

PENNYRAIL

AUGUST 2000

VOLUME 4 NUMBER 8

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

AUGUST MEETING

MADISONVILLE, KENTUCKY

Monday, August, 28

7:00 PM

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

Arch Street and the railroad in downtown Madisonville.

PROGRAM

The August 2000 Meeting of the Madisonville NRHS will be a slide presentation by member Chris Dees focusing on southern Indiana railroading and several rare mileage trips in 1999-2000. The presentation will include an overview of the Indiana Southern, Indiana Railroad, Hoosier Southern, Dubois County Railroad, and the Louisville & Indiana shortlines, plus mainline action of CP Rail, CSX, and Norfolk Southern. Other "oddities" will include lots of steam, CSS&SB traction, and a motor car excursion on the Dubois County Railroad, as well as some rather humorous "Politically Correct Rules of Railfanning". Keith Kittinger will provide refreshments.

Chris has been been a member of the Madisonville

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Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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"PENNYRAIL" is the
official publication of
the Western Kentucky
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ALCO PHOTO CONTROVERSY CONTINUES

As noted in the minutes, the NRHS Board of Directors has authorized legal action against the Mohawk & Hudson Chapter regarding custody of a portion of the ALCO photo collection.

From all the information available it appears that the NRHS, the City of Schenectady, and Dresser Industries (the successor of ALCO) are in general agreement as to the care and storage of the collection. It also



appears that the problem with Mohawk & Hudson is only with a minority group within the Chapter. Perhaps cooler heads may prevail and a courthouse battle avoided. Let's hope!

Chapter News

(Continued from page 1)

Chapter NRHS since 1993. He is also a member of Owensboro and St. Louis Chapters, as well as a volunteer at the Indiana Railway Museum in French Lick, Indiana. Since 1992, Chris has logged over 15,000 miles by rail in several states and on some pretty rare mileage.

Chris grew up in the small western Kentucky community of Calvert City. His first recollections of train watching involved the IC, which ran right outside of his grandmother's home. As interest grew, Chris also was able to "grow up" with the Paducah & Louisville Railway as it came into existence by taking over the former ICG Kentucky Division. After graduating from Murray State University, Chris has held a variety of engineering positions with Siemens, Honeywell, and is presently with Kimball Electronics Group in Jasper, Indiana.

When not railfanning, Chris can usually be found involved with his other hobby - amateur radio and radio communications monitoring. He holds an Extra Class Amateur Radio license, the highest possible, and is a member of the Dubois County Emergency Management Agency.

JULY MEETING

A record turnout of forty-three people were on hand for the July

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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



This is the completion of the "Old Goat's" Henderson Sub recollections.

July 30th, marked the return of the Floridian to the Henderson Sub. The northbound trip passed through Earlington at 9:30 pm with three E8As, two ex-B&O and one ex-Union Pacific. The next day, July 31st, the passage of the southbound train at 6:30 am marked the last use of E-units on this train. August 1974, I noted the Floridian passing through Earlington 36 times. All the trips operated with two new Amtrak SDP40F locomotives. On average, the northbound trains passed through Earlington between 8:30 pm to 9:30 pm, while the southbound trains passed through Earlington between 8:30 am to 9:30 am. On August 19th, I was downtown in Earlington watching a L&N tie replacement gang install new ties along the mainline. It was 9:15 am, when I heard a familiar sounding horn blow to the north of the Main Street crossing. Much to my surprise, the bright red nose of an Amtrak SDP40F locomotive slowly came around the curve. It was the southbound Floridian rolling along the passing track at around 5 mph. I got a good look at the fireman in the left-hand seat. He was wearing a white shirt and tie! Didn't see that everyday. Most of the Dutch doors were open with crew members or passengers looking and waving to the track gang. The passengers sure got a good look at Earlington that morning.

One more reflection about those new Amtrak SDP40Fs. Those locomotives had the best sounding horns. Nothing on the L&N sounded like them. On a quiet still night, you could wait outside around 9:00 pm for the northbound Floridian to pass through town. You wouldn't have any problem hearing the train. You could hear the crew blowing for the two crossing at North Nortonville, then through Mortons Gap, next Brackett Lane and Bell Crossing, then the three crossing through Earlington, the haul road crossing between Earlington and Madisonville and then the eight crossing through downtown Madisonville. The sound from those horns would carry for miles! I haven't heard any better sounding horns since then.

During September 1974, the Floridian ran through Earlington at least thirty-four times between the 1st and the 24th. Other rail traffic had also picked-up during this month. Ninety-one manifest trains, forty-two tote trains, eighteen coal trains and 15 caboose hops were noted. The Floridian was next routed on the Henderson Subdivision on November 11th northbound at 10:00 pm behind two SDP40Fs. By this time, many of the old F-units had been removed from the roster. Only four F-units were noted between October 1st through December 31st, 1974. February 11th, 1975 marked the return of the Floridian once more to Western Kentucky trackage. Amtrak

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THE OLD GOAT

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made 31 trips along the HD Sub between the 11th and February 28th. February 17th marked the last time for me to see a L&N Alco RS3. The old Alco was the trailing locomotive with two GP38s and one U23B on a manifest freight through Earlington. I didn't get the number of the locomotive, but it had to be one of the last of these old Alcos on the L&N roster.

March 1st through March 11th saw the Floridian make at least twenty trips between Evansville and Nashville. The Floridian had run on the HD Sub for thirty days in a row. But, these trips would mark the end of these detours along the HD. Then, the Floridian returned to it's old route from Nashville to Louisville through Bowling Green via the L&N Mainline Sub.

North of the Louisville, the Floridian would now use the L&N's Monon Sub between Louisville to Chicago via Bloomington, Lafayette and Hammond. The Floridian would use this route until the Floridian ran it's last trips during October 1979.

March 1975 also saw the last of the F-units on the Henderson Sub, On March 16th and the 27th, FP7A number 693 was noted in use on coal trains through Earlington. On both trips the FP7A was operating with two GP7s, Number 693 was the last FP7A in use on the L&N system by this time. Number 693 was built by EMD in June 1951 numbered 623, then it carried road number 651 in December 1951. It was renumbered 693 in December 1966. This locomotive was one of a group of ten FP7As that had the best steam generators and were grouped together for continued use on passenger train service. This

locomotive was retired from service during June 1975, almost 24 years to the day since being built. These two sightings of the number 693 marked the last time for this writer to see a L&N F-unit in service. December 1st, 1975 marked the first time that I saw L&N U3OC number 1499 in service. This locomotive was built by General Electric as part of an order for thirty U3OCs in 1972. The locomotive was painted in a special black, white and gold paint scheme for the L&N. The locomotive was used to promote a new more reliable series of locomotives. I saw this locomotive in service on the HD Sub six times between December 1st, 1975 and March, 1976. The locomotive was damaged in a derailment on January 5th, 1977, near Corbin, and scrapped on June 30, 1977

Early 1976 saw the start of Burlington Northern/L&N run-through manifest trains on the Henderson Sub. The trains ran with pure sets of Burlington Northern locomotives and sometimes had Burlington Northern cabooses. Just about any model of locomotive on the BN roster would appear on the trains. I noted SD7s to SD45s and many GP2Os, GP35s, GP38s and GP4Os, plus a few GE U25Bs, U3OBs and U3OCs. Most BN locomotives were already painted into the 1970 BN merger colors, but a few locomotives wearing Great Northern Big Sky Blue were noted. Cabooses in BN, Great Northern, Northern Pacific and Burlington Route livery were seen on the HD.

By January 1977, locomotives from Burlington Northern, Conrail, many still painted for Penn Central, and Seaboard Coast Line were seen along the L&N tracks in Western Kentucky. March 1977 saw the first of many Canadian National locomotives

PENNYRAIL

on lease to the L&N show up in consists with L&N power. CN SD40s, GP38-2s in both standard cab and wide cab models and GP40-2s were seen everyday through Earlington on any type of train that needed power. The lease units were not used on coal trains only. March 1977 also marked the return to the Evansville Division of the older six-axle Alco and General Electric locomotives, that had been banned for use on the Evansville Division for the past few years. Alco models C628 and C630, plus the smaller C420s were back in Western Kentucky after years of service in Eastern Kentucky coal fields. Plus, the old General Electric U25Cs had returned.

By April 1977, locomotives were in such short supply that anything running was placed into mainline service. April 20th, southbound piggyback train 723 had this lashup....on the point L&N SW1500 number 5015, L&N ex-Monon C420 1325 and two L&N GP7s. September 1977 marked the month when the locomotives started to arrive from the rush orders to EMD. September 17th was the date of my first sighting of a L&N locomotive wearing the new Family Lines System paint scheme. Six brand new SD40-2s dropped an empty Georgia Power unit coal train in the passing track in the Earlington Yard. These six SD40-2s were part of an order for twenty-one SD40-2s that were all delivered during September 1977. Maybe this was the locomotive's first revenue trip?

During April 1978, GE U36Bs leased from the Auto-Train Corp. appeared on the HD Sub. The first seven months of 1978 saw locomotives from Auto-Train, Canadian National and Seaboard Coast Line make up the balance of foreign line power on the L&N lines in Western Kentucky. A few of the Alco locomotives were still noted on the HD. By July 1982, all the locomotives built by Alco would be retired from the L&N

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AMTRAK TO STAMFORD CONVENTION 2000

Wallace Henderson

July 5 Don Clayton and I drove to Carbondale for a fast run to Chicago on the "Illini."

Day 2 Fine lunch at Berghoff's German restaurant and an afternoon round trip to Aurora on METRA's ex CB&Q raceway. Excellent beer in the former Burlington roundhouse brewpub behind the Aurora station. Departed on "Capitol Limited" over an hour late due to addition of Roadrailleurs and Express cars.

Day 3 At midnight our train hit a car west of South Bend, killing the driver (my first grade crossing 'incident' and Don's fifth). Car wedged between rail so was difficult to remove. Train now 6 hours late.

Day 4 Beautiful trip over Sand Patch and down the Potomac River valley on the former B&O. Arrived Washington 8 hours late.

Day 5 My first visit to the magnificent Washington Union Station since restoration and also my first visit to the Smithsonian to see Southern PS4 # 1401 - just awesome in gleaming green and gold! Wish I could have seen her in operation. Afternoon ride to New York in first class on "Metroliner" with delicious dinner served at our seats. My first ride on the 'corridor' and not as smooth as expected, especially over turnouts. O/T arrival at Penn Station. Spent three nights across the street in Hotel Pennsylvanian (1700 rooms!).

Day 6 All day R/T to Montauk at east end of Long Island on METRA/LIRR with change at Jamaica to diesel hauled train. Dinner at Brazilian charriscaria restaurant.

Day 7 More LIRR for Don.
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BACK HOME

Rick Bivins

1974, August 1974 to be exact, was a very good date in time. It was that date Mom and Dad moved us to the "country". I was all of eleven years old, my sister was sixteen and Skippy, our Labrador was about one and a half people years old. I grew up on Grapevine Road in the "city" of Madisonville not too far from the L&N main through town. I could hear the trains but not see them. This move put me next to the ICRR's Kentucky Division's JK line in Richland Ky. Now I could see and hear trains from the house. Mom & Dad had bought a twenty-acre farm on Hi-way 70 west of Madisonville. I was to learn of the ICRR and their Paducah Re-builds, GP-8 and 10 locomotives, frogeye headlights and the notorious grade out of Century Cut. The line out of Sullivan Bottoms west or timetable south on the IC, was a very long and demanding piece of railroad. I was told at some point in time by a railroad employee whose name I can't recall, that this was the ruling grade on the railroad. I am sure it would be for the KY Division, but not the whole railroad. There are steeper grades on the line but not longer. Trains west or southbound would have to climb out of the bottomland to crest the hill at Charleston a few miles away. It was always a show to see those old geeps pulling their worn out guts to the max just to lift a heavy coal train from a dead stop at the bottom to the crest and past my house two thirds of the way up the hill. If all went well it was a show of smoke and sound as the train eased by at just a few miles-per-hour with five to six of those re-builds on the point. When a train got a knuckle on the hill, well, the locos and any other cars ahead of the broken pin would launch forward a few yards, the locomotives would throttle up, smoke would pour skyward, and occasionally sparks would fly from the wheels, all would cease in just a few seconds because the broken air line would put the whole thing into emergency and it would all stop at once. Once I even saw the train overtake the locomotives and ram them after they had stopped. At night it became obvious that the spark arrestors on the geeps did not do a very good job. I have seen several track side fires as a result.

I recall seeing the first RoadRailleurs on the IC's KY Division. It was at night and my bedroom was trackside, with only an attic fan for ventilation, my window was always open. I could hear the trains coming up the hill well in advance of the point where I could see them. On clear nights with a good moon, I could easily make out the locomotives and those odd "little" cars. I would soon learn they were truck trailers on railroad wheel sets. All shiny and new they really stood out in the night and in my mind. The ICRR kept those old locos in good condition. They always had running lights on their trucks and steps. These made a very even pattern of lights as the trains past by in the night. I could always tell when an unusual locomotive went by, as it would break up that neat pattern. Fortunately, yet sadly, I was able to see many of the units from other railroads go by as they were on their way to Paducah and the shops of the IC to be scraped. I recall seeing many E's and F's as well as old Alcos as they made way to their final place of rest. Skippy, the Lab, and I made many a trip on the railroad, by foot that is. We walked many a mile between Richland and Charleston, and yes I have few souvenirs

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Chapter News

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meeting in Madisonville. They watched a slide program by guest Dennis Mize covering the L&N Railroad during the 1970s. In addition, Dennis showed slides showing many railroads in the Midwest and Southeastern parts of the country during the 1970s. Thanks to Dennis Mize for taking the time to present a program to our chapter. Leroy Cobb provided the refreshments for the meeting. From what I heard, the blackberry cobbler was great. Thanks Leroy!

CSX provided three trains through Madisonville during the meeting. At 7:00 pm northbound manifest train, Q556, with one CSX (ex-Conrail) SD50 and one Helm Leasing SD40-2 passed through Madisonville. At 8:00 pm another northbound manifest train with a CSX SD40-2 and one FURX SD40-2 passed the downtown station. At 9:10 pm the last train for the meeting passed through Madisonville. The northbound manifest train Q648 with a CSX C40-8W and a Helm Leasing SD45 rolled toward Evansville.

CHAPTER ACTIVITIES

Remember to purchase your Crofton Depot note cards as soon as possible. Member price is \$2.00 per set of eight cards with envelopes. The Chapter still has copies of the three videos for sale. Sales of these videos has all but stopped during the last couple of months. Help your chapter by purchasing these items for your collection.

NEW MEMBERS

The Chapter's newest member is Birk Fischer of Evansville. His address is 1505 SE Riverside Drive, Evansville, IN 47713-1168. Phone 812-422-2837. Birk has been a member of the Owensboro Chapter since November 1981. Welcome Birk.

MEMBER NOTES

Dennis' mother, Edith Carnal is in the hospital following surgery for colon cancer. Your prayers would be appreciated. If you wish to send a card the address is:

Edith Carnal
704 Choctaw Drive
Madisonville, KY 42431

Wallace Henderson has joined the "tottering railfan" community as he is now a card carrying senior citizen. Happy 65th Wallace!

The 5th Summerail at

BACK HOME

(Continued from page 4)

as a result. Never any thing the railroad was still using, I promise. That stretch of railroad is still in operation, only now it is the P&L Railroad. Those old geep 's are still doing their thing on that line and after seventeen years away I have returned to the line (I don't count the two months in 1992, some of you know why!) My new wife and friend (very important) Kathy and I have new home on that same farm. With two acres one can bet there will soon be an out door railroad and patio from which to watch those old Paducah rebuilds put on their show. We have a long and wide driveway so parking is no problem when we have visitors. Oh, and we have new Labrador too!

PENNYRAIL

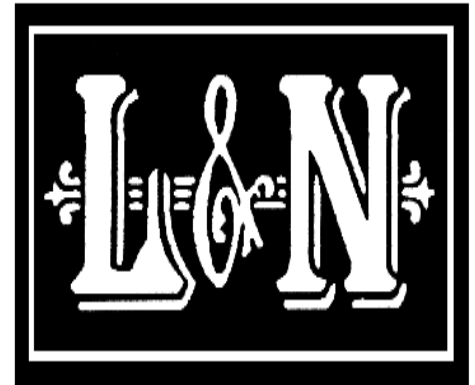
THE OLD GOAT

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roster. Here's the totals from watching trains between March 1974 and July 1978. Trains watched, 5,713 freight and 132 passenger. Total Locomotives 19,009 (13,092 EMDs, 5,852 GEs and 65 Alcos)

November 1st, 1980 marked the date of the creation of CSX Corp. This holding company brought together all the parent companies of it's two rail systems, Chessie System and Family Lines

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NEXT MONTH

Your article on your railroad interests.

Don Clayton's adventures on the American Orient Express.

A detailed report on Summerail at CUT.

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)

The conclusion of Wallace Henderson's report on the NRHS Convention

JULY MINUTES SUMMARY

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

TREASURER'S REPORT:

| | | | |
|------------------------|-----------|----------|--|
| Opening Balance | | 1 574.75 | |
| <i>Income</i> | | | |
| Dues Chapter | 8.00 | | |
| Dues National | 25.00 | | |
| Donations | 0.00 | | |
| Video | 0.00 | | |
| Raffle | 10.00 | | |
| Total | 43.00 | 1617.75 | |
| <i>Expenses</i> | | | |
| Dues Paid | 17.00 | | |
| Postage | 26.40 | | |
| Print | 19.08 | | |
| Supplies | 23.10 | | |
| Note Cards | | 100.00 | |
| Total | 185.58 | | |
| Ending Balance | | 1 432.17 | |
| MEMBERSHIP: | | | |
| Full | 40 | | |
| Chapter Only | 32 | | |
| Total | 7 | 2 | |

DIRECTORS REPORT: Wallace Henderson was our representative at the Convention. The Alco photo controversy continues and the BOD authorized appropriate legal action to bring the matter to a conclusion. There were 95 requests for Heritage grants totaling \$295,000. \$27,000 in grants were approved. The Chapter application and Rick Bivins application were not funded. Three new chapters were chartered. Rail Camp was successful and will continue. the 2001 convention will be in St. Louis.

OLD BUSINESS: The Chapter Railfan Picnic at Crofton will be held on Sunday, September 10. Jim Finley is in charge and will have details at the August meeting.

NEW BUSINESS: None

ATTENDANCE: A record attendance of 29 members and 14 guests enjoyed Dennis Mize's slide program depicting rail action in the 70s with emphasis on L&N and 1st and 2nd generation EMD, Alco and GE power.

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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 #41

FOR THE GOVERNMENT OF RAILFANS ONLY

RARE MILEAGE

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.

September 29, 30 October 1 DeQueen & Eastern RR DeQueen, AR. Short trips on Friday and Sunday. Two long trips on Saturday. Info SARM/D&E Trip PO Box 32424 Knoxville, TN 37930-2424. Phone 501-945-2128.

RAIL EVENTS AND EXCURSIONS

St. Louis to Hannibal, Missouri September 30 and October 1 Power is 1522. See Chris Dees for details.

HISTORICAL SOCIETY EVENTS

September 10 Crofton, KY Chapter Railfan Day and cookout. Gordon Park. Afternoon and evening. Final details at August Chapter meeting.

September 21-24. New Orleans, LA IC Historical Society Annual Meeting. Headquarters - Drury Inn in downtown New Orleans. Full program but no banquet

October 5-8, Louisville, KY L&N Historical Society Convention - L&N 150th Birthday . Headquarters - Downtown Holiday Inn. L&N 152 trips on both Friday and Saturday. Banquet at Union Station. Registration limited to 200.

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.

October 21 New Haven, KY NMRA Division 8 steam excursion behind L&N 152. See Chuck Hinrichs for details (270-886-2849)

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

SIGHTINGS AND SUCH!!

Paducah & Louisville Railway has removed their locomotive service shop at the ex-Illinois Central Oak Street Yard in Louisville. The sanding tower and turntable have been removed to other owners. This move by P&L means that all locomotive servicing has to be done at the P&L South Yard shops in Paducah. P&L can fuel by trucks and has a small sanding bin at West Yard in Madisonville. They also do some minor repairs at West Yard. *Dennis Carnal*

CSX has a track gang repairing the Henderson Subdivision trackage between Evansville and Nashville. This gang is replacing rail A second track gang is due to arrive during August. This gang will replace ties and do resurfacing work on the trackage. The Morganfield Branch, west of Madisonville will get major work done. *Dennis Carnal*

Work will be done on the M. H. & B. Branch east of Madisonville to Moorman. The O&N Branch from Moorman to Drakesboro will see track repairs this year. Much of this track work will be done to let six-axle locomotives operate to the TVA Paradise Power Plant at Drakesboro. The unit coal trains will bring in coal from the Western states to the Paradise Power Plant. *Dennis Carnal*

There's a Cadiz RR, ex Tennessee Central, S-1 switcher at Cadiz KY that SOMEBODY needs to do SOMETHING with quick or all that will be left is a rusted frame! I looked at it a few days ago and it is pathetic what has happened to this unit. *Jim Finley* (The Trigg County Museum is closed and there is no one to care for the locomotive. The TC Museum in Nashville wants the unit but transportation is a problem.) *ed*

Paducah Rebuilds Back In Evansville Have you ever wondered what would "have been" if the ICG, B&O and L&N had not abandoned tracks in west Kentucky, southern Illinois, and southwest Indiana? Sights such as Canadian National CW4400's in Madisonville, CSX Dash-9's crossing the bridge at Livermore, and CSX pulling coal trains out of Shawneetown, Illinois. A couple of CN GP 40's hauling the Princeton-Evansville local, CSX GP 38's at Pride... Oh, what might have been!!! Well, on a far removed section of the former ICG in southwest Indiana, memories of yesteryear are returning.

After many years of changing hands from the Illinois Central, to Indiana Hi-Rail, to Wabash & Ohio, to Evansville Terminal, the former route between Evansville, Indiana and Newton, Illinois may finally have an owner that can turn things around. Pioneer Railcorp, who also operates the Shawnee Terminal in Cairo, Illinois, has purchased the remains of this former IC branch and now operates it as the Indiana Southwestern.

Now running only from Evansville, Indiana, to Poseyville, Indiana, plus a former C&EI branch to Owensville, the Indiana Southwestern is a shadow of what used to be a profitable and little known line of the Illinois Central. Even with a \$1 million new bridge across the Wabash River at Grayville, Illinois, there is no way to cross because the tracks north and south don't exist. The Griffin depot remains today as a convenience store, and the Grayville depot and a donated IC caboos exist as well. The Olney

depot may still exist, too. As with a lot of trackage in the area, my chance to photograph the line is little more than a walk down a nature trail now. Lessons learned and photographs lost. The only saving grace is a video by Pletts Express, entitled Alcos in the Cornbelt, which has about 45 minutes of footage shot on the line - plus an old Trains magazine article that reviewed Indiana Hi-Rail.

Even so, Paducah rebuilds have today returned to haunt the shadowy grave of the former Olney District in the form of Pioneer Railcorp GP8's #805 and 806. Both were seen at the Harwood Yard in Evansville on July 23, 2000. A part of the IC lives on in southwest Indiana. *Chris Dees*

THE OLD GOAT

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System. January 1, 1983 saw the creation of the Seaboard System. This railroad officially merged all the Family Lines System six member railroads into one railroad. This was the official end of the L&N Railroad. The name Seaboard System lasted only for three years itself. On January 1, 1986 CSX Transportation was created by the merger of the Chessie System and Seaboard System. The creation of CSXT hasn't been too bad for railfans along the Henderson Sub. Compare the nine daily scheduled manifest and piggyback trains through town during 1966 to today's 25 scheduled manifest and piggyback trains and you can see things could be much worse. Plus, with the current CSX paint scheme of blue, gray and yellow, it's almost like watching the gray and yellow L&N locomotives from the past. Why not get trackside and see for yourself? You might like what you see! I hope that you have enjoyed returning to the Henderson Sub of years ago. Remember today's trains will be tomorrow's history. Why not get

AMTRAK TO STAMFORD

(Continued from page 4)

Macy's, Times Square, etc. for me.

Day 8 Amtrak ride over Hell's Gate Bridge to Stamford for pre-convention trip on Valley RR. 2-8-2 #40 (ex Aberdeen & Rockfish) did the honors with buffet dinner cruise on Connecticut River following.

Day 9 First day of Convention with trip to Waterbury line of Metro North to Railroad Museum of New England's Naugatuck RR. Many run-bys featuring our FL9s pulling Metro North commuter cars plus Naugatuck's ex-New Haven RS3, U25B and ex-B&M GP9 with both passenger and freight consists.

Day 10 "The Maybrook Limited", again with Metro North equipment. Danbury RR Museum with an unusual double ended "Big Hook" used by NYC in Grand Central Terminal. Then west over former New Haven Maybrook line to Hudson River, down the Hudson and along the Harlem River on ex-NYC tracks and then back to Stamford on former New Haven tracks - all now Metro North.

Day 11 Early morning visit to Branford Electric Railway Museum at East Haven. Museum has many interesting street cars and transit cars with four in operation. NRHS Board of Directors meeting after lunch, where I represented the Chapter. Good banquet dinner followed by an interesting talk on development of Metro North Commuter Railroad by the MNCR legal counsel/railfan. A full day!

*The completion of Wallace's convention report and the return trip to Kentucky will be featured in the September issue of **Pennyrail**.
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PHOTO SECTION



CSX SD70MAC #756 was caught on August 19 on the Henderson Sub on a northbound unit coal train. These EMD locomotives are infrequent visitors to Western Kentucky, spending much of their



A part of the record crowd at the Badgett Center (ex L&N depot) for the July 24th Chapter meeting and program provided by author-photographer Dennis Mize. 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 is non-destructive and your material will receive the best of care while being readied for publication. Your help is appreciated.