

PENNYRAIL

MARCH 2002

VOLUME 6 NUMBER 3

The official publication
of the Western Kentucky
Chapter, NRHS.

**NRHS
NATIONAL
NEWS**



Chapter

CHAPTER MEETING

MONDAY, MARCH 25

7:00 PM

BADGETT CENTER

**Arch Street at the Railroad
Madisonville, KY**

PROGRAM

Cliff Downey will provide the program for the March meeting, a slide show on the IC in and around Paducah. This will cover both the steam and diesel eras, and will cover both freight and passenger service. There might be a few ICG shots, but mostly it will be all pre-merger IC. Cliff is a long time IC fan even though he grew up alongside the L&N in Pembroke. His main interests are the steam era and early diesels, and he has written several articles on these subjects for the L&NRHS, ICHS, "Railfan & Railroad", and "Diesel Era". Cliff lives in Mayfield and works at General Tire in Mayfield, which is served by the P&L. Over the years he has tried to get his 5 year old daughter Rebecca hooked on trains with moderate success.

Leroy Cobb will provide refreshments. This should be an outstanding program. Come and bring a guest or prospective member..

JANUARY MEETING

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Wallace Henderson



"PENNYRAIL" is the
official publication of
the Western Kentucky
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Chapter News

(Continued from page 1)

Twenty-five members and three guests were on hand for the February Chapter meeting at the Badgett Center in Madisonville. They enjoyed a vintage video "Glory Machines 2" and fine refreshments, both provided by Chapter President Bob McCracken. Thanks to Jackie McCracken for getting the refreshments together. all Bob did was carry them into the building.

CSX provided two trains during the meeting and one more train a few minutes after the meeting broke up. Here's the rundown..... The first train to pass through downtown Madisonville was a northbound grain extra (G213) powered by two CSX C40-8Ws. The second train by the station was Q645, a southbound manifest train running from Clearing Yard in Chicago to Radnor Yard in Nashville. It was powered by a pair of CSX SD70MACs with consecutive road numbers, 740 and 739. These 4,000 horsepower AC locomotives were built by EMD in 1999. The final train seen that evening passed through a few minutes after the meeting ended. It was southbound grain extra G023. Power on this train was two more CSX C40-8Ws.

WHOOOPS!

Last month we welcomed two new members to our chapter,

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MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$28.00 per year.
Family membership	\$31.00 per year.

MORE PHOTOS



Chapter News

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they were Tim Moore and Tom Steiner. Your editor really butchered the information on both men. Tim Moore was called Tom Moore and he works as news director for Madisonville radio station WTTL not WTTTC. Tom Steiner is the West Area Minister, First Christian Church (Disciples of Christ), not the Church of Christ. My apologies

CHAPTER EVENTS

Your Chapter is still in the video business selling three tapes covering area railroads. The Neff Video CSX Henderson Subdivision covers the mainline between Evansville and Nashville. This video was shot in the fall of 1996. The price is \$25 plus \$3 for shipping. The two other videos were shot during the mid-1980s by the late

Jerry Mart of Hopkinsville. One video covers the first year operations of the Paducah & Louisville Railway, the former Kentucky Division of the Illinois Central. The other video shot by Jerry Mart covers the last days of the Cadiz Railroad. The price for either tape is \$20 plus \$3 for shipping. Both Jerry Mart videos can be purchased together for a special price of \$35 plus \$5 for shipping. Make check payable to Western Kentucky Chapter NRHS and mail to Dennis J. Carnal 704 Choctaw Drive Madisonville, KY 42431-3365.

WHEN IN DOUBT OR UNSURE OF THE CORRECT ACTION. PLAY IT SAFE AND BUY A

BIG G E's by Rick Bivins

Today, Monday December 17th, 2001 I had to go to the Barge Rail Transfer station at Kentucky Lake and clean up a hydraulic power unit located there. This place, BRT for short is owned by Kinder Morgan and is a trans-loading facility on the P&L RR. This company bought out Reed Crushed Stone, who started the railroad after buying the line from Illinois Central in the mid 1980's.

After I arrived and checked in with security, I proceeded on to the work location. As I drove along their haul road I passed a unit coal train at the unloading area just west of the lake. This train had Union Pacific and Southern Pacific G E's for power. Two were AC44CW's in UP paint the other was also an AC44CW but in SP paint. This train had just arrived and was spotting cars for unloading.

These trains unload western

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coal from Wyoming mines near the Powder River Basin.

This coal is stock piled and loaded onto barges by a moving conveyer belt. There are two coal trans-loading points at this location; one utilizes a belt line that travels along one to three barges at a time. The other location is a bridge over a man made channel just north and east of the dam at Kentucky Lake. This location is called simply, The Bridge.

The Bridge is actually two bridges. One is at P&LRY mile marker 203 and carries the railroad over the channel. The other is constructed parallel to the railroad but houses the unloading equipment. Coal is dumped via rapid discharged hoppers into a series of chutes and doors and continues down to a waiting barge about 30 feet below. There are four doors per side, four chutes per side each with two hydraulic cylinders per door/chute. Each cylinder has two hoses in order to function. There are two power units that supply the oil for this system. There are two very large units that drive the winch system used to move the barges along under The Bridge, as they are loaded. Each barge is 35 ft wide by 190 ft long and 13 ft deep. Needless to say, it takes several hopper cars to fill a barge.

All of this equipment is suspended out over the water, under this bridge structure. So it goes without saying that the ecological concerns a great. That is why I was sent to clean one of the units today. It was leaking and has to be repaired.

Now back to the subject of this story, big G E's. After I passed the unit train at the unloading facility, I rounded a curve and was greeted by yet a forth G E. This one was also an AC44CW and was in UP paint. At that point I was reminded of the time and location I first saw a new G E up close. It

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BITS OF HISTORY

(Continued from page 3)

was not an AC unit but rather a dash 9 just outside the service house at U P's Bailey Yard engine facility at North Platt Nebraska. I was there in 1988 with friend and U P super fan, Kelly Martin. My first reaction was, well, less than enthusiastic. I did not like them at all. Until that time all G E locomotives had nice clean, round lines. These new units were square and had stuff sticking out of their car bodies. To me, they were downright ugly. The EMD SD-40 and 40-2 locomotives have always been my favorite big modern diesel locomotive. After seeing the new dash 9 G E's up close, they really were my favorite.

I guess time has its effect on people. I say this because I really like the big G E's now. I have over the years gotten used to the square lines and the cluttered look they display. Perhaps it is impart due to the many good times had chasing those U P trains across Nebraska and Wyoming.

One other reason may be the new big EMD's. Just take a look at a new SD90MAC and...well, I rest my case.



FEBRUARY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, February 25 7:00 pm

TREASURER'S REPORT:

Opening Balance		1657.05	
<i>Income</i>			
Dues Chapter	877.00		
Dues National	156.00		
Donations	264.00		
Video	23.00		
Raffle	0.00		
Total	1320.00	2971.05	
<i>Expenses</i>			
Dues Paid	609.00		
Postage	78.30		
Print	54.06		
Supplies	0.00		
Misc	50.00		
Total	791.36		
Ending Balance		2179.69	
MEMBERSHIP:			
Full	4	6	
Chapter Only	30		
Total	7	6	

DIRECTORS REPORT:

OLD BUSINESS:
NEW BUSINESS:
ATTENDANCE:

PENNYRAIL
TIMETABLE #58
FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

August 18-26 2002 Williams AZ NRHS Convention

April 12-14 2002 Harrisburg PA NRHS Board of Directors

November 1-3 2002 Mt Pleasant IA NRHS Board of Directors

MODEL RAIL EVENTS

RAILFAN EVENTS and EXCURSIONS

April 20,21 Wisconsin C&O 2716 2 excursions on CN (ex WC trackage.) Contact Don Clayton for details.

June 22 1225 Steam Excursion Lake Central Rail Tours will operate the excursion from Owosso to Mt. Pleasant, MI, with a side trip to Clare. over the rails of the Tuscola & Saginaw Bay Railway. Tickets are available from Lake Central Rail Tours. For more information, call us at (810) 638-7248, or visit us on the web at: <http://www.lakecentralrailtours.com/>

Saturday, April 6, 2002 - Decatur, Alabama Depot. Next Railfan Hootenanny. Lots of CSX and NS action and great chance to mingle with lots of railfans.

For those making plans for **Summerail 2002**, in the Cincinnati Union Terminal, the date has been changed to **Saturday August 10, 2002**

VISIT THE CHAPTER WEB SITE
<http://www.threeoaksphoto.com/wknrhs/>

REGIONAL RAIL NOTES

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**SUBSCRIPTION
RATES**

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LATE NEWS

PHOTO SECTION



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