

PENNYRAIL

APRIL 2001

VOLUME 5 NUMBER 4

The official publication
of the Western Kentucky
Chapter, NRHS.

Notice



Chapter

APRIL MEETING

MADISONVILLE, KENTUCKY

Monday, April 30

7:00 PM

Badgett Center

(Old L&N Depot)

Arch Street and the railroad in downtown Madisonville.

PROGRAM

Chapter member David Hayes will present the April program "My favorite railroad slides" plus a motorcar trip from Lincoln City to Tell City on the Hoosier Southern (ex Norfolk Southern). Much of the video was shot by Chris Dees. Rich Hane will provide the refreshments.

David is a retired teacher in the Breckinridge County School District. He taught 27 years at Hardinsburg Elementary, teaching social studies on the seventh and eighth grade level. Since retirement, David has worked full-time for the Breckinridge County Herald-News and helped organizations such as the Cloverport Revitalization Committee in their restoration of the former L&N (nee L.H.& St.L Ry) depot and the Irvington Heritage Council in their

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Western Kentucky
Chapter, NRHS

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Madisonville, KY 42431

* * * * *

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"PENNYRAIL" is the
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the Western Kentucky
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**THE APRIL
MEETING WILL BE
A WEEK LATER
THAN NORMAL.**

**MARK YOUR
CALENDAR
MONDAY**

**APRIL 30
7 PM**

BADGETT CENTER

**THE MAY
CHAPTER
MEETING
WILL BE HELD
AT THE
L&N DEPOT
HOPKINSVILLE**

**MAY 21
7 PM**

**MARK YOUR
CALENDAR
FOR BOTH OF
THESE
CHANGED DATES**

Chapter News

(Continued from page 1)

progress toward restoration of that community's former freight station.

MARCH MEETING

Nineteen people were on hand for the March NRHS meeting in Madisonville. Greg Utley provided the program, an excellent Pentrex video depicting vintage B&O action. Dennis Carnal provided the refreshments. A good time was had by all!

CSX provided three trains for our enjoyment. First was northbound manifest, Q556, with a CSX C40-8W and a CSX SD40-2, followed shortly by another northbounder, Q592, with a similar CSX lash-up of a C40-8W and an SD40-2. The finale was another northbound, Q648, with A CSX SD40-2, a CEFX lease SD40-2 (in a SD45 shell) and a CSX (ex Conrail) SD60

MEMBER NOTES

Don Clayton took a whirlwind trip to Europe in March and did it

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MEMBERSHIP

NRHS and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin \$25.00 per year

Family membership \$27.00 per year

Chapter Only - includes 11 issues of "Pennyrail." (must be an NRHS member either as an Associate or through another Chapter) \$8.00 per year

COAL MINES AND TRAINS

STORIES BY RICK BIVINS

Richland KY Area Coal Mines w/Rail Service

Richland has been my hometown for twenty-seven years now and is still a nice little community. Richland sports a fine church with some very nice people who love to talk and remember the way things not only were but also should still be. The volunteer fire department is one of the best in the county and the community center is very well kept and seldom is it not in use. Richland is also home to member Jim Pearson, who's home over looks the Paducah and Louisville mainline

The P&L came to be in 1986 after the Illinois Central Gulf Railroad sold the KY Division to a group of investors from the Kentucky Lake area. The JK Line as it was known runs from Dawson Springs to Central City by way of Madisonville and of course Richland and. Richland was home to many coal mines for many years. Here are a few that I can tell about but certainly not all that were located here.

Colonial Mine of the Pittsburgh and Midway Coal Mining Co. P&M opened this mine in 1947 with a Marion 7400 electric dragline. This machine had a 175-foot boom and a 12 cubic yard bucket to remove overburden. KY coal no.12 & 11 was mined with limestone rock separation removed by a Bucyrus Erie 170-B electric shovel with a 5 cubic yard bucket. Coal was loaded in the pit by a Bucyrus-Erie 54-B diesel Shovel.

By 1962 plans were in the works to increase production and in 1963 a new Bucyrus-Erie 1450 dragline with a 250-foot boom and a 60 cubic yard bucket began striping KY no.14 coal. By 1967 a Bucyrus-Erie 2550 with a 275-foot boom and an 85 cubic yard bucket was in service striping KY no.12,11 and 9 coal at the old Sentry Mine sight. A new and more efficient prep-plant was put in service to wash the coal in 1967 as well. Colonial was last served by the ICRR in Richland by a five-mile spur track located along KY Hwy 70 in an area known locally as Sullivan Bottoms. There were two-yard tracks and a run-around track past the prep-plant. This line would swing west from the old Sentry Mine spur dated from the early 1930's The original prep-plant was served by a spur that ran right behind my house on Hwy 70 west about two miles from the center of Richland. This line had at least five-yard tracks and a run-around track at the end of the yard. One can still see the remains of this line today. The L&N also served the mine from the Morganfield Branch at Happy Lane in western Hopkins County along Hwy 41-A. Colonial would close on Dec. 9 1991 after 44 years and well over 45 million tons of KY coal was removed. All of Colonial Mines coal that was shipped from West Yard in Madisonville on the ICRR, ICGRR and the P&L went to Wisconsin Power & Electric. The coal shipped on the L&N

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Chapter News

(Continued from page 2)

by plane. No first class on this jaunt. Don has a brief trip report elsewhere in the issue of **PENNYRAIL**. Chuck Hinrichs and Wallace Henderson were in Knoxville and Oak Ridge for a weekend of railfanning. Wallace also took a weeklong rail excursion to Mexico in early April. We will have a trip report next month. Keith Kittinger and Rick Andrews were in Nashville for the Cumberland Valley NMRA meet. Chuck Hinrichs gave a rail talk to the Earlington Civic Club. Rich and Karen Hane took a quick auto trip to Phoenix to visit their daughter. Rich reports a long trip but the Honda performed beautifully and a few trains brought some variety.

Rex and Melanie Easterly are having real health problems. Your prayers for both of them are earnestly requested.

NEW MEMBERS

Thomas H. Wortham has rejoined the Chapter after an absence of several years. Tom is a Madisonville resident, a pharmacist and an avid rail photographer. Welcome back Tom! **Kenneth Stokes** is our first official **PENNYRAIL** subscriber. Welcome Kenneth and we hope you enjoy the newsletter.

Chapter membership now stands at 71. Dropped as of March 1 are: Full members P Bethel and J Gann. Chapter only Members B Cox, K Robertson, M Falkenstein, J Bengert, M Keipp and B Burton.

YOUR EDITOR NEEDS MATERIAL FOR THE NEWSLETTER. IF YOU HAVE

Remembering a Friend

by:
Rick Bivins

Lionel Davis passed away Nov. 3 of 2000. With his parting he left many warm thoughts and memories of times he shared with his friends. Lionel left Kentucky several years ago and some of us lost touch with him. I was able to talk with him a few times as well as write a few letters. In our last conversation by phone I told him that I had acquired the old Madisonville REA truck and was in the process of restoring it. As to be expected Lionel got all excited about it. Not only was he a railfan, Lionel was a car buff too. We talked about the truck and what it needed to get back on the road again. He wanted so much to be a part of the project. I would never see or talk to Lionel again.

Lionel's brother, Kent is a CSX employee and could pass for Lionel's twin brother. Kent lives beside Lionel's old home in Morton's Gap, which is right in the center of the junction of CSX's Atkinson cutoff and Earlington main lines. Kent and Dennis Carnal were talking about Lionel's remaining railroad artifacts and their disposition when Kent mentioned an old railroad baggage wagon and two-wheel cart in his possession and ask Dennis if he knew anyone interested in collecting such stuff. Dennis told him about my old REA truck and said he would ask me. Well needless to say I am. Arrangements were made to pick up the old TOYS from Kent on Saturday, March 17, St. Pat's Day.

PENNYRAIL

The baggage cart is very rough and will require much rebuilding. However the two-wheel cart is in very good condition and will not take to much time or resources to finish. It even has the original L&N markings, weight and date when new on it. It will make a fine addition to my truck. The baggage cart is complete and all the steel is in very good condition. The wood however is very rotted and can only be used for a pattern.

I am most grateful that Dennis thought of me first when Kent questioned him about the two items. I am also grateful that Kent was so generous with his brothers memories. I hope to use them as reminders of a by gone era and a



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.

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CSX	800-232-0144
KCS	800-892-6295
GWRR	618-624-4706
NS	800-453-2530
UP	888-877-7267
WC	800-616-3432

A TRIPLE FAILURE

by chuck hinrichs

There are times when you wonder if it's all really worth it. Such was my experience in Knoxville, TN during the Secret City Railroad Railfan Weekend. The weekend started with no hint of things to come. Wallace picked me up at home and our trip to east Tennessee was relatively uneventful - we were able to by-pass a major construction delay on I40 and, after a gourmet lunch at Burger King, we got some Norfolk Southern action at Harriman and Oakworth.

The first hint of problems occurred when we arrived at the Motel 8 and the clerk couldn't find our reservations. After about 30 minutes of wrangling we finally got a couple of rooms - mine was on one side of the building and Wallace's was about as far away as possible and still in the same complex. A couple of draft beers and a good Ruby Tuesday dinner salvaged the day.

Saturday dawned cool and just a bit cloudy (rain had been forecast) and we arrived at the Oak Ridge complex with plenty of time to visit before the Secret City Scenic train (an Alco RS3, a baggage car - concessions and two coaches (one gutted) pulled out of the depot for our slow paced tour of the home of the Atomic Age. The tour passed by the K-25 Manhattan site (a huge facility - 22 acres under roof) where the uranium for the first atomic explosions was produced. The train was spotted for several photo runs and another RS3 with a caboose posed for simulated meets. So far so good. After an Arby's lunch we spent the afternoon at the American Museum of Science and Energy

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A GERMAN RAIL SAMPLER

by Don Clayton

On my 2001 Spring Break I ventured to rainy Europe rather than sunny Florida.

Also, in a serious break with tradition, I took to the air. Delta Airlines provided a nice non-stop flight from Northern Kentucky Airport (Cincinnati) to Frankfurt, Germany. Sightseeing included the Ann Frank House In Amsterdam and a canal boat ride around that city. A visit to Amsterdam's Coffee Houses proved a real eye-opening experience! (They do things out in the open that we are hesitant to do behind closed doors.)

My train riding sampler began in Reinheim with a 23 minute ride to the city of Darmstadt. This commuter route features about 30 trains each way in the schedule between Eberbach and Darmstadt.

I changed trains in Darmstadt to the ICE (Inner-City Express) for Frankfurt. This trip took only 17 minutes. The schedule lists 80 trains in each direction between the two cities.

After sight-seeing Frankfurt, I headed back to Darmstadt on the Euro Cities Service Train enroute to Paris. I rode the commuter train back to Reinheim.

The week passed quickly and it was time to face reality and come back to work. As before Delta delivered - this time about an hour ahead of schedule. The drive home was a reality check and that it was time to see 'the best town on earth.'

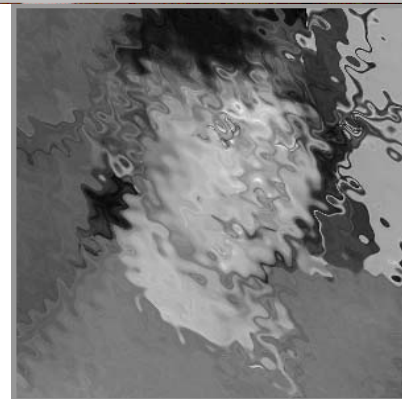


ICE Train, Frankfurt

MYSTERY MEMBER

Can you identify this Chapter Member?

Last month's mystery member was Bob McCracken. Picture taken at the L&N 150th Birthday party.



(Continued from page 2)

went to TVA and a few trains would occasionally be sold on the open spot market and be shipped accordingly.

Sentry Mine

A Madisonville Messenger newspaper article dated April 9 1936 lists the incorporation articles of the Sentry Coal Co. and their intent to strip mine 700 acres of land 5 miles west of Madisonville near Pleasant Grove Rd. This would become the first successful large-scale strip mines in western KY. This type of coal mining was, by many people in the industry considered a novelty or a passing fad. By 1947 strip mine tonnage would surpass underground mining and prove this fad was here to stay.

The Sentry Mine was opened in the no.14 coal bed near what is now outer West Broadway St. At least one electric dragline and one electric shovel was used to remove the overburden from the coal. In later years, the old unreclaimed land would serve as the city dump for Madisonville and Hopkins County. Sentry Mine would be served by the ICRR with a spur track from the J. K. Line just west of West Yard on Madisonville's west side. As I said in the article on Colonial Mine this line was to leave the main line near Sullivans Bottoms and run north to the mine sight. The ICRR would refer to this location as Sentry Cut. In later years the Colonial Mine spur would branch off of the lead to Sentry Mine and continue northwest to their mine sight. By the early 1970's Austin Powder, an explosives company, would receive cars of explosive components on this line. The early 80's would see yet another coal company; Peyton Mining Co. use the line to serve their trains. There was

a small yard on the main line at Clear Creek to serve the mine. This yard aided the railroad in reversing trains by running around the cars so as to return to West Yard at Madisonville. A small portion of this yard is still visible. In later years, the ICRR and then P&L would run trains out of the lead to the mine with four to five locomotives in the lead and one on the rear. After the train pulled on to the main the reverse arrangement would take the train to West Yard.

Sentry Mine would operate from 1936 to 1947 and remove over nine million tons of KY coal. Sentry would be the first mine in Kentucky to mine over one million tons in one year, 1941. The mines peak production would be 1945 when 156 miners removed 1,237,665 tons of coal. P&M Coal Co.'s Colonial Mine would later re-mine deeper coal on some of the old Sentry Mine sight in later years. Much of the prep plant and office buildings would survive into the 1970's. I have flown over this area and most of the lead track roadbed is still visible from the air. In recent years there have been several small coal companies in this area and much of the old Sentry Mine sight is gone.

R Bivins



TRIPLE FAILURE

(Continued from page 4)

and enjoyed a slide show including work by Steve Barry, Scott Lindsey, David DeVault and Barton Jennings. Good stuff.

We were back at the Technology Park for a barbecue dinner on the Secret City Scenic and then a night photo session hosted by Railroad & Railfan's Steve Barry. This is when things started to unwind. The dinner was very tasty and if you went away hungry it was your own fault. I brought my old Pentax H3V for the night photo session. It is straight mechanical with no meter, electronics or other gadgets and it had both "B" and "T" shutter settings = perfect for time exposures - except for the fact that the shutter would open OK but it refused to close. Much frantic loading and unloading of film and messing with the controls proved fruitless. I did try a couple of shots using the lens cap for a shutter and did get about ten fair shots from a 36 exposure roll. We got back to the motel just before midnight and crashed.

Sunday morning was very cool but mostly sunny and we headed to Knoxville for a charter run on the Knoxville and Holston River RR. An SW1500 pulled a caboos (off limits to our group) and a pair of nicely reconditioned coaches. We went west to the Coster shops and the NS interchange then retraced our route by downtown Knoxville and the UT Neyland Stadium and the Tennessee River. We continued east to the confluence of the Holston River and the French Broad River and a spectacular bridge crossing the Holston River. My Canon T90 had failed to answer muster in the morning - total electric failure and the spare batteries back at the motel. The third line of defense was the Sony camcorder and it appeared to be working OK - at least until the critical moment -

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MARCH MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, March 26 7:00 pm

Vice President Bivins called the meeting to order and the minutes of the February meeting and the treasurers report were approved as presented.

TREASURER'S REPORT: (March)

Opening Balance		1903.59
<i>Income</i>		
Dues Chapter	8.00	
Dues National	102.00	
Donations	20.00	
Video	95.00	
Raffle	24.00	
Note Cards		2.00
Total	251.00	2154.59
<i>Expenses</i>		
Dues Paid	36.00	
Postage	27.20	
Print	19.08	
Misc	00.00	
Total	82.28	
Ending Balance		2072.31
MEMBERSHIP:		
Full	43	
Chapter Only	36	
Total	79	

DIRECTORS REPORT: No report

OLD BUSINESS: Signs will go up when weather improves. Grant application will be prepared by Jim Pearson and sent to National. Chuck will check on possible State grants for our archival program. No action on tax exempt status.

NEW BUSINESS: Possible display site at Old Post Office and Nortonville Library - nothing firm. Ricky and Chuck displayed Chapter logo on hats and shirts. Price and availability soon. Billy Byrd will run Thomas the Tank Engine on May 12-13 at TVRM.

ATTENDANCE: Wally Watts, Birk Fischer, Ron Stubblefield, D A Fraser, Don Clayton, Wallace Henderson, Jim Futrell, Rich Hane, Steve Gentry, Dennis Carnal, LeRoy Cobb, Rick Bivins, Billy Byrd, Sandy Byrd, Jim Finley, Keith Kittinger, Chuck Hinrichs, Chuck Smith

O - O - O

BRING AN ITEM FOR THE RAFFLE

BE CAREFUL NEAR THE TRACKS DON'T TRESPASS

WHEN IN DOUBT BUY A VIDEO

SAY A PRAYER FOR REX AND MELANIE EASTERLY

**PENNYRAIL
TIMETABLE #48
FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

June 18-23 St. Louis NRHS Convention. Headquarters Hotel , Regal Riverfront. Trips; UP 3985 to Gorham (6/19), Metro Link Tour - Museum of Transportation, RailCruise Dinner (6/20), Frisco 1522 to West Quincy (6/21), Seminars, meetings, banquet (6/22), 1522 to Newburg (6/23). Info 314-839-2356.

MODEL RAIL EVENTS

May 17-20, 2001 Louisville, KY Mid-Central Region, NMRA Convention. Layout tour, clinics, tour of KRM and L&N Pacific 152. Info. PO Box 99041 Louisville, KY 40269-99041

Clarksville Model Railroad Club - Clarksville, TN - is constructing a permanent HO layout. Membership is open. Meetings each Thursday evening at 404 Pagent Lane (in basement) for Info call Robert Swieder 931-551-9467

RAILFAN EVENTS and EXCURSIONS

April 28 - Decatur, AL Hootenanny III A day long portion of trains, photography and fellowship. CSX and NS action, Oakworth Yard and a joint swing bridge. See Chuck Hinrichs for details.

April 28-29 - Spencer, NC 14th Annual Rail Days at NC Transportation Museum. Rides, slides, models, dinner in the diner. \$7. 704-636-2889

May 12-13 - Chattanooga, TN Thomas The Tank Engine at TVRM. Our own Billy Byrd will be at the throttle for these special trips. A great time for an outing with the kids or grand kids. See Billy or Sandy for details.

June 2-3 - Minneapolis, MN Minnesota Railroad Safety Express Milwaukee Steam locomotive 261 will head excursions to Willmar on the 2nd and to St Cloud on the 3rd. Reservation deadline May 3. Info. 651-765-9812 "Friends of the 261"

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

REGIONAL RAIL NOTES

The Paducah & Louisville Railway plans to remove from service the former Illinois Central "Old Line" trackage from the coal loadout east of St. Charles to the coal loadout at Magic Mine. This action will leave only six miles of the "Old Line" between Dawson Springs and Central City in service. *Dennis Carnal*

The new cross-Panama rail link between the Atlantic port of Colon and Pacific port of Balboa is expected to be open for business in July.

The updated rail link is expected to carry about 500,000 containers a year and will be operated by Kansas City Southern Rwy. and Mi-Jack Products, the Chicago-based maker of intermodal terminal equipment. They are joint partners in Panama Canal Railway Co.

The opening of the rail link is expected to give shippers more choices for moving cargo and by improving transit times. Many shippers now pay to move containers from one coast of Panama to the other by truck. *Stan Feldman - Internet*

On April 2, on my way to work at 6:30 gates were down at the CSX short line crossing at Dorsey Lane (Old sight of KRM). Then in my headlights I see two brightly painted brand new UP units with Scotch bright patterns that presented a fantastic night time view. I only caught that the numbers were in the 5700 series. With my usual practice of having my scanner on anytime I'm traveling in my van I heard the call out of "approach indication mile 9, Q505 south". Q505 is a Cincinnati to Louisville train that stays on schedule fairly regular and I see it a lot in the mornings on my way to work.

With him being on the number 2 track and calling out approach I figured he'd be stopping at the long stretch along Lagrange road between Whipps Mill Road and Lyndon lane. This strip is about 8500 ft long without crossings and is where trains of any length wait in the hole in both directions on the double main between Hubbards lane and O'Bannon.

So with him coming to a stop I was able to catch up and get the engine numbers. They were 5724 and 5759. When I had first seen them at speed going across Dorsey Lane crossing I thought they might have been one of the new SD70Ms as I knew the AC6000s were in the 7500 series. But on catching them stopped I noticed they were AC4400CWs.

When I got to work I logged into the GE Transportation sight and noticed that the AC4400s had been what had been being built. I guess they don't deadhead transport the units now but CSX actually delivers them by pulling freight. The end of March was the end of GE's 1st quarter and I'm sure they pushed out a bunch to make the first quarter numbers. *e-mail Jim Bergant*

CSX's bridge just south of Latham siding has been under repair for several days causing a 10 mph slow order. Makes for unhappy motorists in Hopkinsville but great train watching, car counting and low light photography. *Chuck*

TRIPLE FAILURE

(Continued from page 5)

the photo run-by over the Holston River bridge - and then without the usual warning, the battery just quit. My spare battery was on the train crossing the bridge about 100 feet straight up. When we reboarded I slapped in the spare battery and cranked off about 30 seconds of tape and that battery died. If I had had a sketch pad I'm sure the pencil would have broken - it was just one of those days.

Back on the riverfront we detrained and headed for Calhoun's where a cold beer and some rare prime rib put everything back in perspective. In spite of the camera problems it was a most enjoyable weekend. and the trip back to Hopkinsville was uneventful.

The story has one more chapter. In changing the battery on my Canon I noticed that the zoom lens would not come off the camera so both the Canon and the Pentax were on the way the Henry's in Evansville for repair. The Pentax needs only a good cleaning but the lens on the Canon was another matter. Henry had to use a pipe wrench to release the lens. The camera body survived but the lens may very well be a basket case. I'll find out in a week or so. The camcorder just needed recharged batteries so for the time being I am shooting slides with an ancient Pentax



Spotmatic and video with a refreshed Sony - fingers crossed - no failures yet.

SUBSCRIPTION
RATES

PENNYRAIL

11 issues

\$12 PER YEAR

CSX LEASE LOCOMOTIVES

The family of SD40-2 locomotives rebuilt by Alstom of Canada are fairly common sightings on CSX trains. There are three lessors for this group of some 150 units. Spotters are still trying to determine the exact break point between green / silver and the off-white paint schemes. Here's what we have to date.

FURX 3000-3052 - green and silver.

GCFX 3053-3071(??) - green and silver as FURX.

GCFX 3072 - Alstom demonstrator scheme, was numbered 2000 for RSA display.

GCFX 3073(??)-3102 - off-white with black stencils and white Scotchlite stripes, 3093 has SDP40 carbody.

CEFX 3103-3112 - off white as above

CEFX 3113-3152 - medium blue with white stencils and white diagonal on hood, SD45 carbodies.

FURX 3050-3052 have never been on the CSX lease program. These three units have been on Canadian Pacific since coming out of the Alstom shops.

PHOTO SECTION



Secret City Scenic Special on Poplar Creek Bridge. East Tennessee Technology Park. March 24, 2001 Lighting by Steve Barry Photo by Wallace Henderson



A 40s recreation of passenger loading on Secret City Scenic at Wheat Station, East Tennessee Technology Park Oak Ridge, TN March 24, 2001 Special lighting by Steve Barry Photo by Wallace Henderson

"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. My scanner is non-destructive and your material will receive the best of care while being readied for publication. Your help is appreciated.