

# PENNYRAIL

August 2008

VOLUME 12 NUMBER 8



## Chapter Chatter

**Next Meeting**  
**Monday, August 25**  
**7:00 pm**

**The Center**  
**(Former L&N Depot)**  
**Madisonville, KY**

**Program by**  
**Chuck Hinrichs, Jim Pearson,**  
**and Bob Moffet**

**Refreshments by ?**

**Crofton Picnic!**

**Saturday,**  
**October 4, 2008**



## This Issue

*Paducah &  
Louisville's  
Madisonville  
Industrial Spur  
Pulled Up!*  
Dennis Carnal

*Old Days  
Railroading  
and L&N  
Train 51*  
Submitted by  
David Millen

*A Rare Trip on  
The Rathole*  
Chris Dees

## *Photo Section*

*Remembering  
Dad and Other  
Childhood  
Highlights*  
Rick Bivins

*Regional  
Rail Notes and  
July Meeting  
Minutes*

**Deadline for  
September Issue  
is Friday,  
September 12, 2008**

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\* \* \* \* \*

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## Fugate Spur is Coming Up! By Dennis Carnal

Another part of local railroad history is being pulled up for scrap. A contractor from Missouri started removing the Paducah & Louisville Railway "Fugate Lumber Company Spur" in mid-August 2008.

This former Illinois Central spur dates back to the early 1910s. The spur branched off the IC "new line" southeast of Madisonville. It paralleled CSX's cut-off main, crossed McCoy Ave, then turned west to the four-track IC freight station on South Main St.

From 1909 to 1939, an L&N spur crossed South Main, near the intersection with West Lake Street. It connected with the L&N main line near Jagoe St. This spur served the Sunset Coal Company mine. This mine was located where the Hidden Hills Apartments are today, south of McCoy Ave. This mine operated between 1909 and 1939. The IC and L&N spurs ran side by side.

The IC freight house closed in 1969 and razed around 1980, after which the city of Madisonville purchased the right of way and built McCoy Ave on the found. Hawkins Motors built a new car lot on the property where the freight house and freight yard was once located.

The last two customers on the IC spur were Koppers Lumber Mill, which closed around 1980, and Fugate's Lumber which is still in operation.

Fugate's was still receiving a few cars of building materials by rail per year. Three tracks are still in place beside the business, but they have seen their last railcar. (According to Fugate employees, the last railcar shipment was received about a year ago in mid

*(Continued on page 7)*

## Train #51

The Way We Did it in the Old Days: 1908-1955

Submitted by David Millen, author unknown.

The railroads have made many changes over the years. Diesel power, improved signals, heavier rail and piggy back trains, but back in the old days we made a good showing too. The Louisville and Nashville was never known for having fast trains like some other roads. The pan American was the flag ship but there was the Southwind and on my division, the Dixieland, Dixie Flagler, Dixie Flyer, Dixie Limited, Georgian, and Hummingbird, all fast trains, but the train that comes to my mind for getting over the road was #51, a local passenger train.

From Evansville, IN, to Nashville, TN, it is 158 miles and very hilly for 50 miles of it with nearly 1% grades. #51 made it in four hours and 55 minutes as it left Evansville at 1:40 PM and arrived at Nashville at 6:35 PM. There were 19 regular stops, 12 flag stops, two water stops, one for coal and having to head in for two opposing passenger trains.

The train consisted of 5 go 7 cars, storage mail, RPO car, baggage car and 2 coaches. In the 30's and early 40's the motive power was a K-4 or K04B type homemade Pacific with 69 inch drivers and hand fired. The engineers knew how to take every advantage with them. They didn't put the brake on until they were ready to stop. The train crew helped by being on the platform when the train stopped to take care of the passengers. The baggage wagon was setting on the station platform when the train arrived and if the engineer did miss his "spot" it was quickly pulled to the car door. The engine crew was always looking back. The flagman would give the signal and the engineer would get four exhausts out of her before we heard the first beep of the signal whistle.

Even though the engineers expected you to "keep her hot", they weren't without mercy or feelings and if they saw you were having a tough time they would do all they could to help you. The K-4s had coal pushers on them to keep the coal in reach of the no. 2 Baldwin Scoop. The biggest job was standing up on that lurching, swaying engine running 80 and 85 MPH. Leaving Evansville, the hogger would pin her ears back for the run to Henderson where we would cross the Ohio River taking the curve on the Henderson bridge at 60 MPH. From Henderson to Madisonville it is mostly level with a few rolling hills. The K-4s would really be "stepping through willows" with the throttle about 2/3s open and the reverse lever 3 or 4 notches ahead of center. At the flag stops you had to approach them looking out and in the wintertime when darkness came early sometimes you would be flagged with a piece of burning newspaper.

At 6:08 PM, we would go by Amqui where the Evansville and Louisville divisions join. It's 10 miles to Nashville and the schedule calls for 17 minutes. So if we're a little late we can still go in "on time".

As the Diesels began arriving the K-5 light USRA Pacifics took over from the K-4s, every once in a while an L-1 Mountain type 400 would do the honors and if there were not any passenger engines available, a

*(Continued on page 3)*

## Tennessee Central Monterey Excursion Update

Don Clayton has received tickets for those who made advanced purchases. He will be mailing tickets and refunds (for those who over-paid before our group discount was activated) in the next few days. Watch your mail boxes.

This is a rare-mileage diesel excursion on the Nashville & Eastern (former Tennessee Central) from Nashville, TN, to Monterey, TN. Saturday, October 11, 2008. Train leaves promptly at 8:00 AM. This is a 216 mile round trip excursion and will arrive back in Nashville at 8:00 PM.

The trip is sponsored by the Tennessee Central Railway Museum. Ticket prices are: Regular seats (Dining car tables) \$60; First Class (Streamlined chair cars with reclining seats) \$80; Dome Seats (Only 20 seats available) \$150. Don Clayton has agreed to order tickets for our chapter as a group. Cars and seats are assigned.

Further information and ticket availability can be obtained on the TCRM website: <http://www.tcry.org>.

## Fun on the “Rathole!” By Chris Dees

It IS Who You Know....

Remember the old saying that it’s not “what you know”, but “who you know”? I could not agree more based on the events of June and July 008.

This story unfolds along the eastern most line of any western railroad – the former Milwaukee Road line from Terre Haute to Bedford – on a rare mileage excursion hosted by the Milwaukee Road Historical Association in June 2008. Several of the mileage collecting gang (it can’t be called a fraternity or sorority) were on-board, including my favorite CN dispatcher Dave Smetko. I met Dave several years ago on a 261 trip and his territory includes most of the former IC mainline in southern Illinois. As we talked about trips, dispatching nightmares, and railroading, he advised that this year there would be an inspection train along the Norfolk Southern main from Cincinnati to Chattanooga

*(Continued on page 4)*

## #51 Continued

light USRA J-3 Mike, 1500 series with 63 inch drivers would do the job and make the time.

You can say what you want about your modern railroading, but the fellows in the old days knew how to railroad too. Learning each engine’s idiosyncrasies, operating under every condition, hand fired engines, fast schedules, train orders and light rail made it interesting. Everyone knew his job and did it to the best of his ability. Every man thought he was company king and that no one could do the job like he could. An engineer was one who could get the most out of an engine with the least effort and on the L&N, and especially #51, we had them. Engine K-5 279 was the last steam engine to run on the Henderson Division and it was on the point of #51 on March 14, 1953.



**Rare Locomotive seen on CSX:** A southbound CSX manifest train had the following lash up: one CSX SD40-2, one CSX AC44CW, and one CSX SD38-2. This SD38-2 was one of five purchased by the Louisville and Nashville Railroad. The locomotives were built by EMD in January of 1975. They were numbered 4500-4504.

The locomotive seen on August 16, 2008, was #2451, ex-L&N #4501, fresh from the paint shop in CSX’s “Dark Future” scheme. CSX currently has 11 SD38-2s on its roster. Two are rebuilt SD35s. Five are the ex-L&N renumbered as 2450-2454. The remaining four units are ex-Conrail locomotives.

The photograph of L&N 4501 above was taken at Birmingham, AL, April, 1980, by Jay Thompson. At the time all five L&N units were assigned to yard or hump duty. - Dennis Carnal



## “Rathole!”

continued

in July. You can see where this story is going – “it’s who you know”.

The next Monday, I called Amanda Sommers at the Cincinnati Railway Company and inquired about the possibility of riding the trip aboard one of their cars. Her prompt response and attention to detail got me the answer I wanted to hear – yes, there was space aboard the 2008 Cincinnati Southern Railway Trustee Inspection Train on July 25-27. I don’t believe a letter has ever been typed up faster and mailed in order to secure my slot on this once-in-a-lifetime trip on the famous CNO&TP “Rathole”.

Now you may be wondering about this inspection train. Well, it turns out that the city of Cincinnati actually owns the rail line south to Chattanooga in a twisted tale of politics, rail barons, and romance that represents an episode of a TV show hosted by one of Cincinnati’s former mayors. The agreement with Norfolk Southern allows one yearly inspection trip by the board of trustees. This gives the city fathers a chance for a free weekend vacation, and railfans the opportunity to ride what most consider one of the most beautiful sections of railroad east of the Mississippi River.

Although the NS executive F-units were not available, two fresh thoroughbred GP38s were ready to stretch their legs for the 350 mile trip to Chattanooga and back. We departed on the advertised both days, most likely due to the dignitaries on board and NS Operations Manager Paddy O’Neil calling the shots. Again, Paddy is one of those guys that ‘you need to now’. Arrival was one hour early both days as well.

As we travelled along the route at 40-60MPH, the view from the vestibule and rear platform was incredible at Tenbridge, Oneida, Harriman, Somerset, Danville, Lexington, and the scores of other towns along the line. With the scanner tuned to 160.9500 Mhz, it was quite impressive hearing that familiar NS dispatcher down in Somerset jockeying 20-30 manifests, UPS intermodals, and double stacks around to dodge, meet, or get overtaken by NS Train 952.

The only two stops were the normal crew changes at Danville and Oakdale, and there was only one time we went in the hole – on the northbound return trip at Kings Mountain – when we did a rolling meet with the southbound Triple Crown roadrailer train. So, as you can see... “it is who you know...”

Editors Note: see a related photo in the Photo Section.



*Let’s be careful  
out there!*

## Links of Interest

**National Railway Historical Society**

[www.nrhs.com](http://www.nrhs.com)

**Railway Preservation News**

[www.rypn.org/](http://www.rypn.org/)

**Kentucky Railway Museum**

[www.kyrail.org/](http://www.kyrail.org/)

**Indiana Railway Museum and French Lick Scenic Railway**

[www.indianarailwaymuseum.org](http://www.indianarailwaymuseum.org)

**Indiana Transportation Museum**

[www.itm.org/](http://www.itm.org/)

**Illinois Railway Museum**

[www.irm.org/](http://www.irm.org/)

**Tennessee Central Railway Museum**

[www.tcry.org/](http://www.tcry.org/)

**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 appreciated. *Bill Thomas, editor*

[bill@fbcmadisonville.com](mailto:bill@fbcmadisonville.com)

**SEND YOUR ARTICLES  
AND PHOTOS TO:  
BILL THOMAS  
[bill@fbcmadisonville.com](mailto:bill@fbcmadisonville.com)**

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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CN/IC 800-465-9239

CSX 800-232-0144

NS 800-453-2530

UP 888-877-7267

Amtrak 800-331-0008



## Photo Section



**Left:** Chuck Hinrichs caught this CSX meter-gauge hopper car unit train at South Latham August 14, after Bill Thomas spotted it rolling through Madisonville. Teamwork! Cars are headed for export. Notice the difference in wheel gauge.



**Left:** Dennis Carnal dug this photo out of his archives. It's a railroad worker with motor car in Mortons Gap, KY, around 1920. If we are not mistaken, the house just behind this man, to the right, with the white fenced, corner lot, is the site of Rick Bivins' new home currently under construction.



**Left:** Chris Dees submitted this photograph of NS GP38-2 5645 thundering across the Tennessee River north of Chattanooga, TN, with the 2008 Cincinnati Southern Railway Trustee Inspection Train (NS Symbol 952) in tow on Sunday, July 27, 2008. Photo courtesy of Batman from [www.railpictures.net](http://www.railpictures.net)

**Western Kentucky Chapter, NRHS**

The Center (Former L&N Depot),  
Madisonville, KY

**May Treasurer's Report:**

Beginning Balance		\$2,000.25
Income		
Nat. Dues	\$00.00	
Ch. Dues	\$00.00	
Donations	\$00.00	
Raffle	\$00.00	
Video	\$5.00	
Other	\$00.00	
TOTAL	\$00.00	
Adjusted Balance		\$2,005.25
Expenses		
Nat. Dues	\$00.00	
Postage	\$16.80	
Printing	\$49.62	
Video	\$00.00	
Supplies	\$00.00	
Other	\$00.00	
TOTAL	\$66.42	
Ending Balance		\$1,938.83

**MEMBERSHIP Total - 63**

**DIRECTORS REPORT:** Wallace reported on the convention in Ft. Worth. Interesting information on the enjoyable excursions. Also info on the commuter system there. Gave humorous report on an apparent drunk of deranged man who struck cars on a stopped coal train with an axe. Police arrested him. All national directors had to sign and agreement of confidence, and conflict of interest required by IRS. Fall board meeting in Chicago.

**OLD BUSINESS:** No old business.

**NEW BUSINESS:** No new business. Several questions were asked about the Monterey trip in October.

**SHOW AND TELL:** Wallace brought an attractive afghan obtained at the convention with the NRHS logo and several large train stations. Chuck brought a book of operating rules from the Frisco RR.

**ACTIVITIES:** All go for the October 4, Crofton picnic and the October 11, Monterey trip in Tennessee. No new activities to report.

**OTHER:** Our next meeting is Monday, August 25, 7 pm, at The Center, with program presented by Chuck Hinrichs, Jim Pearson, and Bob Moffet. At this writing, refreshments are open. Jim Bryan will have his fish fry in September.

**ATTENDANCE:** 18 members and 2 guests.

As everyone is aware, I have a variety of hobbies, somewhat of an eclectic sort of interests. Some of these are: Planes, Trains, Boats, and Tractors...oh and of course the obligatory Automobiles. Add to that list Toys, Tools and just about anything to do with working hands. That is to say any work with hands such as building, crafting and model construction. I have over the years enjoyed and continue to enjoy most if not all of these interests. The use of the five sensory organs makes this possible of course. However I have a weakness in one: hearing! As a child I had chronic sore throat ailments and ear infections. After my sixth birthday I had my tonsils removed and boy did I take off then. I was "cured of what ailed me". But not without considerable loss of my hearing. My loss was in volume and quality. I can hear a sound fairly well, add another sound anywhere near the same pitch and it all becomes noise. Jet engines do not help this situation at all, and I am around them a lot.

Memories sustain. I have lasting memories of all the aforementioned interest. Some are dear and near. Some are those random recurring thoughts that sneak in and cause a smile or grimace as the case may be. Some are random as said, some are induced, for example; The Walton's. You just had a memory of that long running TV show (if you are old enough or if you are young and realize there is more to TV than VH1!!!). These memories can grab your attention at times or perhaps even help you through a tough time or....

Enter here, Dad. We all have or had one. My Dad is still with us as is my Mom. We came close to losing Mom last year. From Thanksgiving 2007 till mid-January 2008 Mom was in Critical Care and then Therapy as the result of a fall and a broken leg. This almost did Dad in too. Just two weeks prior to Mom's fall, Dad had Cancer surgery and was still very weak. We were all weary and weak, in more ways than one. Well Mom and Dad are doing much better now as we all are, but I have learned something far reaching and close to the heart.

This is where I tie this all together and make a Railroad related story for the newsletter..."sort of"! In the early 1980's I was at the Kentucky/Tennessee Trasher's Association yearly meet in Adams TN. Adams of course was the childhood home of the late Billy "four hunnert" Byrd. I was standing in the area dedicated to the steam engines working a BIG fan via belt line power. These old Traction or Trashing engines looked like a steam locomotive removed of its flanged wheels and placed on oversize wagon wheels. When in deed they were a purpose built piece of farm equipment. I was not only watching, listening to and smelling the steamer but I was interested in THIS particular one. Billy Byrd his-self was at the controls of "When Steam Was King" as his engine was named. Billy's engine was unique as it was a two cylinder version. Most were a single cylinder models as in the farm fields of the time simplicity and reliability was very important.

As I was standing their listening to Billy work the locomotive...err...I mean engine I could hear it as if know one else could. Of the

(Continued on page 7)



## Sounds, Memories.... Dad Continued

hundreds maybe even thousands of people in attendance I was sure I was the only one that could “hear” that. That being my own induced sense of railroaders awe. Billy could take the old gal and work the Johnson Bar to make a sharp, staccato exhaust. Or a mushy sounding exhaust when at the other end of what was in a sense the timing of the power stroke. He could in some magical way apply power, adjust the bar and advance the throttle on the big Nichols and Shepherd engine all at the same time. What ever he did, it was a sensory overload. What made this so different then say one of Southern Railways steam excursions was for the most part one could only hear the locomotive for a few short minutes or even less as the locomotive eased or raced by as the case dictated. Both had the Doppler effect of changing sound. Listening to Billy’s engine that day was so different being I stood in one spot and listened for a lengthy time.

At some point in my secluded stupor I realized someone was standing beside me. I looked up and Dad was there, he was looking at me with a sort of cocky mischievous grin on his face. I said as mater of factly too him “I wish you could hear that the way I do”. I really meant it with respect; Dad appreciates the sound of a Ford Flathead V8, a vintage Harley Davidson Twin or the quick, raspy exhaust note of a Chevy small bore V8 mill with a lightened flywheel. I just KNEW he did not hear the steam engine the way I did.

Well Dad is predictable. He and Mom have always supported my hobbies, especially my trains. But Dad always jabs me about it in a fun kind of way. So as Billy’s engine was still working, I was still looking at Dad, expecting a poke of fun at my subtly repose of sorts when he totally surprised me. The grin was still there, but it was a sort of proud grin if you will, he seemed to realize what my trains were all about. Still looking at me he said. “I do”.

## Regional Rail-notes

**The Whitewater Valley Railroad** will be hosting Flagg Coal #75 starting the weekend of Labor Day 2008 for two weekends of fun.

To kick off the event on Friday August 29, 2008, a special running of the Laurel Hotel Train to Dinner with Flagg Coal # 75 on the point is scheduled. Departing from Historic Downtown Metamora at 6:00 PM, the train will carry a Wild West theme. To provide the evenings live entertainment, The Delaware Rangers from Muncie, Indiana will be aboard. The \$50 fare includes round trip train fare, the meal and the tip. Limited seating is available and reservations are required.

Saturday August 30 and Sunday August 31, Festivities will start at 10:00 AM with four departures of Flagg Coal # 75 at 11:00 AM, 1:10 PM, 3:00 PM, and 5:00 PM. Along the way, remnants of the Whitewater Canal locks, the restored Laurel Feeder Dam, and portions of the West Fork of the Whitewater River can be clearly seen. Fares for the scenic ten mile round trip excursion pulled by Flagg Coal #75 are \$16 per person and children ages 2-12 rides for half price.

Labor Day - Monday September 1, will also see four departures of Flagg Coal # 75 at 11:00 AM, 1:10 PM, 3:00 PM, and 5:00 PM. For more info visit the Whitewater Valley Railroad's web site at [www.whitewatervalleyrr.org](http://www.whitewatervalleyrr.org).

- Chuck Hinrichs

## IC/Fugate Spur Continued

2007 - ed.) This writer has a couple of questions: What was the name of this spur? Does anyone have pictures of the freight house or trains operating along these sections of track in Madisonville? Please mail or email your answers to Editor: Bill Thomas, [billthomas@fbcmadisonville.com](mailto:billthomas@fbcmadisonville.com).

Bill Thomas took some pictures of what remains as of Friday, August 15, 2008. You can see two home videos of the last railcar spotted at Fugate’s on [www.youtube.com](http://www.youtube.com). Search “Fugate Lumber”.



**Left:** “Old Goat” Dennis Carnal searches for date nails just north of McCoy Ave crossing. **Above:** What’s left of the Fugate spur from near County Cupboard Restaurant looking west toward end of track.

### A Little RR Humor

A railroad conductor dies at the horse track on his 40th birthday and finds himself greeted at the Pearly Gates by a brass band. Saint Peter runs over, shakes his hand and says, "Congratulations". "Are you kidding?" asks the conductor. "Congratulations for what "We are celebrating the fact you lived to be 160 ears old." Saint Peter says. But that is not true", says the conductor, puzzled. "I only lived to be 40." "That's impossible", says Saint Peter. "We added up your time slips". -submitted by Chuck Hinrichs

### One for the Road



## TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

-**L&N Historical Society 2008 Convention** - September 18-20, Vonore, TN (near Etowah). Copper Hill trip.

-**Crofton Picnic**, Saturday, October 4, Crofton, KY, lunch time

-**Tennessee Central Excursion**, Saturday, Oct 11

- **The Whitewater Valley Railroad** hosting Flagg Coal #75, Labor Day weekend - See Regional Rail Notes, p.

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## Buy, Sell, Swap!

- **Rick Andrews** has an assortment of nice HO Scale equipment for sale.

(270) 841-7140

- Two **Illinois Central Passenger Cars**—MTH O Scale, 3-Rail wheels and couplers. Contact Bill Thomas, 339-9482

**Above Left:** A CSX MOW track gang works on replacing ties and perform general track maintenance on the Earlington Cut-Off on the Henderson Subdivision on July 17, 2008. This photo shows the crew working south of the McCoy Avenue crossing at the East Diamond signals. - Photo by Jim

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

### PENNYRAIL

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