

PENNYRAIL

June 2018

VOLUME 22 NUMBER 6

Please send your digital photos and story material to billtrainthomas@gmail.com or mail to **Bill Thomas**, First Christian Church 1030 College Dr. Madisonville, KY 42431.



Chapter Chatter

**Next Meeting Monday,
Monday June 18
7:00 pm**

**Home of Bill & Angela Thomas
1025 Lakewood Dr
Madisonville**

**If you have G gauge equipment, bring
it and run!**

**Refreshments by Betty & Donnie
Knight
Cookout by Bill Thomas**

In this issue...

- ◆ Links to Order 2018 Calendars
- ◆ Timetable Calendar
- ◆ History Tidbits
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Western Kentucky
Chapter, NRHS, Inc.

* * * * *
President
Ricky Bivins

Vice President
Steve Miller

Secretary-Treasurer
Bill Farrell

National Director
Will Kling

Director at Large
Keith Kittinger

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

Editor
Bill Thomas

1025 Lakewood Drive
Madisonville, KY 42431
(270) 339-9482 Cell
e-mail:
billtrainthomas@gmail.com



***Chapter members enjoy
a train night out at Steve
Miller's home and
layout in Hopkinsville,
June 12, 2018.***

2018 convention to be headquartered in Cumberland, Md.

The 2018 NRHS convention will be held Tuesday-Sunday, Aug. 7-12, with headquarters in Cumberland, Md. The tentative schedule includes scenic rail trips through the countryside of West Virginia, Maryland and Pennsylvania, plus the annual meetings of the Society. The registration room for the convention will open in mid-afternoon on Tuesday, Aug. 7. The board meeting for the NRHS Fund Inc., will be held that evening.

The first trip is scheduled for Wednesday with an all-day outing to Cass, W.Va. to ride the Cass Scenic Railroad up to Spruce, W.Va. At that point, there will be a “cross platform transfer” from the Cass steam train to the Salamander diesel train to Elkins, W.Va. Lunch will be served on the Salamander. Once in Elkins, NRHS members will re-board the buses for the return trip to the hotel in Cumberland.

The tentative schedule for Thursday includes a charter train ride on the Western Maryland Scenic Railroad from the depot on Cumberland (three blocks from the hotel) to Frostburg, Md., behind the newly rebuilt steam engine No. 1309. Photo run-bys are scheduled for this trip. Cab rides will be offered in both directions with proceeds benefitting the NRHS.

To read more from the NRHS News, go to https://admin.nrhs.com/NRHSNews/NRHS_News_October_2017.pdf.

NRHS Mission Statement

National Railway Historical Society, Inc. Mission Statement - The National Railway Historical Society promotes railway heritage preservation and educates its members and the public about rail transportation, its history and impact, with a focus on North America.

Objectives

1. To foster the experience of rail transportation
2. To develop and expand educational services and programs
3. To build and maintain archives, to encourage and to support archival activities, and to disseminate information in archives
 - A. To increase collaboration between existing archives
 - B. To develop listing of National and Chapter archives
4. To support preservation of memorabilia and artifacts
5. To facilitate association and networking
6. To maintain and grow the organization



Left: *The Nickel Plated Spirit* - May 26 and 27, 2018 saw another round of excursions by The Ohio Rail Experience, a combined effort of Cincinnati Railway Company; the Lebanon, Mason & Monroe Scenic Railroad; and the Indiana & Ohio Railroad. The Spirit of Urbana traveled along 60 miles of the former Detroit, Toledo & Ohio between Washington Court House, Maitland, and Urbana. Power for the train was NKP GP30 901. Photo by Chris Dees.

Ricky's Replies - Trains in the Gap and Elsewhere



Above: Nortonville KY looking west along the Illinois Central Railroad. The Louisville & Nashville Railroad crosses at grade just beyond the station.



Above: Walnut Street crossing, Morton's Gap KY is no more! June 2018



Left: June 2011 flashback. Friday Night Live, downtown Madisonville.

Right: N scale CSX unit coal train gets a roll-by inspection by chapter members Keith Kittinger and Steve Miller on "Holy Train" night June 12, at Steve's home and layout.





Photography Contest News

Below are the dates for upcoming chapter photo contests. During the months listed all members are invited to shoot pictures and submit no more than two entries to webmaster@westkentuckynrhs.org by the deadline listed next to each contest. You must be a paid member of the chapter to participate in these contests.

Jim Pearson will judge the photos and select 1st through 3rd place and the winners will be presented in the PennyRail and on the chapter website. We'll also view them at the meeting following each contest.

At least the 1st place winners will be used to produce a chapter calendar for the next year. All submissions must have a caption that lists at least the railroad, location and date with photographer's credit and any other relevant information.



July 1-31, 2018

Submission Deadline: August 7, 2018

September 1-30, 2018

Submission Deadline: October 7, 2018

November 1-30, 2018

Submission Deadline: December 7, 2018

Orange Crush

Right: Memorial Day 2018 finds Toledo, Peoria & Western SD40-2s 3440 and 3442 resting at the railroad's Hoosier Lift transload facility in Remington, Indiana after arriving from Peoria with the overnight turn.
Photo by Chris Dees.

Below: Don Clayton rides Amtrak's "Palmetto"
May 26, 2018



Minutes from May 2018

May 21, 2018. NRHS Minutes.

The National Railway Historical Society, Western Kentucky Chapter met for its regularly scheduled meeting May 21, 2018 as guests of the Hopkinsville members at the Pennyroyal Arts Center located in the beautiful former Louisville & Nashville Railroad passenger station in downtown Hopkinsville Kentucky.

The meeting was called to order at 7 PM by President Ricky Bivins with 12 members and one guest on hand.

-The minutes and treasures report from the March 19, 2018 meeting was approved.

Under old business,

-Train Day in the Gap was discussed as having been a success on May 19.

-Keith Kittinger discussed the upcoming "Stations and Cabooses" road trip. Several route options are available. Keith was advised to pick a day, time and departure point to his liking and inform the member.

-Members were reminded of the photo contest submission date of May 22, 2018

With no other old business to come before the Chapter we moved on to

New Business.

-Bill Farrell will confirm with Crofton KY City Hall the availability of the pagoda at the Veterans Park for September 29 as our annual Picnic and Train event.

-It was noted under new business a change in host and refreshments for July and August which will be confirmed later.

Chapter Representative Will Kling reported:

- "I found out you cannot yet pay national dues through the club. Just 2 ways to pay national . heard nothing from Dr Ross but will e mail him tonight after work"

Ricky Bivins presented a **show and tell** item. A cast brass New York Central Harold and told a story of how Facebook patrons thought the unit came off of a locomotive when it actually came from the Schrader gift catalog!

With no other business to come before the chapter president Rick Bivins called for a motion to adjourn with Steve Miller making the motion and Will Kling second. Members voted to adjourn the meeting and went promptly to refreshments in the form of Jersey Mike sub sandwiches, chips and drinks along with cookies all provided by Bill Farrell and family.

Christian County historian William Turner gave a verbal presentation covering the development of railroads in Christian in Hopkins Counties. A very interesting and enlightening presentation as only William Turner can do!

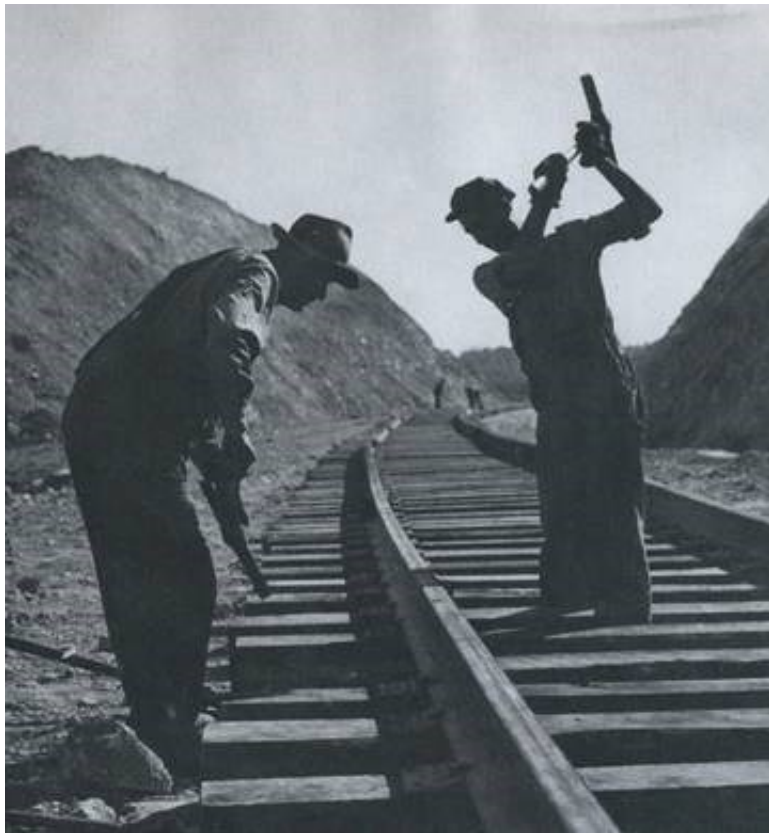
CSX provided two trains during the meeting for a bit of entertainment.

-Respectfully, Rick Bivins.

Current Financial Report

4/1/2018	Beginning Balance			1,923.47
4/10/2018	Deposit	Dues 2018	20	1,943.47
4/10/2018	Deposit	Neurirk 2018 Raffle	10	1,953.47
4/22/2018	Check # 1227	NRHS Fund RailCamp	100 00	1,853.47
5/1/2018	Beginning Balance			1,853.47
5/6/2018	Deposit	Dues 2018	10	1,863.47
6/1/2018	Beginning Balance			1,863.47

History Tidbits



Gandy Dancers on the Frisco Pictures by Frisco RR

Way back when, few insurance companies would write policies for railroaders -- their jobs were considered too risky. Early in the 20th Century (and before the various "Safety First" campaigns that we still see today), a dozen railroaders -- on average -- died on the job each day. On any given day, tens or hundreds more were injured or maimed.

So railroaders set up their own group insurance plans and mutual benefit associations. The idea of a pension was not new. But an industrial pension program so that employees could expect to retire (rather than work until they died) was largely a railroad innovation. The first plans emerged in the early 1880s and led to the creation of the Railroad Retirement Board in 1934, which was the model for the Social Security Act a year later.

Credits: Pix and text from Working on the Railroad, Kalmbach 2011

. Gary Ostlund

DAVIS
SPRINGFIELD
SUMMIT
FRANKLIN
COLEMAN
KENDALL
OSKALOOSA
MOFFET
RIVERSIDE
CANASTOTA

Pity the poor ticket-seller!

Don't—please!—ask merely for "a ticket to Summit." The man behind the counter will ask which of the 71 Summits you want

BY CHARLES LAYNG

"I'd like a one-way ticket to Davis, please."

The prospective passenger at the Chicago Union Station thought that his request was reasonable enough and quite clear, so he wasn't prepared for the somewhat agonized look on the ticket-seller's face.

"Davis? I'm sorry, sir, but you'll have to be more specific. There are 18 railway stations named Davis in the United States."

"Really? Well, I want to go to Davis, Illinois."

The ticket clerk sighed deeply. "I'm sorry to trouble you again, sir, but there are four railway stations named Davis in Illinois."

It was the passenger's turn to look puzzled, but he came through bravely. "I want the Davis, Illinois, on the GM&O. One of them is in Alexander County and the other is in Morgan County. But the GM&O doesn't run passenger service to either."

No wonder ticket clerks, not to mention billing clerks and auditors, go prematurely gray. This is, of course, a somewhat exaggerated situation as far as buying a ticket is concerned, but it serves the purpose of showing just how confusing station names can be. Actually, that passenger could have bought a ticket to only one of the four Davises in Illinois—the one on the Milwaukee Road.

But what a mess the ticket-seller would have been in if the passenger had wanted to go to Summit! It appears that wherever there is a grade of any magnitude the officers of the railroad have called the station at the

solves the three-horned dilemma easily: One Midway is a freight-only station, one is called Midway only on the Cornwall Railroad (on the Pennsy it's Edsonville), leaving only one to which passengers may buy tickets via the PRR.

There are, of course, numerous railways named after cities, but there are also cities named after railroads. For example, there are Frisco, Tex., and Frisco City, Ala., both—quite naturally—on the Frisco. And there is Katy, Tex., on the Katy. Because of the overwhelming presence of stations with names of saints in Quebec, the Canadian National and the Canadian Pacific easily lead all U.S. lines as ecclesiastical railways, although there used to be a line in southern Florida known as the Heavenly Railway. It ran between Jupiter and Juno, and has long since been assimilated by the Florida East Coast.

Of the five railway stations named Red River in the United States, four are in Texas and three of these are on the Frisco.

As a rule, railway stations in the East bear the names of towns that were already in existence when the line was first built. But this is by no means true in the West. In that area, old-time railway men are responsible for naming most of the towns. The West fairly bristles with the names of officers who headed the railways in their construction days, but in few cases are railroaders honored by their full names on station signs. Jake Harmon, Tex., is one of them. Big Jake Harmon was a section boss of renown and later a town marshal.

Railway influence in naming towns

is marked by the hundreds of stations with "Junction" as part of their names, not to mention the less common but still numerous "Spur," "Siding," "Transfer," "Crossing," and "Switch." What is perhaps the longest railway station name in the country is Chicago Junction Railway Junction (on the Indiana Harbor Belt). Car A, Calif., was named after a railway office car and Tenino, Wash., was named, not for an Italian section boss, as might be supposed, but for the first locomotive—the 1090—to arrive on the spot when the Northern Pacific built into what is now an important junction of the Northern Pacific, the Great Northern and the Union Pacific.

Some of the early railway builders honored their heroes as well as themselves. On the Missouri Pacific in Kansas, an early chief engineer who admired the famous editor named two adjacent stations Horace and Greeley. Both spots have grown from mere sidings to important county seats. In Kansas, too, on the Rock Island, a baseball fan among the railway executives named a whole series of new stations after the Chicago White Sox of the day, starting with the manager, Coniskey, and running down the batting order until the entire roster was immortalized.

When the Milwaukee Road was building its Pacific Coast extension, so many new stations were necessary

that the names ran out and, across a section of Montana, the road's officers gave up and called the stations by numbers. Later settlers tagged names onto the numbered towns, except for the one which is still known as Sixteen.

Helper, Utah, a sizable town now, got its name from the fact that it was the spot where the Denver & Rio Grande put on helpers for the pull up over Soldier Summit.

Railways like the Pacific Great Eastern, which pushed their way through what was previously virtually uncharted wilderness, bristle with the names of the old railway builders. But the PGE has a station name that supplies a minor mystery. The station called Seventy-Mile is almost midway on a 350-mile line and, so far as anyone knows, is not 70 miles distant from any place of particular significance.

On every railway there are station names so long that one wonders how the building gangs find letters long enough to put on all the letters. But the Louisville & Nashville, in Kentucky, has the distinction of having the only two-letter station name in the country: UZ.

Precious Memories...

“The Official Guide was the primary reference used by ticket agents for all railroads in the U.S. and Canada, and for international rail travel to Mexico. The Guide was especially useful for constructing connections among the many railroads of the time. The *Official Guide*, published monthly, also included some high priority freight schedules, system maps, listing of company officers, an index of all railroad stations, industry news briefs and personnel changes, rosters of key railroad officials, and new passenger train announcements, along with steamship schedules. Ticket-sellers like the one in the story below relied on the Guide, a large book a couple inches thick. You’ll soon see why.”

“I’d like a one-way ticket to Davis, please.” The prospective passenger at the Chicago Union Station thought that his request was reasonable enough and quite clear, so he wasn’t prepared for the somewhat agonized look on the ticket-sellers face. “Davis? I’m sorry, sir, but you’ll have to be more specific. There are 18 railway stations names Davis in the United States.” “Really? Well, I want to go to Davis, Illinois.” The ticket clerk sighed deeply. “I’m sorry to trouble you again, sir, but there are four railway stations names Davis in Illinois.”

It was the passenger’s turn to look puzzled, but he came through bravely. “I want the Davis, Illinois, on the Gulf, Mobile & Ohio. Is that sufficiently clear?”

“In a way, sir, it is,” the ticket clerk answered wearily. “You see, there are two Davises in Illinois on the GM&O. One of them is in Alexander County and the other is in Morgan County.”

This is of course, a somewhat exaggerated situation, but what if the passenger had wanted to go to Summit! Wherever there was a grade of any magnitude, the officers of the railroad called the station at the top: Summit. There were 71 different railway stations names Summit in the U.S., Canada, Mexico and the Canal Zone. The attachment is the complete story by Charles Layng as published in *TRAINS Magazine* of May 1952, nearing the end of the heyday of rail travel. A good read. (You may need to creatively enlarge the attachment)



The Bumper

Here's a link where you can purchase copies
of our 2018 Chapter Calendars

Small Calendar 8.5x11 -\$16.95 + shipping

<http://www.lulu.com/shop/jim-pearson/2018-west-ky-nrhs-small-calendar/calendar/product-23458388.html>

Large Wall Calendar 13x19 #14.95 + Shipping

<http://www.lulu.com/shop/jim-pearson/2018-west-kentucky-nrhs-large-calendar/calendar/product-23458434.html>

TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- June 18 - Chapter Meeting at Bill Thomas' - Cookout and Garden RR
- August 20 - Chapter Meeting at Innovation Station (former L&N depot)
- September 17 - Chapter Meeting at Innovation Station (former L&N depot)
- September 29 - Chapter Picnic Crofton

If you know of regional events we can put on the Timetable, please forward those to me, bill@fbcmadisonville.com.

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
billtrainthomas@gmail.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.

BNSF	800-832-5452
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CSX	800-232-0144
NS	800-453-2530
UP	888-877-7267
Amtrak	800-331-0008

National Railway Historical Society

www.nrhs.com

Railway Preservation News

www.rypn.org/

Kentucky Railway Museum

www.kyrail.org/

Indiana Railway Museum and French Lick Scenic Railway

www.indianarailwaymuseum.org

Illinois RR Historical Society

<http://icrrhistorical.org/>

Illinois Railway Museum

www.irm.org/

Tennessee Central

Railway Museum

www.tcry.org/

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

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% Bill Thomas, Editor
1025 Lakewood Drive
Madisonville, KY 42431