

PENNYRAIL

FEBRUARY 2001

VOLUME 5 NUMBER 2

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

FEBRUARY MEETING

MADISONVILLE, KENTUCKY

Monday, February 26

7:00 PM

Badgett Center

(Old L&N Depot)

Arch Street and the railroad in downtown Madisonville.

PROGRAM

The February Chapter meeting will be President's Night with the McCrackens presenting both the program and the refreshments. The program will be "The Glory Machines" video. Regarding the refreshments, Bob has asked that we dispel the rumor of steak and biscuits but there is a good chance that "One Eyed Turkey" tenders may be on the menu. In any case it should be a banner evening. **Come and bring a friend!!**

JANUARY MEETING

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Chuck Hinrichs

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

Editor
Chuck Hinrichs

112 Windsor Drive
Hopkinsville, KY 42240
270-886-2849

e-mail
chuckrail@apex.net

DUES INCREASE

At the Fall BOD meeting in Dallas there were a series of motions proposed to increase NRHS dues and to modify the dues structure. The dues increase is proposed at \$3 per year beginning in 2002. The Family membership is proposed to increase \$1 to \$3 per year. The final proposal eliminates the half year dues.

The Society will operate at a modest deficit during the 2001 year but sufficient reserves are available to avoid a financial crisis. The \$3 increase will handle anticipated needs for several years. Elimination of the half year dues will simplify the dues structure. Full dues will be collected on applications from January through August. Full dues will be collected on applications from August through year end but will cover the following year.

The Family dues have not increased since 1982 and the increase will cover the increased cost of service. I will have

Chapter News

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2001 got off to a rousing start as twenty-six people were on hand for the January meeting in Madisonville. Following a spirited business meeting, Wally Watts provided the program, a Pentrex video on Canadian steam excursions. Ricky Bivins and Keith Kittinger provided the refreshments. Thanks to each. CSX provided only one train during the meeting, a northbound intermodal train, Q120, behind three CSX C40-8Ws.

**CHAPTER
ACTIVITIES**

Dennis has the signs for the Madisonville Depot completed. After consultation with the Badgett people on exact location the signs will be hung on both ends of the Depot. A good weather day should see the project completed.

**NEW MEMBER
NOTES**

Ann Gipson, the historian of Earlington, is now a member of our chapter. Ann comes from a long-time railroading family in Earlington. Ann, a warm welcome to the Chapter.

Ann Gipson
209 East Main Street

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MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin \$25.00 per year.
Family membership \$27.00 per year.

**SOO LINE
PACIFIC 2719**

By Rich Hane

As part of my retirement celebration, my wife Karen bought tickets for us on the Fall Color Tour hosted by the Chippewa Valley Railway for Sunday, Oct 8, 2000. The tour was on Wisconsin Central trackage from Hixton to East Winona, in far western Wisconsin near the Mississippi River over rails originally owned by the Green Bay and Western Railroad. We were following in the footsteps of those famous world travelers, Don Clayton and Wally Watts who were taking the trip on Saturday. Indeed, I had hoped to arrive in time for their arrival at 5 pm. and take a surprise photo of them detraining. Alas, it was not to be since they arrived several hours ahead of schedule and had already departed for beautiful Kentucky.

Early Sunday morning we departed on time and headed west from Hixton along the lovely Trempealeau River valley. We passed between the rolling hills and bluffs which were covered in trees in full fall colors. The roadbed was in nice shape as we journeyed through some small towns on our way to East Winona which is really not a town but just a junction in a swampy area just east of the Mighty Mississippi River and Winona, Minnesota. Heading east by going backwards, we ate a fine boxed lunch on our way back to Hixton for a round trip of about a hundred miles. A Wisconsin Central diesel in maroon and gold was on the other end of the train to assist in braking and as emergency power. The Wisconsin Central is the largest regional railroad in the country at 2300 miles and has about 200 diesel engines.

The train was made up of nine cars which were in very good repair. We rode in 1 of 6 "day coach" cars that were built by the Canadian Pacific RR. in 1949 and were last used by the Algoma Central RR. in Canada. They were 84 feet long, weighed 65 tons, and had 68 seats in them. Wally and Don were on a Milwaukee Road business car built in the 1950's and used by the then President of the Milwaukee Road. Pretty classy.

Our steam engine was the Soo Line #2719 Pacific type engine (4-6-2) that was bought from American Locomotive Company (Alco) in 1923 for \$47091.64. This engine was in regular service between Chicago and the Twin Cities for 36 years until it was retired in 1959 after working the branch lines for a few years and covering 3 million+ miles. It recently went through a \$460,000 restoration that took 30 months and was finished in July, 1998 by Diversified Rail Services as their 14th rebuild. This light Pacific has a working weight of 497,000 pounds, is 82 ½ feet long, has 75 inch drivers, 200 PSI boiler pressure, and a tractive effort of 36833 pounds. The tender carries 17 ½ tons of coal and 12,000 gal. of water. Incidentally, the owners estimate that the engine burns about 1 ton of coal to go 35 miles and uses about 65 gallons of water per mile.

The Soo Line had 539 steamers at its zenith. Overall, they bought 61 Pacifics, 60 from Alco and 1 from Baldwin. This

(Continued on page 3)

2719

Schenectady product was originally hand fired but was converted sometime after the 1937 Stoker Law.

This engine is lovingly cared for and should be in action for many years. It is on the National Registry of Historic Places and I would recommend it to anyone as a fine example of a true workhorse of an iron horse, an honest and beautiful machine.

**SUBSCRIPTION
RATES**

PENNYRAIL

11 issues

\$12 PER YEAR

**RAILROAD
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**MODELER'S
FORUM**

RICK BIVINS

Here are a few ideas and tricks used by model railroaders to build their models that may come in handy the next time you are at the workbench. Some of these are my ideas, and some are not. All are tried and true.

Drilling square holes in plastic and styrene. If a square or rectangular opening is needed for a window or door in thin or light plastic or styrene, use a trusty old X-acto knife with a number 11 blade. Start near one corner of the intended opening but at least one half-blade width away from your lines making the opening. Now turn the knife as if a drill or in back and forth motions following through a full 360 degrees while applying a slight down pressure. Do so several times until only the edges need trimming to square up the opening. This is better than trying to cut out the opening with straight cuts as one has a tendency to push to hard and damage the piece or model.

If working with wood to construct a model with large flat areas such as a large building or a long passenger car, first seal the material with sanding sealer, primer or spray lacquers before cutting out parts for the project. This allows any glues or final painting from curling these large areas. Also paint both sides (in and out) of the project for the same reason.

Use any type of ACC (super glue) to seal small cardboard parts used for detailing prior to painting. This will make these parts very hard and strong. Do the same on thread or string to rid them of fuzz and make them rigid.

PENNYRAIL

The newer gel super glues give more working time than the old instant bond types. It would be wise to buy a bottle of debonder, as this stuff will really stick your fingers together. Also wear glasses and do not rub your eyes. These ACC glues will damage the eyes.

If a cheap pre-stain is needed for plaster models or rock carvings try coffee and/or tea. They can be thinned to light gray and browns on white plaster.

A very effective topcoat for scenery can be quickly applied with latex paint in whatever color needed and an additive called Pumice. Pumice is used as a paint additive and applied to steps and walkways as an anti-skid coating. A small can or bag to one gallon of paint will cost about five bucks and go a long way. When done the terrain takes on a dirty texture, add foliage and other scenery touches to finish up the area.

Make lineside polls from dowels by chucking them in a hand drill. Using sandpaper in the other hand began by polishing up and down the dowel. Polish more to one end so as to taper the dowel to about three fourths its original diameter. Do so with a smooth transformation from one end to the other. Now with very course sandpaper, scratch in wood grain the length of the dowel until the texture looks right. The coffee or tea stain will work here as well.

If several of the same parts are needed for a project such as a passenger car roof or structure, try the following idea. First build a form of the needed shape. Now line this form with waxed paper and secure to the form. This will work if there are not too many compound curves or sharp edges. If so it may be necessary to cut and shape the wax paper. Now mix up a white glue and water mixture with 10% glue to 90% water in a container about the size of a sheet of typing paper. Now dip a piece of typing paper in the

MODELER'S

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solution of water and glue and place over the form. Now lay on a second sheet only dry. Then do so again with a wet piece of paper. Smooth out any bubbles or excess glue between each sheet as you go. If the form is larger than the paper, overlap each piece to form a smooth seam. Try to place these seams in an area where details will help hide them. After the whole thing is dry, remove from the form and trim to shape. More than three sheets may be needed depending on the size and strength needed. Use a sealer or primer before final painting.

Small craft beads can be used as electrical insulators when placed on a straight pin and pushed into a line side pole or the side of a building. Try these same beads and small floral wire to make pulleys and cables for work equipment. Place a length of wire through the bead and twist. Now tie off the ends on a piece of the equipment to form a pulley on a cable. Place two wires in one bead, twist each back on its self to make an in line insulator for guy wires on electrical poles or electrical lines in the air. Trolley and interurban railroads used many insulators on the overhead wires.

Dull bright paint on model cars, locomotives and structures with talc. Simply rub it in lightly then brush off any excess powder.

If two locomotives with the same road number are not acceptable, place a few drops of dish wash liquid on the digits to be removed. Allow soaking for several hours. Check often to see if the paint or decal is soft and remove with light brushing or rub with soft cloth. Re-number the unit as desired.

Does the head light of your locomotives shine through the

plastic shell? Remove the shell and line the inside with gray duct tape. Now there are no more radioactive locomotives on the railroad roster.

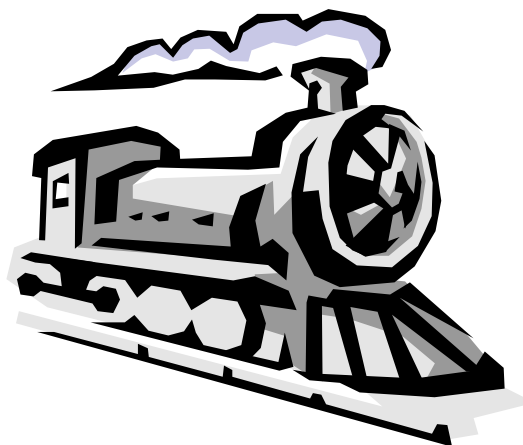
Tooth picks under the out side rail in a curve will give even super elevation for high-speed trains.

Cut grass string or heavy twine into short lengths of about 1/4 to 3/4 inch depending on the scale used for modeling. Now place a drop of white or wood glue on the layout. Place the cut string; end first in the glue. Tease the string to form a clump of heavy stem grass or weeds. Place drops of brown paint on the ends of some to make cattail bushes.

Thin layers of white glue in ditches or along the side of the right of way will make the area look wet. A marsh is an excellent place for cattail bushes to grow.

Use the same twine or grass string and floral wire to make trees. First cut several lengths of string/twine so as to equal the girth of the tree to be made. Now cut the wire 2 V2 times the height of the desired tree. Fold the wire in the middle to find and mark the center. Place string/twine between wire from bend to about 3/4 of the length the folded wire. Press wire down tight on string. Place bend in wire over small hook on workbench and twist. As wire twists the string will spread out like a brush. Now trim to shape and paint with spray can or air brush. Add Ground foam by spraying with glue or hair spray.

Now run trains and enjoy these additions to your model railroad.



MYSTERY MEMBER

Can you identify this Chapter Member?

Last month's mystery member was Shirley Hinrichs. Her daughter's wig may have helped the disguise



Chapter News

(Continued from page 2)

Earlington, KY 42410

Phone 270-383-5772

REVISED MEMBERSHIP CRITERIA

Several steps were taken at the January Chapter meeting to clarify the "Chapter Only" membership classification. In the early years of the Western Kentucky Chapter a goodly portion of the Chapter membership held membership in another NRHS Chapter. Since those early years we have allowed (and even encouraged) "Chapter Only" members who do not have an affiliation with NRHS either as a member of another NRHS Chapter or as an Associate Member of NRHS.

To preserve and maintain the integrity of the NRHS and the Western Kentucky Chapter as an affiliate in good standing of the NRHS a motion was made and passed stating that "Chapter Only" membership in the Western Kentucky Chapter will be available only to those who are otherwise affiliated with the NRHS by membership in another NRHS Chapter or by Associate Membership in the NRHS. The motion provided that present "Chapter Only" members who are not otherwise affiliated with the NRHS will have until the 2002 dues cycle to affiliate with the NRHS.

As some of our non-NRHS "Chapter Only" members are members only to receive the Chapter Publication "Pennyrail," a motion was made and passed that will establish a \$12 annual subscription to "Pennyrail."

Subscribers are not considered members of the Western Kentucky Chapter, NRHS.

VIDEO AND NOTE CARD INVENTORY

Dennis Carnal reports that the Chapter still has copies of the **Neff Video CSX Henderson Sub** video available at \$25 plus \$4 s&h. There are also copies of the **Cadiz Railroad** and the **Paducah & Louisville - Year One** videos for \$20 each plus \$4 s&h. Mail your check made out to Western Kentucky Chapter, NRHS, to:

Dennis Carnal
704 Choctaw Dr
Madisonville, KY 42431

Dennis will have some of the videos at the February Chapter meeting. You can save the s&h by buying at the meeting.

Chuck Hinrichs still has a few sets of the **Crofton Depot** note cards for sale. A package of 8 cards and envelopes is \$2. Chuck will have cards available at the Chapter meeting or he can mail them for an additional \$1 s&h. Make a check to



Western Kentucky Chapter,
NRHS and mail to:

Chuck Hinrichs
112 Windsor Dr
Hopkinsville, KY 42240
Copies of the 1903
Earlington Bee Newspaper
supplement on Coal Mining
and Railroading in Western
Kentucky can be ordered by

PENNYRAIL

Food For Thought

Jim Bergant sent the following as thought starters. It's not too soon to be planning some warm weather rail activities.

"Any further talk on a joint activity with the other chapters in the state. The guy from Paducah mentioned the possibility of a tour of VMV. This would give us a good turnout and let members of the different chapters meet and get to know each other better. I had somebody ask about going to Chattanooga to visit TVRM. I remember that you guys used to get up special trips like that. We thought we were all going to French Lick last fall for the special mileage trip but as you recall that one fell through because of the track conditions."

"By the way, Amtrak's Beech Grove facility in Indianapolis has an open house the first weekend in May. For us in Louisville that's the big Derby weekend but if your not involved with the derby its a good time to get out of town. I usually go to Madisonville to visit my Dad that weekend. I know we would still get some of our members interested in going up. This obviously wouldn't be the type of activity where we would have to pool the numbers or even go as individual groups but at least for our chapter we try to go as a group and rent a van. Its good fellowship on the trip and works better economically."

Jim Bergant

NEXT MONTH

**Your article on your
railroad interests.**

Reports on Texas Railway
Museum and Secret City
excursions.

More "Strangers in Paradise"
locomotive sightings and

JANUARY MINUTES SUMMARY

Western Kentucky Chapter, NRHS
L&N Depot, Madisonville, KY
Monday, January 22 7:00 pm

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

TREASURER'S REPORT:

Opening Balance		1829.55
<i>Income</i>		
Dues Chapter	88.00	
Dues National	381.00	
Donations	53.00	
Video	0.00	
Raffle	0.00	
Note Cards	58.00	
Total	580.00	2409.55
<i>Expenses</i>		
Dues Paid	399.00	
Postage	36.69	
Print	18.02	
Misc	203.00	
Total	656.71	
Ending Balance		1752.84
MEMBERSHIP:		
Full	42	
Chapter Only	36	
Total	78	

DIRECTORS REPORT: Spring BOD meeting will be in Philadelphia, details later

OLD BUSINESS: The Depot signs are complete and will be installed after consultation with Badgett on location. The station lamp globes are in Badgett storage and will not be moved from the premises.

NEW BUSINESS: We need an activity photo for the annual report. Chuck Hinrichs asked for clarification of Chapter Only membership. Motion to allow Chapter only membership to those who are NRHS members elsewhere. Motion passed with amendment to allow 1 year for compliance. Motion made to offer subscriptions to "Pennyrail" at \$12 per year. Motion passed.

ATTENDANCE: Wally Watts, Birk Fisher, Steve Gentry, Ron Stubblefield, J D Farris, Rick Andrews, Rick Bivins, LeRoy Cobb, Greg Utley, Tim Griffey, Don Clayton, Keith Kittinger, R J Locklear, Dennis Carnal, Billy Byrd, Sandy Byrd, Tommy Brown, Rex Easterly, Richard Knapp, Rich Hane, Louie Hicks, Wallace Henderson, William Turner, Chuck Hinrichs and Bob Moffet. Guest: Matt Gentry

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BRING AN ITEM FOR THE RAFFLE

BE CAREFUL NEAR THE TRACKS DON'T TRESPASS

**PENNYRAIL
TIMETABLE #46
FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

March 3 - 2001 - Railfan Weekend - The North Texas Chapter of the NRHS along with the Texas State Railroad will celebrate the 100th Anniversary of Texas & Pacific Engine # 201, the 25th Anniversary of the Freedom Train (Texas & Pacific Engine # 610) and the 25th anniversary of the Texas State Railroad State Park. Special steam train excursions, historical presentation and special photo opportunities. 9 a.m.-8 p.m., reservations required, 972-818-8771

April 20-22 Philadelphia, PA NRHS Board of Directors Spring Meeting. Details Later

MODEL RAIL EVENTS

March 17 - St Louis Boeing Employees Railroad Club Swap Meet. Queeny Park, 550 Weidman Rd. Info 314-668-6313

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

RAIL EXCURSIONS

March 24-25 Knoxville/Oak Ridge TN 2001 Rail Photography Weekend. Secret City Excursion, Multi-Media Slide Show, Bar B Q Dinner Train and night photo session. Charter train On Knoxville & Holston River. Contact Chuck Hinrichs for order form.

April 8 - Dillsboro, NC Photo Special covering entire Great Smoky Mountains Railroad with steam engine 1702. \$85 - kids \$45 with added cost options available. Info. GSMR 800-872-4681

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

REGIONAL RAIL NOTES

There is a very detailed and informative site on the internet covering all aspects of CSX operations. This site includes timetables, maps, signal lists and siding data. Check this out:

<http://www.trainweb.org/csxtimetables/>

The Tennessee Central Railroad Museum has approached the Nashville Parks and Recreation Department with a proposal to move the NC&StL 4-8-4 Yellow Jacket 576 from Centennial Park to the Museum site for restoration and potential excursion work. The locomotive is in an unprotected outdoor location and will eventually decay beyond any possibility of restoration. Initial official response is very cautious and non-committal. It would be a shame to see the 576 meet the same fate as the Nashville train shed. Moving cost is estimated at \$35,000 and restoration to operating status could cost upward of \$450,000. *Chuck Hinrichs*

Thunder From Down Under - While P&L went north to locate new motive power for its planned slug-mother sets, another ICG spin-off went south - down under to the land of kangaroos and koala's for some new locomotives. The Indiana Railroad has received two ex-Hammersly Iron SD50 locomotives from NRE in Mount Vernon, Illinois, for testing. NREX #6060 and 6061 showed up at INRD's Switz City enginehouse during late November.

Speaking of big power, several INRD crews are back from training on UP SD90MAC's with Distributed Power controls. The new CIPS coal trains coming off UP via Terre Haute will have two units up front and 1-2 DUP units on the rear. Talk is of 300+ coal trains for the year 2001, starting sometime in January.

In other INRD news, traffic is expected to be more than 100,000 carloads in 2001. This is quite a feat from 15 years ago when ICG moved less than 12,000 carloads in 1985. INRD expects to move 4 million tons of coal in 2001, essentially doubling its volume from 2000. A \$20 million investment in the last five years has prepared the company to meet these new traffic demands. *Chris Dees*

RailAmerica Inc., the nation's largest operator of short-line and regional railroads, sold the South Central Tennessee Railroad this week for \$4.2 million to a corporation that operates two other railroads in Tennessee. The South Central Tennessee Railroad winds from Hohenwald north to Centerville and on to Colesburg and Dickson, where it connects with CSX.

A railroad such as the South Central Tennessee operates on a small scale: five locomotives, seven employees and a low-intensity service schedule. The South Central Tennessee runs on 52 miles of track owned by a state-chartered rail authority, created when the L&N Railroad decided to discontinue service to that region in 1978

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PENNYRAIL

CSX Old Paint

The CSX paint shops are still busy erasing the last vestiges of the railroads that comprise the present CSX. Still in pre-consolidation paint are these few units. (information from R. Rassche and dated 2/4/2001).

C&O blue

CSXT 4617 SD40

Chessie

CSXT 6565 GP40-2
CSXT 6602 GP40-2
CSXT 6627 GP40-2
CSXT 6629 GP40-2
CSXT 6639 GP40-2
CSXT 6854 GP40-2

Family Lines

CSXT 2715 GP38-2
CSXT 7078 GP38-2

Seaboard System

CSXT 1115 SW1500
CSXT 2640 GP38-2
CSXT 2667 GP38-2
CSXT 4600 SD40
CSXT 4601 SD40

B&O, Clinchfield, L&N and RF&P paint schemes are long gone.

The Conrail units are showing up in fresh CSX paint in ever-increasing numbers.



REGIONAL RAIL

PHOTO SECTION

(Continued from page 7)

South Central Tennessee Railroad's new owners already operate the West Tennessee Railroad and the TennKen Railroad.

"It's close to our other operations," said Bruce Hohorst, one of the principals in the firm that made the purchase, SCTRR LLC. "It's always nice to have things that are fairly close by that you can gain some operating efficiency by sharing some of the assets amongst them - crews and maintenance people and whatnot."

The buyer has retained all of the SCTR employees.

The South Central Tennessee moves wood chips, paper, chemicals and processed food



ICG 8701 is the second GP11 and was outshopped at Paducah in May of 1979. The prototype was ICG 8301. Photo at West Yard c 1982

Chuck

DUES ARE DUE

Each of you have received your Chapter dues notice from Wally Watts, our Secretary/Treasurer.

To those who have paid their dues . . . A heartfelt Thank You!!

To those of you who just haven't found time to send your 2001 dues to Wally, now would be an excellent time to take care of that little matter. With postage rates just increased it is even more expensive to send second notices.

**PAY YOUR DUES
DO IT NOW!**



ICG 8753 was the last GP11 built at Paducah. It was outshopped in February 1981. The unit was photographed at Central City in the summer of 1983.

Chuck Hinrichs

"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.