

PENNYRAIL

JANUARY 2004

VOLUME 8 NUMBER 1



Chapter

CHAPTER MEETING

MONDAY, JANUARY 26

7:00 PM

**Badgett Center
(Old L&N Depot)
Madisonville, KY
Arch Street at the Railroad**

JANUARY PROGRAM

Wallace Henderson will present a "dealers choice" program. He will have several videos and it will be the attendees choice. Topics include SP Narrow Gauge, Virginia & Truckee and Cuban Steam. Ricky Bivins will provide the munchies and drinks. Let's start the new year with a good turn-out

NOVEMBER MEETINGS

Only sixteen members were present for the November 24th Chapter meeting. The program was a Dennis Carnal video showing hi-lights from over ten years of shooting in the Midwest. Several Chapter members made cameo appearances (with more hair and less weight) on the tape. The tape covered special passenger trains on CSX, Illinois Central, Paducah & Louisville and Union Pacific trackage. Keith Kittinger provided the snacks for the evening. A good program and tasty treats, if you missed this one you missed a good one.

(Continued on page 2)

The official publication
of the Western Kentucky
Chapter, NRHS.

IMHO

Chuck Hinrichs

With a busy Holiday Season behind us and a few months with cold weather and short days ahead of us, perhaps it's a good time to reflect on Chapter activities for 2004.

First, and while it's fresh in our minds, we should examine the schedule of Chapter events in November/December. Clayton's Open House, the regular Chapter meeting and the Christmas Banquet all in the space of 10 days is, in my opinion, a bit to much. We don't control the timing for Don's event but we do have control over the other two. As a suggestion - why not combine the Banquet and a November/December Chapter meeting during the early to mid part of December. Your ideas??

Rick Bivins is our newly appointed Program Director. In addition to coordinating our meeting programs I hope Rick can find time to plan, or encourage the planning, of a couple of Chapter trackside events. I've heard mention of a Hopkinsville or Crofton trackside picnic, another outing to the UP River Line and maybe a visit to Howell Yard, VMV or the P&L shops and offices in

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Rich Hane

Sect. Treas.
Wally Watts

National Director
Wallace Henderson

"PENNYRAIL" is the
official publication of
the Western Kentucky
Chapter, NRHS.
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historical notes and
other rail information
to:

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Chapter News

(Continued from page 1)

CSX provided two trains for the member's viewing during the meeting. First was a southbound loaded unit coal train, T101, with a pair of CSX CW44ACs followed later in the evening by a northbound manifest, Q556, with a CSX C40-8W and a Helm SD40-2. This train terminates in Atkinson Yard and will pull past Arklow and back into the yard.

The annual Clayton/Watts Open House on November 22 was attended by forty-six people this year. Everyone enjoyed the food, fellowship and train operations in the basement.

On December 1st, thirty-two Chapter members and guests gathered at the Madisonville Country Club for the annual Holiday Banquet. Happy Hour preceded the dinner which featured excellent prime rib and great trimmings and a lo-cal (sure!) desert. An added attraction at this years dinner was a "Show and Tell" program. At least ten members brought items ranging from models (HO through G), railroad china, railroad watches and a very interesting pre-electricity train communication device. A special thanks to Bob and Jackie McCracken for making the dinner arrangements and to the members who brought items for the "Show and Tell."

NEW MEMBER

The chapter's newest member is Phil Randall. Phil is a machinist at the Rexam Closures plant in Madisonville. He is a model railroader and he likes the real trains too. Phil, his wife and two daughters moved here from Princeton, Indiana.

Their address is:

Phil Randall
153 South Main St
Nortonville, KY 42442

(Continued on page 3)

PHOTO SECTION



CSX train K562, an aluminum ingot unit train, operating between Berea, KY and Epley, KY is a CSX/R J Corman joint venture. The train is shown at Memphis Jct with 30 loads and 3 Corman exUP six axle locomotives on January 7, 2004 ready to swap loads for empties. *digital image by Chuck Hinrichs*



This house, in Cadiz, KY, was initially a Cadiz RR coach. Engineer, Dickie Mitchell, got the retired coach in 1938 and with the aid of 150' of temporary track and a Cadiz locomotive put the car in position, removed the wheels and set about completing the home. *digital image by Chuck*

Chapter News

(Continued from page 2)

270-676-8703

Welcome Phil, to the Chapter and to Western Kentucky

CHAPTER NOTES

Chapter elections were held at the November meeting and all officers were re-elected except for Chapter Vice President. Rick Bivins did not seek re-election and Rich Hane was elected as Rick's replacement.

Officers are:

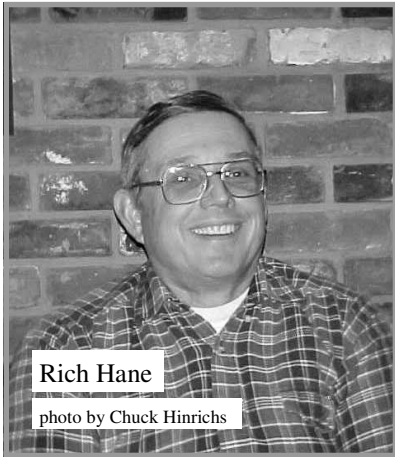
Bob McCracken, President

Rich Hane, Vice President

Wally Watts, Secretary/
Treasurer

Wallace Henderson,
National Director

Ron Stubblefield, Director
at Large



Rich Hane

photo by Chuck Hinrichs

President McCracken

SUBSCRIPTION RATES

PENNYRAIL

11 issues

\$12 PER YEAR

appointed Rick Bivins as Chapter Program Director

The Chapter received a nice thank you note from Mary Elizabeth Chambliss of the Jackson, TN Railroad Museum for our donation of the Mobile & Ohio Railroad payroll book. This book was sent to the Museum by Dennis Carnal and was a part of the David Cooper collection. A museum member and former GM&O employee confirmed the book as a Mobile & Ohio payroll record for the Jackson depot.

An odd wrinkle at the Clayton/Watts Open House was the presence of some imported spirits. Chris Dees arrived with two bottles of *Sainte Genevieve* wine. After the purchase the wine traveled to St Louis via an Amtrak special passenger train. In fact both Chris and the wine collected some *new mileage* that even Don Clayton does not have.

WALLY SEZ. . .

"PAY YOUR 2004 DUES

RAILROAD EMERGENCY

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

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P&L NEWS

by Dennis Carnal

The Paducah & Louisville Railway has painted one of its new GP38-2s into The University of Louisville colors. This unit replaces a GP10 that P & L painted into U of L colors a few years ago. The GP10 was retired after an engine failure. The GP38-2 is numbered 3801. This locomotive is one of several ex-Cotton Belt and/or Southern Pacific GP40-2s that VMV has modified (deturboed) and repainted for the P & L. The GP10 that was painted in a University of Kentucky scheme is still operating on P & L.

The Paducah and Louisville Railway has filed to abandon the five miles of track from Dawson Springs to the Magic Mining Company Prep Plant at Isley. This mine is still in production, but ships its coal by truck. No trains have been loaded at this mine in over five years.

This section of track was the last part of the former Illinois Central Old Main from Dawson Junction to JK Junction in Central City. This line was built in 1872 by the Elizabethtown & Paducah Railroad. In 1877, the line was extended to Louisville. The name of the railroad was changed to the Chesapeake, Ohio & Southwestern Railway. The line was purchased by the Illinois Central Railroad in 1988.

The line ran thirty-nine miles between Dawson Springs and Central City. It ran through St. Charles, Nortonville, White Plains and Greenville, and was removed from service in four stages. First to go was White Plains to Central City, then White Plains to St. Charles through Nortonville. Next to go was St. Charles to Isley and the finally the section from Isley to Dawson Springs.

Bigtime Traffic Jam At Atkinson Yard

A few years ago, CSX rail traffic jammed up around the Atkinson Yard early one night. I don't remember anything happening to cause this many trains to arrive in Madisonville at the same time, but they did.

Listening on the scanner to the Henderson Subdivision Dispatcher and the Yardmaster at Atkinson trying to sort out the traffic as quickly as possible was very entertaining. Here's the locations where the trains stopped that night.

Parked on the Earlington Cutoff main at Arklow was northbound tote train R120. On the Power Siding beside R120 was northbound manifest train R556. This train was dropping cars and making a pickup out of the north yard. Behind the tote train on the Earlington Cutoff main were two more manifest trains waiting to head north behind the tote train. Doing work in the north yard besides R556 was the Atkinson Yard switcher.

Down in the south yard at Atkinson, a crew was waiting to put together a loaded southbound TVA Widow Creek unit coal train. This train would head southbound down the Earlington Cutoff main toward Nashville. The crew couldn't leave the south yard, however, due to the two northbound manifest trains waiting to go northward to Evansville.

About this time, an empty unit coal train was arriving from the D.B. Wilson Power Plant via the MH&E Branch. This train needed to cross the Earlington Cutoff main from the east and clear up in the south yard with the locomotives going to the shop for service. This crew was lucky, they got permission from the HD Dispatcher to cross over the Cutoff main and head into the south yard.

Next to enter the mix was a loaded unit coal train from the Webster County Coal Corp. Dotiki

(Continued on page 7)

IN SEARCH OF RARE MILES

with Don Clayton

Steam on the McCloud Railway

This trip starts in Riverside, CA. I started another rare mileage trip by checking out of the Mission Inn and taking a limo to the Metrolink station. A short 57 mile Metrolink ride delivered me to Union Station just in time to board the **Coast Starlight** to Sacramento. My room was on the **Mississippi**, one of Amtrak's new Superliner IIs. After departure I headed for the **Pacific Parlor Car** - the only first class lounge in the Amtrak system. This car features swivel seats, booth seating, a library, buffet table, bar, and a theater with theater seating on the lower level. The highlight of the trip was the 100 miles skirting the Pacific Ocean. After a few cranberry juice cocktails, it was time for lunch. Walks during the service stops helped work off the meals. Joining me for both lunch and dinner in the diner was actor, Gregory Sierra who played "Chico" on Barney Miller and "Julio" on Sanford and Son. Just before dinner it was time for one of my favorite parts of the trip - the wine tasting!! The tasting featured a pair of white wines and one red. Following a short nap we arrived in Sacramento. A short taxi ride took me to the Vagabond Inn for the evening.

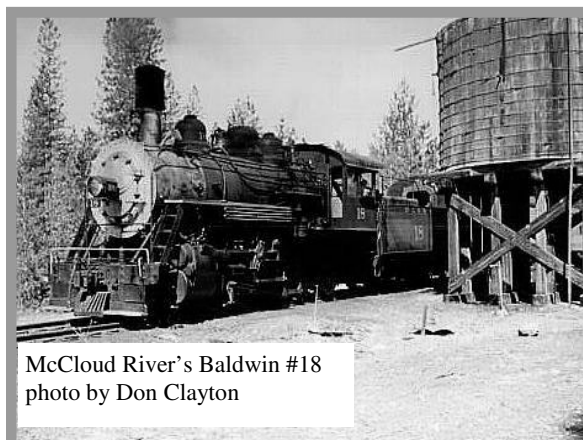
Next day was a road trip to McCloud, CA, at the foot of Mt Shasta. This is about 250 miles north of Sacramento, right off of Interstate 5.

The next day was a rare mileage steam excursion on the McCloud Railway. The trip ran from McCloud to Berry - a distance of 118 miles round trip. Our locomotive was McCloud Ry #18, a 2-8-2 built by Baldwin in 1914. She pulled 2 coaches and an open-air observation car. The railroad provided a continental breakfast,

box lunch, afternoon snacks and soft drinks and water.

The following day the McCloud sponsored another excursion - this time on their line to Mt Shasta. The ride featured great scenery, a switchback and a maximum altitude of 4,000 feet.

We drove back to Sacramento and had time to ride the light rail system (40 miles



McCloud River's Baldwin #18
photo by Don Clayton

for \$3), eat dinner at the former Western Pacific passenger station and turn in the rent car. I took a taxi to the Amtrak Station (formerly Southern Pacific) and waited for the nearly on-time **Coast Starlight** to Seattle.

Seattle and a visit with Reid Adams

A few minutes after the scheduled 11:59 departure time, the northbound Coast Starlight arrived Sacramento with the usual consist (except for one deadheading engine). I boarded and my room was already prepared with the bed ready to jump into. I

(Continued on page 5)

RARE MILES

(Continued from page 4)

grabbed a few hours of sleep and awoke in time to see the tracks connecting to the McCloud Railway that I rode just a day before. The views of Mt Shasta and the Cascades were spectacular. We arrived in Seattle **30 MINUTES EARLY!** Reid met me at the station and drove me to his house for a visit.

I enjoyed the 3 days of R&R at Reid's with his three felines: Ginny, Mary and her son Bambino. Ginny seemed to enjoy my bed at the same time I did. I took daily walks to the University of Washington (attended in 1989) and the local Yacht Club. The Washington state wines provided nightly refreshments.

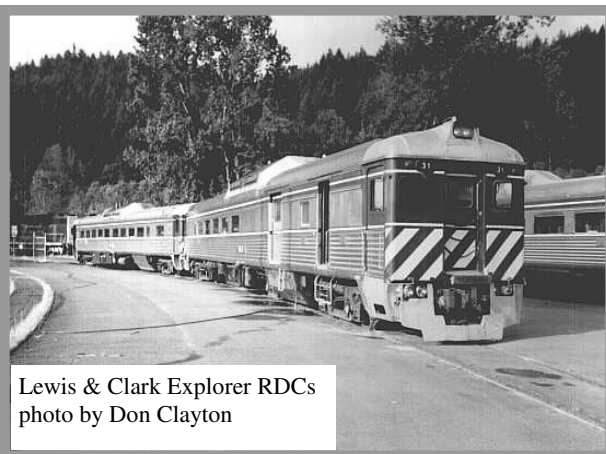
On Friday afternoon Reid and I headed for Banks, OR for a Pacific Coast Chapter, NRHS, sponsored trip on the Port of Tillamook Bay Railroad. This is the former Portland - Tillamook Branch of the SP and is a spectacular crossing of the Coast Range with many bridges and tunnels. Ex-SP SD9s pulled three coaches, an open car with benches, a baggage car and a first class car, **Mt Hood**. Reid and I took advantage of the first class accommodations and the comfortable seating and plentiful food and a unique extra - a Farnsworth push button console radio with each of the 16 push buttons labeled with the call letters of stations in Oregon and Washington. Many of today's miles were in the Salmonberry River canyon with many waterfalls and dense 'rainforest' vegetation. We returned to Portland to prepare

for tomorrow's rare miles.

Following a short night's rest we were ready for a part of a three day adventure - the "Lewis and Clark Explorer" an excursion sponsored by the Portland and Western Railroad. The train is a pair of ex BC RDCs. Meals, prepared by the Silver Salmon Restaurant in Astoria, were served at your seat. Route was the former SP&S from Portland to Seaside, OR. Our trip from Linnton to Astoria was 94 miles each way with a 5 hour layover in Astoria for lunch and sight seeing.

On arrival in Astoria our first order of business was more rare miles. A 1913 trolley, originally from San Antonio, TX, runs along the Astoria waterfront. Arrival and departure passed by the old railroad station, a beautiful brick building now used only for museum storage. After an enjoyable return trip along the scenic Columbia River to Linnton and a drive back to Reid's home Sunday night.

On Monday it was time to say good-bye to Reid and head east. The Empire Builder left on time but was delayed for a couple of hours by an ailing freight and we never recovered, arriving in Chicago over three hours late. The food and



Lewis & Clark Explorer RDCs
photo by Don Clayton

service more than made up for the delays as did the Glacier National Park, Marias Pass, Dakota Badlands and the Mississippi river scenery. A Harry Potter movie also helped

PENNYRAIL

pass the time. The late Chicago arrival wiped out my St Louis connection and Amtrak put me up at the Rodeway Inn. This hotel used to be the Quality Inn and the word "quality" would surely not apply on this day.

Got a good night's rest and the breakfast bar was OK. A short taxi ride got me to Union Station in plenty of time for the 8:25 AM departure of the **Ann Rutledge** to St Louis. A run down I-64 got me home with the Honda getting a cool 39.8 MPG.

Joshua Trees National Park

At the ungodly hour of 4 AM, I was westbound from Hutchinson, KS to Riverside, CA on the Southwest Chief. With 4 excellent meals under my belt, the last, breakfast descending Cajon Pass before arrival at Riverside. Metrolink to East Ontario, and a taxi to the airport for a rental car and I was on my way to Joshua Trees National Park. It is about 100 miles from Ontario to the Park. I went to the visitors center to check the exhibits and watch the orientation film. I drove through the Park on the 25 mile Park Boulevard, stopping often for photos. The elevation of the park varies from 2,000 to 4,000 feet and the temperature was a blistering 105 degrees.

I drove back to the Ontario airport and turned in my rent car. A courtesy van took me to the Mission Inn in Riverside for dinner

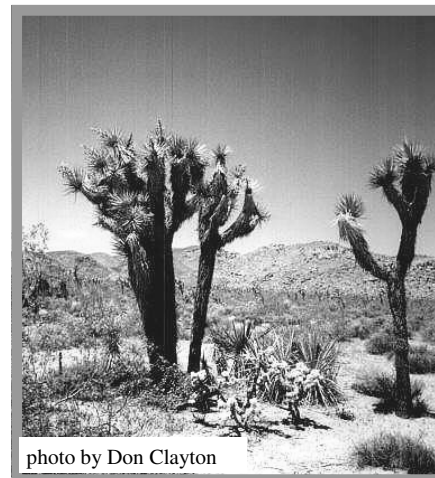


photo by Don Clayton

NOVEMBER MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center, Madisonville, KY
 Monday, November 24 7:00 pm

President McCracken called the meeting to order and the minutes of the October meeting were approved. The current treasurers report was also approved.

TREASURER'S REPORT:

Beginning Balance		\$2,439.92
Income		
Nat. Dues	\$30.00	
Chap. Dues	\$20.00	
Donations	\$0.00	
REA	\$60.00	
Raffle	\$13.00	
Video	\$0.00	
Other	\$0.00	
TOTAL	\$123.00	
Adjusted Balance		\$2,562.92
Expenses		
Nat. Dues	\$0.00	
Postage	\$34.90	
Printing	\$34.05	
Video	\$0.00	
Supplies	\$38.15	
REA	\$58.61	
Other	\$0.00	
TOTAL	\$165.71	
Ending Balance		\$2,397.21

MEMBERSHIP:	Full	4	1
	Chapter Only	21	
	Total	6	1

DIRECTORS REPORT: RailCamp will have only one session in 2004. Regional VP, Ross, asked our support of a regional RailCamp scholarship. Hinrichs moved that we support a scholarship up to \$150, approved. Dues packages are due any day.

OLD BUSINESS: A "show and tell" program for the Holiday Banquet was OK'd. Ricky reports work on REA truck is progressing slowly. A work session will be scheduled for February. Elections were held and all incumbents were returned to office except for VP Bivins who declined to run. Rich Hane was elected VP. President McCracken appointed Rick Bivins as Program Director.

NEW BUSINESS: Approval of \$150 donation to region Railcamp scholarship fund (see Directors report)

ANNOUNCEMENTS: KRM has restored a pair of historic rail cars and are pursuing prosecution of vandals who torched a vintage caboosie,

ATTENDANCE: Keith Kittinger, Rich Hane, Steve Miller, David Millen, D A Fraser, Bob McCracken, Donny Knight, Ron Stubblefield, Wally Watts, Dennis Carnal, Tim Moore, Chuck Hinrichs, Louie Hicks, Wallace Henderson, Ricky Bivins and Don Clayton

REMEMBER

THE CHAPTER STILL HAS VIDEOS OF CSX'S HENDERSON SUB, THE CADIZ RR AND THE PADUCAH & LOUISVILLE'S FIRST YEARS OPERATION FOR SALE. CONTACT DENNIS CARNAL TO PLACE YOUR ORDER - 270-825-0693

TIMETABLE #79

FOR THE GOVERNMENT OF RAILFANS ONLY

HISTORICAL SOCIETY EVENTS

June 30-July 4 Minneapolis, MN National Railway Historical Society National Convention Details later. Pre-registration deadline January 31

August 26-29 St Louis, MO Illinois Central Historical Society Annual Meeting. Details later

MODEL RAIL EVENTS

January 31st & February 1st GATS Show Wentzeville Crossings Expo Center 100 Mall Parkway Wentzeville, MO Discount coupon and times available at www.gats.com

Saturday, February 14 The Dupo Show 2004 Dupo High Gym Entry fee - Adults \$3, kids 12 and under free with an adult Time: 10 AM to 3 PM

Saturday, February 14 sHOW Modular Model Railroad Club Show and Sale Bowling Green Convention Center, 1221 Wilkinson Trace, Bowling Green, KY. 9 AM to 3 PM \$5 info 270-5428302

Saturday, March 20th Boeing Employees Railroad Swap Meet Greensfelder Recreation Complex Time: 10 AM to 3 PM Admission - \$2 adults, kids under 12 free!

RAILFAN EVENTS and EXCURSIONS

Sunday, May 2nd, 2004 1st Annual Illinois Central Railroad Heritage Day! Homewood Fire Station and Village Hall Complex, Dixie Highway and Chestnut Road in Homewood, IL Time: 10AM-4PM.

May 20-23 Atlanta area Kudzu Rails '04 Train trips, museum visits, slide programs, speakers, rail history, model clinics, railroadians show. Maybe some rare miles. Headquarters, Southern Museum of Civil War and Railroad History, Kennesaw, GA. Details and information <http://www.aclsal.org/kudzu04/>

VISIT THE CHAPTER WEB SITE

<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

CSX will operate loaded Union Pacific unit coal trains with DPU power between Henderson and Louisville. These trains will operate over the Louisville, Henderson & St. Louis Subdivision during late December. These "test trains" will be the first DPU trains on this trackage.

Bill Grady

On December 26th between 9:00 PM and 10 :00 PM a southbound loaded unit coal train from Atkinson Yard in Madisonville derailed twenty-two hoppers at the north switch of Latham Siding in Hopkinsville. The train, V236, was headed for the TVA Widow Creek Power Plant in northeastern Alabama. V236 had loaded at the Warrior Mining Prep Plant west of Madisonville. The derailment closed the Henderson Sub for about twenty-two hours. R J Corman crews cleaned up the mess with the assistance of CSX maintenance personnel. CSX was still picking up coal from the site in early January.

Dennis Carnal and Chuck Hinrichs

On December 30th, a northbound Paducah & Louisville Railway train ran into a backhoe at a crossing, just east of Princeton. The backhoe had been stolen from a nearby home. It was parked on the crossing so a train would hit it. No one was hurt and the train didn't derail. The backhoe was a total wreck.

Dennis Carnal

CSX news

TVA is planning to build a loop track at the Paradise Steam Plant at Drakesboro. The loop is for unloading Western unit coal trains. The Western coal will be blended with local coal for power plant use.

Track work at the PeeVee Spur off the Morganfield Branch, west of Madisonville, is taking place. This line serves the prep plant and loadout at Warrior Coal Company, three miles west of Madisonville

Carnal

Dennis

Following the rebuilding and painting of some 95 bulkhead flats and at least 4 ex UP six axle locomotives and several test runs it appears that the CSX/R J Corman aluminum ingot unit trains are running on a regular basis. There are three 30 car train sets, one loading at the Alcan facility in Berea, one unloading at the Logan Aluminum plant at Epley on the old O&N and one set in transit. The trains use Corman power for the whole trip and Corman crews from Berea to Osborn Yard and then CSX crews from Osborn to Memphis Jct. in Bowling Green. For the present, Corman crews are dropping empties and picking up loads at Memphis Jct. for the final run over the Memphis Line to Russelville and up the O&N to Epley. Eventually CSX crews may make the entire round trip from Osborn to Epley. With freshly painted power and cars this is a pretty remarkable train and it runs east-west which is a bonus for photographers.

Bigtime Traffic Jam

(Continued from page 4)

mine on the Morganfield Branch. The Dotiki Turn needed to cross the Earlington Main at Trident, pull through the north yard to Arklow, then travel northward to Evansville. The dispatcher had the Dotiki Turn stop clear of the Pride Avenue street crossing and wait. They would follow the four northbounds that were waiting on the Cutoff Main.

A little further north at Hanson, an empty northbound grain extra was parked in the siding. This train, plus the five other northbound trains at Atkinson were waiting for five southbound trains coming from Evansville. These five trains were running on each others blocks. Leading the pack was tote train R123. Behind the tote train were two manifest trains and two loaded grain extras. These trains ran through Madisonville on the Earlington Main.

As soon as these five southbound trains cleared Arklow, the northbounds were off to the races. Tote train R120 led the race followed by the three manifest trains and then the empty grain extra at Hanson followed the pack. Bring up the rear was the loaded Dotiki Turn unit coal train.

Why these fourteen trains all arrived in Madisonville in a period of two hours is still a mystery, but it was sure fun hearing the crews giving each other hell as they spent a little extra time in Madisonville one night.

CSX

ATTENTION !!

YOUR 2004 NRHS AND WESTERN KENTUCKY CHAPTER'S DUES NOTICE WAS MAILED TO EACH OF YOU SEVERAL WEEKS AGO. PLEASE TAKE A FEW MOMENTS AND FILL OUT THE FORM AND SEND IT - WITH YOUR CHECK - TO TREASURER, WALLY WATTS. YOUR PROMPT PAYMENT WILL ELIMINATE THE HASSLE AND EXPENSE OF FOLLOW-UP NOTICES.

BUY SELL SWAP

For Sale *L&N* and *Family Lines* employee magazines, \$2 each plus postage. Call or send for list. Dennis Carnal 704 Choctaw Drive Madisonville, KY 42431 270-825-0693

For Sale Numerous railroadians items. Call Don Clayton at 270-821-0731 or inquire in person during the Thursday night sessions at his house.

Wanted Photographs of the IC depot in Central City. Will buy or borrow to scan. Tom Wortham 270-821-7874 e-mail tworthma@madisonville.com

Sell or Swap *Extra 2200 South* complete set from #20 (Jan 1970) to #124. Will sell or trade for L&N, IC, GM&O or Rock Island lanterns. Also have *The Short Line* from #59 (1985) through #153. Both publications are excellent locomotive reference sources. Chuck Hinrichs 270-886-2849 e-mail chuckrail@charter.net

Sell or Swap Complete darkroom outfit. Beseler B23 CII enlarger (color and/or B&W) with 50mm and 75mm lenses and several film holders (35mm,6x6,6x7,6x9), trays, timers etc. Some chemicals and enlarging paper. This is quality equipment and in good condition. \$450 or trade for RR lanterns. Chuck Hinrichs 270-886-2849 e-mail chuckrail@charter.net

BUY-SELL-SWAP is a new service of your Chapter newsletter "PENNYRAIL" and is for the the non-commercial use of chapter members. Please submit your ads by e-mail or letter (typewritten, please) by the normal newsletter deadline

PHOTO SECTION



The IC CN train was waiting at the switch just before entering the P&L yards at Paducah, where the old Passenger station was. It shows the Solar Powered Switch Controller. They were waiting for a track crew to finish up repairing the incoming track switch into North Yards
digital image by Ron Stubblefield



Winter light and a bit of snow and trains - a perfect combination for some great photography. Ron Stubblefield took advantage of the conditions and got this shot of a UP Powder River Coal train waiting to be unloaded at the BRT at Grand Rivers. The date was January 9, 2004
digital image by Ron

"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. Your material will receive the best of care while being readied for publication. Your help is appreciated.