

PENNYRAIL

FEBRUARY 2005

VOLUME 9 NUMBER 2

TODAY'S FACTS ARE

SURVEY

The response to your editor's survey request in connection with the Chapter publication, **PENNYRAIL**, was most encouraging. Over 20 responses were received and considering we have a membership of 75 the percentage responding was very good. Thanks to all who took the time to tell us what you think.

The consensus is that whatever we are doing it appears to satisfy the membership. With the possible exception of the *Buy Sell Swap* feature, our content is regularly read by nearly every respondent. There is an expressed desire for more historical content but not at the expense of our current feature mix. This indicates that good feature articles with an historical flavor will find a place alongside our regular mix of travelogues and local rail news.

Our photography section is well received and will continue with your input of material. Extra material will find a home in the photo gallery of the Chapter web site.

As your editor, I appreciate all the kind comments on the **PENNYRAIL** and rest assured that I will continue to try to produce a quality publication with features that chronicle the past and present of the Western Kentucky rail scene.



Chapter News

CHAPTER MEETING
MONDAY, FEBRUARY 28
7:00 PM
Badgett Center
(Old L&N Depot)
(Arch St and the Railroad)
Madisonville, KY

PROGRAM

Wally Watts will have the program for the February Chapter meeting. a video, "Life Begins at 40," depicting the restoration and early operations of Nickel Plate 4-8-4 #765. **Keith Kittinger** will provide the 'munchies.'

JANUARY MEETING

Twenty one members and a guest were on hand for the January Chapter meeting at the Badgett Center. Following a brief business session the members were treated to a very interesting combination slide and video show by our Program Coordinator, **Rick Bivins**. Rick found some great old slides from both the local area and from some far-away places. The video was a generic 1950s PR piece tooting the railroad's horn. It was a good start to the new year.

Refreshments were provided by **Phil Randall**, one of our newer members. To both Phil and Rick, a job well done!

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Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

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"PENNYRAIL" is the
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Chapter News

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Our guest was former Chapter member and current President of the Louisville Chapter, **Jim Bergant**. It was nice to see Jim down this way.

CSX provide only one train during the meeting, a southbound manifest, Q 515, with a CSX C40-8W (still in Conrail paint) and CSX C44-8W pulling the train. Five trains went via the cut-off during the meeting so we got short changed a bit. Maybe we'll have better luck next month.

CHAPTER NEWS

PRESIDENT'S NIGHT

Bob and Jackie McCracken will be back from Florida and President's night will be held on our regular meeting night, March 28, 2005. As is the custom, Bob will present the program and Jackie will provide the 'belt loosening' refreshments.

CHAPTER BIRTHDAY

The Chapter Birthday Party has been moved back to April - the actual month in which the Chapter received it's NRHS Charter. The celebration, as outlined last month, will include a vintage slide show, introduction of all Charter Members and, a lot of reminiscing over how things were in 1985

sHOW

It almost seemed like a Chapter meeting at sHOW in Bowling Green on Saturday February 5th, Chapter members **Dennis Carnal, Keith Kittinger, Bill and Liam Thomas, Rex and Melanie Easterly, Richard and Gretchen Knapp, Eddie and Betty James, Wes and Shirley Ross and Chuck Hinrichs** were in attendance and set up to do some business. The crowd was pretty thin compared to the excellent attendance at the 2004 sHOW. The excellent weather, the first decent weekend

(Continued on page 3)

WHY PADUCAH?

There was a question posted on the Illinois Central list on Yahoo, as to why the principal Illinois Central locomotive shops were located in Paducah. This was one of the more succinct replies

This is a pretty good question, and unfortunately there is no single good answer. IC announced in March, 1925, that it would build a new shop complex in Paducah which would serve as a centralized repair and rebuild facility for its locomotive fleet. Up until that time this work had been carried out at small shops scattered throughout the system. This was inefficient and terribly expensive. By consolidating all this work at one spot, the railroad could close about a dozen small shops at places like Water Valley, MS, and save millions of dollars.

Several cities were considered for the new shop complex. According to newspaper articles from 1925, Paducah was selected due to its location near the center of the Chicago-New Orleans mainline. Also, the shops needed a steady water supply for its power house, and Paducah is located at the confluence of the Ohio and Tennessee rivers.

Railroad officials also cited the number of skilled repair workers already living in Paducah (back in 1884 a car/locomotive repair facility had opened in Paducah and had been expanded several times). A number of workers were transferred to Paducah from other cities, but for the most part most workers in the new shops would be existing workers or new workers hired locally. Paducah was already serving as a regional rebuilding center for locomotives from the mid-point of the railroad, so there was a lot of skilled labor already there.

Additionally, Paducah is near the western Kentucky/southern Illinois coalfields, which historically accounted for about 40% of IC's tonnage. Few parts of the IC system generated more traffic than the coal fields, and as a result a large percentage of IC's steamers were assigned to this region.

When construction of the shops started in mid-1925 the Edgewood Cutoff had not yet been completed. The only IC routes into Paducah was via Mayfield to Fulton, or the "Mud Line" westward to East Cairo. Moving large numbers of locomotives over these routes would have been impractical, but they could be routed quickly over the Edgewood Cutoff.

The reasons above were "official" reasons cited by railroad management in articles published back in 1925. Some folks might wonder why the shops weren't located in some place like Memphis or Chicago. First, strike Chicago since it would take too long to move a locomotive from the southern half of the system to Chicago for repairs. Buying land in Memphis probably would have been cost prohibitive (the Paducah shop complex covers 110 acres, much of it already owned by the railroad and the rest purchased relatively cheaply).

Over the years there has been a lot of speculation about this topic and some folks have even claimed that Paducah politicians bribed railroad officials (somebody obviously had been watching too much "X- Files"). But, at least officially, it boiled down to location and the presence of a skilled labor force. *RailPix 100*



Chapter News

(Continued from page 2)

this year, and the old location likely held down the crowd. **Bill Thomas** moved a little merchandise as did **Dennis**. The **Easterly's** and the **Knapp's** were kept pretty busy. **Wes and Shirley Ross** were quite disappointed in their results and **Chuck Hinrichs** had a better than average HO disposal effort. **Keith Kittinger** probably acquired just about as much as he sold. Chapter members **Louie Hicks** and **Bob Moffet** were afternoon visitors. **Eddie and Betty James** were assisting an Owensboro group with an extensive display of merchandise. Former Chapter members Tony Clark and Rick Andrews were also in attendance. With the slim crowd the group had lots of time to hash over old times and the day went by pretty quickly.

CHAROLAIS OPERATIONS

Saturday morning, February 12, dawned cool and clear and a few Chapter members and guests gathered at St Charles, KY for a morning of operations with the Charolais Coal SW7. But, in spite of the concerted efforts of **Rick Bivins** and some of the Charolais folks, old 1249 refused to start. The batteries are weak and will take some time and effort to get them charged enough to get the SW7 running. On hand were Chapter members **Eric Travis, Jim Finley, Steve Miller, Rick Bivins and Chuck Hinrichs**. Rick's dad and his two boys were on hand as was Jim Finley's dog. Rick hopes for better luck on the operating

session set for April 9th.

TRAVELERS

Wallace Henderson headed west for a Winter Photo Spectacular on the Nevada Northern Railway. We should have some great photos for the up-coming **PENNYRAIL** as well as at future Chapter meetings.

MEMBERSHIP

Chapter Secretary/Treasurer, **Wally Watts** thanks all Chapter members for getting your 2005 dues in in good order. It looks like we will lose only two members and start the new year with a record membership of 73.

CHAPTER VIDEOS

Dennis Carnal reports that the Chapter has sold 90 Henderson Sub videos, 35 Cadiz RR videos and 38 P&L tapes. We started in the video business in October of 1997 and the program has netted the Chapter \$1,482.45. We have the following remaining inventory

HD sub	4 copies
Cadiz	1 copy
P&L	9 copies

The Chapter will need to discuss the future of the video program at the February meeting. Do we want to re-order any tapes or DVDs for

RAILROAD EMERGENCY PHONE NUMBERS

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.

BNSF	800-832-5452
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CSX	800-232-0144
NS	800-453-2530

SUBSCRIPTION RATES

PENNYRAIL

11 issues
\$12 PER YEAR

PENNYRAIL

VIGNETTES

Christmas Cards

Our son, Rod, works for CSX in Alabama. There is an elderly man that sits by the tracks and watches most all trains come down the tracks. He has many L&N pins and buttons on and loves to talk L&N with anyone and everyone.

Of course he loves to talk to my Rod every time he sees him.

Well, he sent Rod a Christmas card this year. A beautiful Northern Pacific's Pride the North Coast Limited and he signed it MP 325.4 Now that is the mile post at Faukville, AL that he lives near and where he sits in an old battered chair.

I thought that was a quaint way to sign the card. And of course Rod new exactly who it was from.

I told Rod I would make a L&N 152 card and he could send it to him next year, and sign it with the Hartselle mile post.

Betsy Stansbury, internet

Alabama History Lost

Workers in Whistler community are slowly dismantling a piece of Alabama's transportation history, the remains of the Mobile and Ohio Railroad Machine Shop, built before the Civil War in a community where railroad legend Casey Jones once lived.

City leaders once dreamed of turning the shop into a focal point for a tourist attraction, but a 2001 state environmental report showed that the top foot of soil on the property was contaminated with lead, terminating the city's dream.

Now property owner Jack Stallworth is demolishing it. Railroad tracks that flanked the machine shop are not used anymore and are covered with dry, brown grass.

In remarks made on Oct. 14, 1993, in the House of Representatives in defense of creating a museum, former U.S. Rep. Sonny Callahan, R-Mobile, said "During the Civil War, Union troops destroyed most of the railroad stations in the South.

(Continued on page 4)

VIGNETTES

(Continued from page 3)

Somehow, the M&O Railroad structure, which was built in 1851, escaped destruction and is one of only three still standing today,"

Casey Jones lived in what is now the Whistler Historic District of Prichard and was baptized at St. Bridget's Catholic Church on Main Street.
Ron Wright, internet

Gut Check

Bicycles were the only means of transportation for us youngsters in the late 1930s. Mom didn't have a car to ferry us where ever we wanted to go. One of our favorite summer spots was the Rock Island main line running from Limon to Denver, CO. Our location of choice was a siding on the north side of Denver's Municipal Airport. This was a tough 3 mile bike ride from our east Denver homes and we always checked out the rail action as well as the activity at the airport.

The Denver section of the Rock Island Rocket came by in the afternoon and was still hustling right along before slowing for the more populated sections of town.

There were usually some box cars in the siding and it was a right of passage to hang on the box car grab irons while the Rocket flew by just a few feet away. The sound, the dust and the real tug from the train's wind breaking passage was

AMTRAK BUDGET SLASHED

IF YOU WANT TO SEE INTERCITY RAIL TRANSPORTATION PRESERVED TAKE A FEW MOMENTS AND WRITE YOUR CONGRESSMAN AND YOUR SENATORS AND URGE ADEQUATE AND PERMANENT FUNDING FOR AMTRAK AND FOR STATE SUPPORTED INTERCITY RAIL SERVICE.

ALSO URGE YOUR ELECTED REPRESENTATIVES TO PUSH FOR A COMPREHENSIVE NATIONAL TRANSPORTATION POLICY.

PHOTO SECTION



Kentucky State Trooper, Dan Morck, and Deputy Coroner, Dennis Mayfield, examine the car that was hit by a CSX train at a crossing in Hanson. The train and car remained in place for over 4 hours while the incident was investigated. The fatal incident took place on February 3. *(Messenger Photo/Lowell)*



A damaged truck from a loaded coal hopper bears mute testimony to the damage done in a derailment of a CSX unit coal train on the Pee Vee Spur just west of Madisonville. One locomotive and 8 cars were involved in the mishap which took place the evening of February 8. *digital photo by Jim*

"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.
Chuck

PHOTO SECTION

PENNYRAIL

A BAD WEEK FOR CSX



A northbound empty CN/IC coal train on the north approach of the P&I bridge across the flooded Ohio River at Metropolis, IL. A pair of IC SD70s are pulling the train. The action was caught on January 18, 2005.

scanned from a photograph taken by Wallace



BNSF has unveiled a new locomotive paint scheme. BNSF # 740, a C44-9W, shows off the new scheme. The colors are the same as earlier version but the logo is much different and the Santa Fe type nose logo is now gone, erasing all vestiges of the the railroads Santa Fe heritage. In your editors opinion the new scheme looks a bit like a cheap candy bar wrapper. *photo*

For more railroad photographs check out the Photo Gallery

The five day period from Thursday, February 3 until Tuesday February 8 was bad news for CSX. Two incidents in the immediate area resulted in the death of a Hanson man and the derailment of several hopper cars loaded with coal just west of Madisonville. See incident photos on page 4.

HANSON - A Hanson man died Thursday (February 3, 2005) when he drove his car in front of a northbound CSX train at a grade crossing here, said Hopkins County Deputy Coroner Dennis Mayfield.

Richard L. Dressler, 71, 8010 Hanson Road, driver of the westbound car on West Madison Street, was pronounced dead at the scene by Mayfield. The collision with the train occurred at approximately 2:50 p.m. The town's rail crossings were blocked for more than four hours.

Kentucky State Trooper Lonnie Kavanaugh said details were sketchy at the time. Trooper Tim Bailey is the reconstructionist for the incident.

The cause of the incident is under investigation

MADISONVILLE - Around 7:00 pm on Tuesday, February 8th a loaded CSX Warrior Turn unit coal train derailed on the Pee Vee Spur, just short of the junction with the Morganfield Branch, west of Madisonville.

The coal train had loaded at the Warrior Prep Plant and was returning to Atkinson Yard in Madisonville. The train was loaded with coal for the TVA

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JANUARY MINUTES SUMMARY

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

Vice President Hane called the meeting to order and the minutes of the November meeting were approved. The current treasurers report was also approved..

TREASURER'S REPORT:

Beginning Balance		\$1,942.95
Income		
Nat. Dues	\$1,287.00	
Chap. Dues	\$148.00	
Donations	\$109.00	
REA	\$0.00	
Raffle	\$0.00	
Video	\$20.00	
Other	\$560.00	
TOTAL	\$2,124.00	
Adjusted Balance		\$4,066.95
Expenses		
Nat. Dues	\$944.00	
Postage	\$74.99	
Printing	\$48.97	
Video	\$0.00	
Supplies	\$8.42	
REA	\$0.00	
Other	\$833.86	
TOTAL	\$1,910.24	
Ending Balance		\$2,156.71

MEMBERSHIP:	Full	5	7
	Chapter Only	1	8
	Total	7	5

DIRECTORS REPORT: No report

OLD BUSINESS: REA truck has not yet been moved to the airport but enough parts are there to enable work sessions to continue. Work sessions are now scheduled for the Sunday following the Chapter meeting date.

NEW BUSINESS: There will be an operating session at St Charles on February 12. Another session is set for April 9 along with a tour of the Charolais Prep Plant. Discussed hosting a NRHS Board meeting but concluded that we are short of both facilities and rail events.

ANNOUNCEMENTS: A May 7th tour of the "Walking Trail" on the old IC main starting at 11 AM Check with Rich Hane or Jim Bryan for details.

ATTENDANCE: 20 members and 1 guest.

REMEMBER

THE CHAPTER STILL HAS A FEW 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

THERE ARE STILL A FEW BOXES OF CROFTON DEPOT NOTE CARDS AVAILABLE AT \$2 PER BOX. CHECK WITH CHUCK

TIMETABLE #90
FOR THE GOVERNMENT OF RAILFANS ONLY

FEBRUARY

Monday February 28 Regular monthly Chapter meeting at the Badgett Center. Wally Watts, program and Keith Kittinger, refreshments.

MARCH

Sunday March 6 REA truck work session at the Madisonville Airport.

Monday March 28 Regular monthly Chapter meeting at the Badgett Center. Presidents Night, program and refreshments by Bob and Jackie McCracken.

APRIL

Sunday April 3 REA truck work session at the Madisonville Airport.

April 8-10 Cumberland, MD NRHS Spring Board Meeting Host - Western Maryland Chapter. Check with National Director, Wallace Henderson, for details. (270-885-6503 e-mail fcgato@charter.net)

Saturday April 9 Locomotive operating session, Charolais Coal in St Charles KY. 9AM-Noon, followed by a tour of the the wash plant at the mine in St Charles.

Saturday April 16 2005 Photo Freight on the Whitewater Valley Railroad in Indiana. All day photo run, dinner on return trip and a night photo session with Steve Barry of Railroad and Railfan Magazine. Info: SARM Photo Freight 2005, P.O. Box 5870, Knoxville, TN 37928. www.southernappalachia.railway.museum

Monday April 25 Regular monthly Chapter meeting at the Badgett Center. This will be the Chapter's 20th Birthday Party Program members slides from the 80s, refreshments by Tim Moore.

April 29-May 1 Cass, WV CALS 27th steam railroad weekend in the Alleghenies. Double headed Shays. Runs to Bald Knob and WM trackage to Spruce and Big Cut. Lots of runbys and clean photo lines. Info. CALS % Poul Pedersen 19804 Spurrier Ave. Poolsville, MD 20837-2015 or from web site: www.calslivesteam.org

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July 5-10 Portland, OR NRHS National Convention Host -Pacific Northwest Chapter. Details in NRHS newsletter.

VISIT THE CHAPTER WEB SITE
<http://www.westkentuckynrhs.org>

REGIONAL RAIL NOTES

Western Kentucky Coal update.

As reported in the January PENNYRAIL, CSX was to start delivery of unit coal trains from three mines in the Madisonville area, to the TVA Paradise Steam Plant at Drakesboro. These trains were to start operating during the first week in January. The startup date for these trains is now reported to be the first of September.

As reported last month P&L unloads trains at the Grand Rivers Terminal on Kentucky Lake from CN/IC, P&L and Union Pacific. P&L also unloads Union Pacific unit trains at the TVA Blending Terminal at Calvert City.

Add to the train count at Grand Rivers Terminal unit coal trains from Burlington Northern Santa Fe. Three to five BNSF trains per week unload at GRT. *Dennis Carnal*

News from Southern Illinois and Southeast Missouri

On January 1st, 2005, Union Pacific Railroad took over the contract to deliver coal trains from the Powder River Basin in Wyoming to the Cook Coal Terminal, west of Metropolis, IL.

Three to five loaded unit coal trains arrive per day at Cook for unloading. The terminal can unload two trains at a time. The coal is loaded into barges for shipment to AEP Power Plants. These unit coal trains use trackage rights on BNSF trackage from Marion, Illinois to Cook Terminal. *Dennis Carnal*

BNSF and UP are trading trackage in Missouri and Colorado.

The problem area for the UP is the 50 miles of ex-Cotton Belt trackage from Ilmo to Dexter. At Dexter, the ex-SSW and MP tracks split for the run across Arkansas to Texarkana. This 50 mile section of the UP Chester Sub carries 60 to 80 trains per day. This is the longest section of single track railroad between Dallas and Gorham, IL. Gorham is the junction of the UP Chester Sub and the UP Mt. Vernon Sub. The ex-Cotton Belt and Mopac trackage across Arkansas and eastern Texas are operated as one way trackage, but trains can operate in either direction on both tracks as needed.

The problem area for BNSF is the movement of unit coal trains from the Powder River Basin through Denver and on to the Southwest and power plants in Texas. A 25 mile section of a Union Pacific branch line between Sterling and Union, Colorado is the problem area.

What to do? The answer is to trade trackage.

Union Pacific will get ownership of 25 miles of BNSF's River Sub, an ex-Frisco line running between St. Louis and Memphis. The 25 miles of trackage lies between Rockview and Sikeston, MO. At Sikeston, trains will use 20 miles of trackage on the UP Sikeston Sub to Dexter, MO. BNSF will keep trackage rights between Rockview and Sikeston.

In Colorado, BNSF gets ownership of 25 miles of the UP branch line between Sterling and Union, CO. BNSF plans to upgrade this track to mainline specifications. UP will keep trackage rights on this section. *Dennis Carnal*

A BAD WEEK

(Continued from page 5)

Widow Creek Power Plant in Northeast Alabama. The 90 car train, V236, was being pulled by a pair of locomotives. The lead locomotive, CSX AC60CW # 608, stayed on the tracks while the second unit, CSX AC44CW # 55, derailed but did not overturn. Eight of the ninety loaded hopper cars derailed. Three of the derailed hoppers overturned spilling their loads. Things were further complicated when a pickup truck ran into the side of the stalled train. No injuries or significant damage due to this collision.

Crews from R J Corman Rail Services arrived early the next morning to clear up the derailment. By Thursday midday, the locomotive was back on the track and all the derailed cars had been removed. New track sections and ballast was in place. CSX track workers were repairing the Highway 103 crossing. The rest of the coal was still to be removed from the area.

This spur line was worked on last year. New welded rail was installed from the junction with the Morganfield Branch to the junction with the P&L Railway Warrior Lead trackage.

The derailment location has been the scene of two other derailments during the past 12 to 15 years.

The speed limit on the entire branch, both CSX and P&L sections is ten mph. The train involved in the current derailment was moving at about five mph or less. The engineer on the train has over 40 years of service. Cause of the derailment unknown at this time.

CSX was not the only one to have a misadventure during the week.

(Continued on page 8)

A BAD WEEK

(Continued from page 7)

MADISONVILLE - A loaded P&L unit coal train derailed on the Warrior Mine Lead on Thursday, February 3th. This train was operating to Louisville Gas & Electric. The derailment happened between the switch on the main line at West Yard and the highway bridge on Pleasant View Road. Crews from RJ Corman cleared the line. Track crews were still making repairs to the trackage on Monday, February 7th. Note, trains were using the trackage on Sunday, February 6th. No other information about the derailment is known.

Thanks to **Dennis Carnal, Jim**

BUY SELL SWAP

Wanted: issues 1-8 of Locomotive and Railway Preservation magazine. Contact Phil Randall at 270-676-8703. or parroc@madisonville.com

For Sale: Numerous pieces of misc. model railroad equipment, accessories, parts, tools, Large Scale, O, S, Sn3, OO, HO, TT scales. Contact Phil Randall at 270-676-8703 or parroc@madisonville.com

Wanted Junk or scrap HO locomotives or locomotive shells, GP7s, GP9s and GP18s. I'm building a series of Paducah Geeps - GP8s and GP10s.
Eric Travis 270-821-0865
e-mail eltravis@spis.net

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

Sell or Swap 63 issues of **DIESEL ERA** (1994 to 2003), a very well edited and illustrated locomotive magazine. The multiple views and varying paint schemes of locomotives can be most helpful to modelers. \$1 an issue or \$50 for the lot.
Chuck Hinrichs 270-886-2849

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

TOOLS FOR RAILFANNING

One of the respondents to the PENNYRAIL reader survey suggested a column (or series of columns) on some of the things that experienced modern day railfans take for granted. This is the first in a series of articles dealing with train, locomotive and equipment identification. It is our intention to provide the tools to make your trackside time more enjoyable and to understand some of the terms that the die-hard railfans assume everyone understands. If you have specific questions please send them to your editor:

Henderson Sub (CSX's Henderson Subdivision which runs from Amqui, TN (just north of Nashville) to Howell Yard across the Ohio River at Evansville, IN.) sees some 25 to 30 trains per day. There are 23 scheduled intermodal and manifest freights(Q trains) running each day and in addition there are 3 to 5 unit coal trains (T or V trains), several unit grain trains (G trains), and occasional unit commodity train (K trains) as well as locals running north and south from Guthrie, KY and south from Howell yard in Evansville. The train designations are used by both the train crews and the dispatcher in radio communications which, along with the various track signals, control train movement. The Q trains are as follows:

Train	Type	Freq	Origin	Destination
Q120	I	Daily	Jack. FL	Chi. IL
Q121	I	Tu-Su	Chi. IL	Jack. FL
Q124	I	Daily	Jack. FL	Chi. IL
Q127	I	Mo-Sa	Chi. IL	Jack. FL
L127	I	Su	Chi. IL	Jack. FL
Q128	I	Daily	Atl. GA	Chi. IL
Q129	I	Daily	Chi. IL	Jack. FL
Q514	M	Daily	Nash. TN	Avon IN
Q515	M	Daily	Avon IN	Nash. TN
Q556	M	Daily	Nash. TN	Atk. KY
Q557	M	Mo-Sa	Atk. KY	Nash. TN
Q566	M	Daily	Nash. TN	Evan. IN
Q567	M	Daily	Evan. IN	Nash. TN
Q588	M	Daily	Nash. TN	Chi. IL
Q592	M	Daily	Wayc. GA	Chi. IL
Q595	M	Daily	Avon IN	Bghm. AL
Q596	M	Daily	Nash. TN	Chi. IL
Q597	M	Daily	Chi. IL	Nash. TN
Q645	M	Su-Fr	Chi. IL	Nash. TN
L645	M	Sa	Chi. IL	Nash. TN
Q647	M	Daily	Chi. IL	Wayc. GA
Q649	M	Mo,We,Fr	Chi. IL	Nash. TN
Q686	M	Daily	Nash. TN	ESTL. IL
Q687	M	Daily	ESTL. IL	Nash. TN
Q688	M	Daily	Wayc. GA	Avon IN

I = Intermodal (trailers or containers on flatcars or special container cars)

M = Manifest (mixed freight - box cars, closed and open hopper cars, tank cars, flat cars, gondolas, refrigerator cars and a variety of special freight cars)

A scanner radio receiver is a very handy tool for railfanning. You may monitor train movements, identify trains and generally keep track of railroad happenings. There are equipment defect detectors at several locations and they give radio information as to the condition of passing trains. But be aware that the use of a scanner capable of receiving police frequencies is technically illegal in a motor vehicle in Kentucky.
CFH