

PENNYRAIL

APRIL 2005

VOLUME 9 NUMBER 4

TODAY'S FACTS ARE

1985



Chapter News

CHAPTER MEETING

20th

Anniversary

MONDAY, APRIL 25

7:00 PM

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

**(Arch St and the Railroad)
Madisonville, KY**

PROGRAM

The program is "**Every Member Nostalgia**" with slides and videos from the 80s depicting rail action with railroads that no longer exist and, hopefully, some shots of charter members with hair and slim waste lines. Refreshments will be provided by Tim Moore and Chuck Hinrichs

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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. Send news notes, historical notes and other rail information to:

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Change has a nasty habit of sneaking up on us. Things seem to be the same from day-to-day until we look back and realize that a lot has changed. And so it is with our regions railroads.

Gone are the L&N, Family Lines and Seaboard System. We no longer see Clinchfield and SCL power or the B&O, C&O and WM and Chessie System units. The IC and ICG logos are gone as are the gaggle of orange and white GP8, 10s and 11s and the handsome GM&O GP30s and 35s.

Peabody is no longer hauling coal in Muhlenberg County and the Yankeetown Dock SD38s are long gone as are the improbable white coal cars and the FM switchers. Alco RSD15s of Squaw Creek Coal are gone. The South Hopkins coal interchange yard at Nortonville is gone as is the Alco switcher with the bent cab. Gone also are the IC/ICG/P&L tracks from Central City to Dawson Springs. The TVA RSD1 is gone from the Paradise Plant as are the MCH CF7s.

The Henderson Sub-Memphis Line diamond is gone at Guthrie. The Cadiz and its Alco switchers are only a memory.

There is likely much more I have forgotten

Chapter News

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MARCH MEETING

Twenty-nine people attended the March meeting in Madisonville. They enjoyed a very good DVD program on Louisville & Nashville Railroad and Chicago & Eastern Illinois Railroad operations in and around Evansville during the late 1940s and early 1950s. Thanks to Chapter President Bob McCracken for the outstanding program. Thanks also to Jackie McCracken for providing the delicious brownies and other snacks for the member's enjoyment. A good time was had by all.

CSX provided two trains during the meeting time. At the start of the evening, northbound tote train Q120, powered by a CSX SD70MAC and a CSX C40-8W rolled by the depot. Then, as the festivities ended, northbound manifest Q588 passed by in review. Power on this train was a CSX SD50 and a BNSF C44-9W.

NEW MEMBERS

Welcome to the Chapter's newest member, Chris Gadbois of Bowling Green. We don't have any information about Chris at this time, other than he likes trains.

Chris Gadbois
6476 Rich Pond Road
Bowling Green, KY 42104-7869

During the post few months, the Chapter has added new members from Auburn and Guthrie as well as Chris from Bowling Green. We hope these new members will try to attend some of the chapter activities this summer. The chapter is pleased to have you as members and we would like for you to take part in Chapter events.

The Chapter membership now stands at 76.

CHARTER MEMBERS STILL ACTIVE IN THE CHAPTER



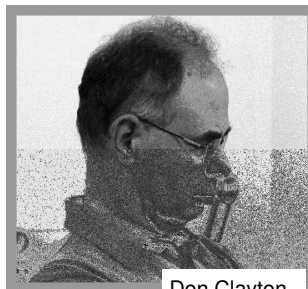
Ricky Bivins



Dennis Carnal



Rex & Melanie Easterly



Don Clayton



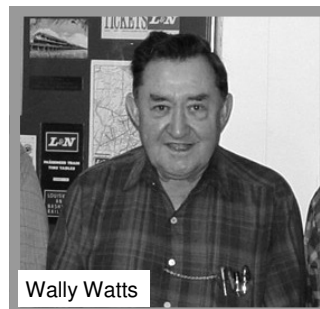
Rich Hane



Bob & Jackie McCracken



Keith Kittinger



Wally Watts

Charter Member Robert Metcalfe Jr's picture was not available.

**NRHS
at
CUMBERLAND
by**

It has been several years since I turned the Chapter's National Director chores over to the capable hands of Wallace Henderson. Shirley and I managed to make the Baltimore and Minneapolis NRHS Conventions but it had been nearly four years since we had attended an NRHS Board of Directors meeting.

The Spring 2005 Board Meeting was set for Cumberland Maryland and the combination of convenient travel and a couple of train trips that we had not done previously was just the incentive needed to attend a Board Meeting and renew some old acquaintances.

We took a leisurely two day trip to Cumberland with an overnight stop in Hurricane, West Virginia. We had inquired of a West Virginia friend of anything to see in the Charleston-Huntington area and he strongly recommended the Blenko Glass Company as a 'must' place to see. After a good night's rest at the Teas Valley Hampton Inn we traveled the 11 miles to Milton, West Virginia, the home of Blenko Glass Company. The late 1800s glass factory site is right next to CSX's ex C&O mainline between Huntington and Charleston affording a railfan opportunity along with the glass plant visit.

The Blenko plant was built in 1895 and makes a variety of hand made blown glass items of rare beauty and creativity. The glass product display area and gift shop is the first location on the visit. Upstairs is a room devoted to more product displays, flat glass and it's stained glass window applications and items of historical significance. For those interested in turn of the century politics there are several items indicating the close friendship between The founding Blenko and Eugene Debs, the Socialist and Presidential candidate..

The highlight of the visit is the glass factory viewing area where you can see the various steps in making the many items the factory produces. These products are all hand made and no two items are exactly alike. The viewing area lets the visitor see a product emerge from a lump of molten glass to a blown and shaped piece of rare beauty and originality.

From the outside the 1895 buildings look a bit worse for the wear but the products made within the aged brick walls are truly worth a visit.

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From Milton we headed north on I79 and at Clarksburg we took US 50 east to Grafton to check on any potential CSX action at this busy coal handling terminal. A steady rain prevented any detailed railfanning but I did manage a few shots of the yard and engine facility. Things appeared busy with some twenty locomotives visible from the overpass. We continued east on US 50 and for a US highway this is about as close to a cow path as you are likely to find. The road is narrow and full of sharp curves and steep grades. Shirley is not a twisty road fan and I heard a lot of negative comments for the next couple of hours but, fortunately, no car sickness. Once we crossed over into Maryland the roads improved and we made it back to I68 and the last few miles east to Cumberland.

We checked into the Cumberland Holiday Inn, the headquarters location, and were pleased to find we had a trackside room on the third floor, affording an excellent view of the CSX (ex B&O) main line running right across the street from the hotel. It makes sleep a little fitful but the view is worth the slight rest interruption - at least for a couple of nights. A couple of cold Yingling drafts and an excellent dinner in the hotel dining room brought the day to a close.

Friday morning was free time and I took a stroll around downtown Cumberland, it's a nice downtown area with lots of interesting shops. A camera shop had a camera case that I had not been able to find at home so I left a little Kentucky cash in Maryland.

Busses left the hotel at noon for about a 40 minute run to Romney, WV where we boarded the Potomac Eagle for a trip down the scenic Potomac River Valley on the South Branch Valley Railroad. The SBVR has an interesting history. It was a B&O branch line with origins dating back to 1884. By the early

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CUMBERLAND

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1970s the branch was in trouble and B&O tried twice to abandon the line. Finally to settle the matter the B&O took an unprecedented action and donated the 52 mile line to the state of West Virginia. The state commenced operations on the SBVR on October 15, 1978. The line runs from Green Spring to Petersburg West Virginia and connects with CSX at Green Springs. This line is thought to be the only railroad in West Virginia that does not haul coal.

Our trip begins at Romney Jct. (MP 14.6) and runs south to Sycamore Bridge (MP 31.7). The unique feature of this part of the railroad is the "Trough", a 7 mile stretch with no access other than the river or the railroad. The remote area is home to a large number of American Bald Eagles which we saw soaring over the treetops on the high ridges.

Our train was headed by GP9 6604 in full B&O blue and gray livery. GP9R 92 joined the rear of the train at MP 26 and assisted in the runbys at Sycamore Bridge and headed the train as we returned to Romney Jct. The consist was three coaches, a baggage/concession car and another baggage car converted to a partial open side observation

(Continued on page 5)

IF YOU ARE TIRED OF READING MATERIAL WRITTEN BY YOUR EDITOR (THIS ISSUE IS NEARLY ALL MY DOING) THERE IS A SIMPLE SOLUTION - GET YOUR TYPEWRITER, WORD PROCESSOR OR PENCIL AND PAPER OUT AND WRITE UP SOME OF YOUR RAIL ADVENTURES AND SEND THEM TO ME BY EITHER E-MAIL OR SNAIL MAIL. IF YOU HAVE PHOTOS TO ILLUSTRATE YOUR STORY SO MUCH THE BETTER.

I'D LOVE TO PUBLISH YOUR ARTICLE BUT I CAN'T DO IT IF I DON'T HAVE IT. COME ON GUYS, HOW ABOUT A LITTLE HELP!

PHOTO SECTION



A GP9 in stunning B&O paint heads up a special run of the Potomac Eagle on the South Branch Valley Railroad for the NRHS Spring Board Meeting held the weekend of April 8-10, 2005 in Cumberland, Maryland. The special ran from Romney Jct to Sycamore Bridge in West Virginia. *photo by Chuck*



A CSX SD40-2 rests on a roundhouse lead track leading from the steam era turntable at CSX's Cumberland Shop complex. Part of the roundhouse is used by GE to maintain the GE locomotives assigned to the Cumberland Division.

"PENNYRAIL" is your publication. If you have photographs or other material of current or 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

PHOTO SECTION



A trio of Appalachian & Ohio SD50s are in the house track at Burnsville, WV. The A&O is only a few weeks old and is operating on some 158 miles of ex CSX (exx BO) tracks running south from Grafton, WV. 5011 is ex CNW 7005. Traffic on this line is mostly coal. April 10, 2005 *photo by Chuck*



Western Maryland Scenic Railway consolidation 734 blasts out of Brushy Tunnel past a covey of NRHS photographers on one of the photo runbys on a lunch excursion in conjunction with the Board of Directors Meeting in Cumberland, MD, Perfect Spring weather on all three days made for great photo opportunities. Saturday, April 9, 2005.

For more railroad photographs check out the Photo Gallery

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car. We saw the three C&O first class cars (including a diner) on a siding south of Romney. The train returned to Romney Jct a bit behind schedule and we arrived back in Cumberland for a slightly delayed dinner and slides and movie program. Shirley and I joined Wallace Henderson for dinner at Uncle Tucker's Woodfired Pizza and Brew Pub for a delightful and calorie loaded repast. We missed most of the evenings movies and slides but did get to see one short film before retiring to watch live trains from our room window.

Saturday was another perfect day - clear skies and moderate temperatures - as we boarded our school busses for a short trip to CSX's Cumberland Shop facilities. One group started at the Car Shop while the other went to the Locomotive Shop. The groups swapped locations in mid-morning. Our tour guides were well informed and very enthusiastic about CSX and their unit's part in the overall shop operations. Both facilities had the latest equipment in operation and I was really impressed with the cleanliness of both shops. We had plenty of time to ask questions and there was no restrictions on photography. All-in-all it was a most cordial and informative experience. We bussed back to the hotel to pick up those who opted out of the shop tour and then proceeded to the old Western Maryland Railway Station in downtown Cumberland to board our Western Maryland Scenic Railroad train for an afternoon run up the hill towards Frostburg, MD.

Our Western Maryland train consisted of a pair of beautifully restored diners, a coach and a concession car. Consolidation 734 was on the point and a GP30 joined the train to assist in the trip up the steep grades. We enjoyed a

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MARCH MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 Badgett Center Madisonville, KY
 Monday, March 28 7:00 pm

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

TREASURER'S REPORT:

Beginning Balance \$2,213.86
 Income

Nat. Dues \$30.00
 Chp. Dues \$0.00
 Donations \$0.00
 REA \$0.00
 Raffle \$16.00
 Video \$286.00
 Other \$0.00
 TOTAL \$332.00

Adjusted Balance \$2,545.86

Expenses

Nat. Dues \$20.00
 Postage \$56.40
 Printing \$55.92
 Video \$0.00
 Supplies \$5.00
 REA \$0.00
 Other \$0.00
 TOTAL \$137.32

Ending Balance \$2,408.54

MEMBERSHIP:	Full	5	8
	Chapter Only	1	8
	Total	7	6

DIRECTORS REPORT: The NRHS is proposing a new set of revised and up-dated bylaws. Wallace gave a detailed run-down of the new by-laws and some significant changes from current practice. The proposed changes will provide voting right for Associate Members, no voting rights for National Officers and graduated voting for Chapters dependent on size. Wallace will support the changes. Final approval will come at the Portland Convention.

OLD BUSINESS: The CSX caboose is not yet ours, at least officially.

NEW BUSINESS: The Chapter may loose it's meeting place, the Badgett Center. Nothing firm yet. The Chapter is out of the video business but will allow Neff Video to sell DVD's of the P&L and Cadiz videos with the Chapter receiving a commission.

ANNOUNCEMENTS: Chuck Hinrichs and Jim Pearson are getting up an Central Illinois railfan trip for the last weekend in April (April 30, May 1,2). If interested please contact either Chuck or Jim. REA truck work session - April 3. Locomotive operating session - April 9.

ATTENDANCE: 27 members, 2 guests

REMEMBER Get out your old slides and prints of 20 years ago and bring the to the meeting Monday night.

TIMETABLE #92
FOR THE GOVERNMENT OF RAILFANS ONLY

APRIL

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

April 29-May 1 Monticello, IL **Monticello Railroad Museum** April 29 - Photo Train - \$40 May 1 - Throttle Time - \$100 Check with Arthur Purchase urtx@farmvid.com for details

April 30 - May 2 South Central Illinois Chapter Railfan Outing Photo safari covering UP, CN(IC), NS and BNSF action at places like Kinmunday, Salem, Mt Vernon, Vandalia, Centralia and Marion. Check with Chuck Hinrichs chuckrail@charter.net Jim Pearson jimpearson@mpjconnection.com Chris Dees kd4ygg@msn.com for details.

MAY

Sunday May 1 REA truck work session at the Madisonville Airport.

May 21-22 Minneapolis, MN 261 to Duluth Excursion behind Milwaukee 4-8-4 261. All classes including dome. details www.261.com

Monday May 23 Annual Hopkinsville Chapter Meeting. 7 PM at the H&CC Historical Society Building at 9th and Clay in downtown Hopkinsville. Special program and refreshments by the Hopkinsville Chapter members.

* * * * *

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

August 13 Cincinnati, OH Summerail at CUT Multimedia slide shows. railroadiana show and sale. Tower A visits. \$15 Details in May Pennyrail or at cincinnatiirclub.org/ or summerail@fuse.net

September 24 & 25 Dubuque IA ICHS joint meeting with CB&Q Historical Society. Details at ICHS website <http://www.icrrhistorical.org>

September 29- October 2 Bardstown, KY L&NHS Annual meeting and #152's 100th Birthday. Details later.

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

BITS AND PIECES

Nearly all of the IC rebuilt GPs are off the CN(IC) roster and there is a distinct possibility that many of the rebuilt IC SDs will soon follow. We thought the SD40s would be around for ever. Keep your camera handy!

Wallace Henderson reports on two significant happenings at the Spring NRHS Board of Directors meeting.

1. There was quite a bit of discussion concerning the proposed new by-laws. Most of the discussion concerned the graduated voting provision with small chapters feeling that they were being put at the mercy of the bigger chapters. The Board did pass the original proposal on to the Annual Meeting in Portland this summer. Proxies will be solicited for individual membership votes on this proposal.

2. There will be a dues increase proposal for membership consideration and approval at the Annual Meeting. The increase will be for either an immediate \$2 increase or a \$1 annual increase for two years. The same voting proxy provision will apply in this matter.

There was mention of the probability of the Badgett Center closing at the March Chapter meeting. Efforts are under way in Madisonville and Hopkins County to keep the facility open and operating. Alternate sources of funds are being sought for continued operations. Our Chapter has a stake in this effort as we could stand to lose a very desirable meeting site. Your support of any efforts to assure continued operation of the Center's education programs at the present site would be most appropriate and appreciated.

The scheduled operating session of the Charolais Coal SW7 on April 9 at St Charles was cancelled as the locomotive batteries were still not fully charged and Ricky Bivin's efforts to secure a charger have so far been unsuccessful. No date has been set for another try at operations.

A recent visit to Guthrie gave another indication that first generation diesel power may, indeed, be an endangered species. On the deadline west of the shop buildings are GP9 9004 and a GP16 (no numbers). The P&L deadline at the shop building at South Paducah also holds a few remaining Paducah rebuilds. The Paducah yard job is now handled by a slug set and few if any GP8-10s are on the P&L roster. Get your photos while you still can.

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delightful lunch before we arrived at the much photographed Helmstetter Curve for a couple of photo runbys. We then moved on up-grade to Brush Tunnel for another series of runbys featuring a smoky exit for the west portal of the tunnel. Desert was served as we headed back down-grade for a slightly late arrival in Cumberland. Board members scurried to make a Board work session and then get ready for the reception and banquet. The banquet was delayed a bit as part of the Holiday Inn staff was on the train and were late returning as were all of us. A sumptuous buffet featuring roast beef and turkey and some excellent deserts preceded the program. The speaker was Pat Stakem, Chapter Historian and his presentation covered the Pre-Civil War History of the Western Maryland Railroad.

National Director, Tom Biery and the Western Maryland Chapter are to be congratulated on providing a full and most enjoyable weekend.

As Wallace Henderson was our representative to the NRHS Board Shirley and I had a leisurely breakfast, packed the car and headed back towards Kentucky. We followed old US 40 out of Cumberland and checked out Frostburg but could not find the Western Maryland depot. Our next stop was Myersdale, PA and a fruitless search for the back road to Sand Patch summit. There was a Maple Sugar Festival in Myersdale and many of the downtown streets were blocked for the celebration. We returned to I 68 and I 79 and I resisted the temptation to visit Grafton and incur more twisty road comments from my traveling companion. As we passed Burnsville, WV I spotted several locomotives on tracks west of the Interstate. I braked hard and made the exit and had a quick couple of laps around town before

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CUMBERLAND

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finding a road to the tracks. The power was a trio of SD50s - two in UP paint and one in C&NW paint and all patch lettered for WAMX. I got shots of all the units plus and old B&O wagon top box car used for storage. Another photographer pulled up and supplied a little information on the railroad and the power. WATCO's The Appalachian and Ohio Railroad (A&O) is located in the heart of the historically lucrative Gauley coal fields of West Virginia. The 158-mile segment of track runs from

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
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

TOOLS FOR RAILFANNING

LOCOMOTIVE IDENTIFICATION

EMD

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From the start of diesel locomotive production in the 1930s to the 1990s EMD was the dominant player in the market. General Electric now is the major player in the locomotive business but EMD is still a strong factor with a great track record of innovation and reliability. In our area CSX rosters examples of most EMD products from 1972 to current production. Models include GP38-2, GP39-2, GP40-2, SD40-2, SD50, SD60, SD70MAC, SD70M, SD70ACe and SD80MAC (from Conrail). The current EMD offering is the SD70ACe. EMD produced an SD90MAC in both 4300 and 6000 hp versions but CSX bought none of these.

CSX Six Axle Locomotives

Since it's introduction in 1972 the SD40-2 has been a real workhorse for American railroads. The 3000 hp six axle units are common on the Henderson Sub both in CSX livery and in the various lease unit paint schemes. Road numbers are: CSX 8000-8488, 8800-8888 FURX 3000-3049 GCFX 3053-3102 CEFX 3103-3152 HLCX 6000-6600 HLCX 7149-8180 HLCX 9001-9047. The SD40-2 family is easily spotted as the body looks a bit short for the frame with pronounced 'porches' at each end of the locomotive.

The SD50 (3500 and 3600 hp) and the SD60 (3800 hp) are very similar in external appearance with the major difference the 710 engine in the SD60 replacing the 645 engine in the SD50. Road numbers are: SD50 8499-8676 SD60 8700-8721 SD60I (isolation wide cab, ex Conrail) 8722-8755 SD60M (wide cab, ex Conrail) 8756-8786. The SD50 and SD60 sit on a frame a bit longer than the SD40-2 and the body looks like it fits the frame. The radiator vents on the rear of the locomotive are noticeably larger than the vents on the SD40-2.

CSX rosters three versions of the SD70. SD70MAC (wide cab, AC traction, 4300 hp with some de-rated to 4000 hp) 700-789. SD70M (wide cab, DC drive) 4675-4699. SD70ACe (wide cab, AC traction, meets new environmental standards). The AC traction locomotives have a lightning bolt below the road number on the cab. The SD70ACe is unique in that it has flared radiator vents, a feature not seen on an EMD unit since the SD45.

CSX got 13 SD80MACs in the Conrail merger. These units have a radiator vent that is flared but is lower on the body than the vents on the SD70ACe. Road numbers are 800-812.

The Paducah & Louisville and R J Corman Railroads do not roster six axle power in this area. CSX, P&L and RJCM four axle EMD power will be covered in the next installment of **Tools of Railfanning**.

An excellent source of information on diesel locomotives is **THE CONTEMPORARY DIESEL SPOTTER'S GUIDE** published by