR circle trip from Duluth, MN behind**

**Milwaukee 261.** This is a 170 mile round trip. Coach \$75, First Class \$179, Skytop Lounge \$249. Tickets and info. 800-423-1273.

**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.

**U S Postal Service CELEBRATE THE CENTURY EXPRESS**

Bloomington, IN July 29-30  
Bardstown, KY August 4-6

**HISTORICAL SOCIETY EVENTS**

**September 9 Crofton, KY** Chapter Railfan Day and cookout. Gordon Park. More next month.

**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**

**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!!

**TRAINS TWO, PEOPLE ZERO** Around 10:30 pm on Friday, June 30th, southbound Paducah & Louisville Railway empty unit coal train from Louisville ran over a man west of Beaver Dam. The crew on the train reported that the man was sitting on the mainline tracks as the train neared McHenry. The man was struck by the train. He was not killed, but lost a leg along with other serious trauma. Then around 1:30 am on Tuesday, July 4th, a northbound CSX manifest train pulling 93 cars ran over a 30 year old man from Madisonville as he lay on the Earlington Main track between North Street and the Hospital Drive crossing, just north of downtown Madisonville. The crew reported that the man was laying across the tracks facing north as the train approached from the south. The train was moving at around twenty miles per hour at the time and could not stop before hitting the man, who was pronounced dead at the scene. Most likely, both incidents were due to one or more of three causes; alcohol, drugs or suicide. It's too bad that train crews have to witness the stupidity of mankind through the windshield of their locomotive cab.

*Dennis C*

C

**OCS** CSX operated a business car train (**Office Car Special**) on the Henderson Sub on Tuesday, June 29th. The train (P925) passed through Madisonville at 3:00 pm headed for Nashville. Chuck caught the train at Kelly as it took siding for a northbound intermodal (Q122) and then continued south. The train consisted of seven cars and CSX's pair of ex-Amtrak F40PHs 9992 and 9993.

*Dennis C and*

*Chuck H*

**P & L SLUGS** The P&L has leased three GP40-2/GP30 or GP35 mother & slug sets from CSX. The units will be on lease until December 2000. The locomotives will be used on the LG&E unit coal trains from the Madisonville area mines to the power plants in the Louisville area. The P&L has plans to purchase twenty mother/slug sets from the VMV Shops in Paducah. These rebuilt GP38 and or GP40 mother units will be paired with GP35 or GP38 ballasted shells or slugs and will replace many of the tired old GP8s and GPIOs on the P&L roster. The leased slug sets were at P&L's Paducah shop on July 5th. *Dennis C and Chuck H*

### LOCAL INTERNET LINKS

Evansville Railfan Homepage <http://home.att.net/~ralabell/>

VMV Website [http://](http://www.vmvpaducahbilt.com)

[www.vmvpaducahbilt.com](http://www.vmvpaducahbilt.com)

Paducah & Louisville Website <http://www.palrr.com/>

*Chris D*

**L&N DEPOT, BOWLING GREEN** In the last few weeks, much activity has taken place at the former L&N depot in Bowling Green, KY. The chain link fence which surrounded that station has now come down, and much excavation work is taking place around the structure. It would appear that they are replacing the driveway up to the depot. The foundation of a metal building which stood next to the depot has also been demolished. In the six years I have been coming to Bowling Green for various reasons, the depot sure looks her best right now. Much progress

## THE OLD GOAT

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E8As and one new Amtrak SDP40F. This train ran daily between Chicago and Florida. Due to poor track conditions on the Penn Central Railroad between Louisville and Indianapolis, the trains were detoured from time to time from Chicago to Nashville via the L&N trackage through Evansville.

During the time from May 13th to May 18th, I noted the Floridian seven times running through Earlington. These trains were powered by three locomotives each trip, either three E8As or two E8As and one SDP40F. All the E8As were ex-B&O locomotives on these trains. On May 9th, 1974, I noted the L&N F-unit number 554 northbound on a manifest train with one L&N F9A locomotive. The 554 was in fact a F9A locomotive itself, but it looked like an older F3A locomotive. Here's why. This locomotive was built in November, 1956 as a F9A locomotive carrying road number 922. It was wrecked in early 1966. It was rebuilt at the L&N's South Louisville Shop in April 1966 using the carbody from retired former Monon F3A number 210 and some parts from the original locomotive. Though the locomotive looked like a F3A on the outside, it was in fact a 1,750hp F9A locomotive. It was retired and traded back to EMD on June 11, 1975.

We will finish Dennis' L&N recollections in the August issue of **P e n n y r a i l . e d**

**Just a quick reminder (assuming this gets to you in time) regarding lunch, ice cream and trains at the Easterly residence on Saturday, July 22. The activities get under way at noon. Details in the June**



WEST

# PHOTO SECTION

(Continued from page 4)

point? It is not to boast but remind my self and you that many of the things we do are important to us and we hold very dear memories of. But did we take notes or make a point to preserve that moment for the future? Well many of those memories are at a loss of detail. I did not take notes; I don't recall the dates or the locomotive numbers in which Steve let me have cab rides. I did not even keep up with dates of my photos; I have great memories, few details.

Our own archive project is to make some sort of order out of some one else's memories. In a few years that SD-40-2 we saw at Providence KY. on a coal train will be a memory, but did we make a note of it? Perhaps as we work on the archive project we should remember to archive our "new" memories as well. I just read Don Clayton's article "Amtrak's Shortest Sleeping Car Route" in which Don said the Twilight Shoreliner was one of the few trains still using F40's! Wake up Rick. I haven't ridden Amtrak in so long; all I remember is F40's. And of course I have lots of slides and pictures of Amtrak F40's, do I know when and where...

Perhaps one day we can have a story session where we can tell about all the railroad adventures we have had but just can't



**NEW POWER** This unit (an SW9 ?) was delivered to the Dana plant in Hopkinsville on Friday July 7, 2000. Photo taken on Saturday July 8, 2000 and the stacks were still capped. The "JTPX"



Hopkinsville's other resident locomotive is this unit that works the Hopkinsville Elevator facility off CSX's Casky siding. The unit is painted silver and blue. Originally an SAL GP9, the



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