

# PENNYRAIL

February 2019

VOLUME 23 NUMBER 2

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



## Chapter Chatter

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

Innovation Station (Former L&N Station)  
Arch Street and CSX Main

Program and Refreshments  
By President Ricky Bivins  
*1984 Video - Chesapeake and Ohio  
4-8-4 614 pulling coal trains in the  
mountains of Virginia  
and West Virginia.*

**UP COMING  
PHOTO  
CONTEST  
Submission  
Deadline Dates  
On page 5**

**Right: Work  
continues on  
NC&StL 576 at  
the Nashville &  
Western facility  
in Nashville.  
More photos  
inside.**

### *In this issue...*

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- ♦ Chapter Interchange Track (p. 9)
- ♦ Minutes & Financial Report

Western Kentucky  
Chapter, NRHS, Inc.  
\* \* \* \* \*

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# Ricky's Replies

Greetings fellow NRHS Western Kentucky Chapter members. And welcome to January, 2019. My oh my what a year 2018 was. Looking back we had the Christmas show at the mall, breakfast with Santa, an excellent Christmas dinner at the Miller residence, a picnic and rail fan day at Crofton, a railfan day in Hopkinsville, a meeting in Hopkinsville, a track side day in Morton's Gap not to mention numerous meetings, impromptu get-togethers and programs a plenty. I feel 2019 will be even better.

As you are aware, we did not have a business meeting in December however, we did have the aforementioned dinner at the Miller residence, a very successful breakfast with Santa and a successful Christmas show at the mall. Bill Farrell will have a report on the earnings from those events. Not to mention the raffle which netted us additional monies as the winner did not take the train set.

We did however have a meeting in November. Which also brought about elections of officers for 2019. There were no changes in officers as all were voted in by a single vote of acclamation. To which I say thank you. Hopefully I can serve as President as need be.

2018 also brought on a few new members. It is nice to think that we can continue to grow in this age of electronics and instant gratification. As for growing in 2019, I have always said, if a member has an idea bring it forward. We will entertain all thoughts of growth and events as well. If there is something you would like for the Chapter to do, sponsor it. And it will be done!

As is customary in January, the president which is I, will have the program and refreshments. My program will be a 1984 VHS video of Chesapeake and Ohio 4-8-4 number is 614 pulling coal trains in the mountains of Virginia and West Virginia. Along with the video we will have a guest speaker. If you recall a few years ago my oldest stepson Brian Davis who works for CSX as a conductor gave us a talk. Brian is on call meeting night and if he is not on the railroad he will be at the meeting to give us a follow-up to that program. That is tentative provided he is available at the time.

The extended forecast for meeting night is clear and cold. Keep in mind should we have inclement weather I will cancel the meeting. No need for anyone to get out slip and fall or worse. Otherwise I hope to see you Monday, January 21, 2019. Bring a friend as all are welcome.



## 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

## NC&StL 576 On the Move

Following the 576 in the January PennyRail, I wanted to include some photos of the beginning stages of restoration as seen below. You can see printed details of the work on the Steam Nashville Facebook page. Simply search “Steam Nashville” in your Facebook search window.



**City of Watertown, TCRM & NSPS Collaborate to Solicit Donation of former NC&StL Turntable!**



# Shake it Up!



Before we got used to the jumbo covered hopper cars so prevalent now, grain was shipped in a common 40' boxcar. In the early days grain was shipped by the sack. Bulk grain shipment by rail required the use of a temporary grain door secured inside the doorway. In the picture to the left, the wooden door has been removed and the men are manually shoving product out the door.

In the other picture, a loaded boxcar is being mechanically tilted and tipped to completely off-loading the product. The car was secured firmly, then raised to about a 45-degree slope, and tipped side-to-side. The car is lowered and the process is repeated as the other end is lifted. This time the car will be tilted before it is raised in hopes of the product *not* refilling the far end of the

car. The whole process was fairly swift, as I recall watching at the Port-of-Tacoma back in the 50s, probably five minutes total. With all those fancy dressers observing behind the protective glass, and there are no other cars lined up, this appears to be a demo.

Back at the grain elevator before loading, the grain door was secured and heavy paper lining was applied generously to all surfaces. When loading is complete, the regular sliding steel door could scoot past the temporary grain door and be secured. More than one *loaded* grain car arrived nearly *empty*, days later after bumping along over the clickety-clack. Such happenstance kept railroad claims adjusters busy. Even one tiny break in the paper, in the wrong place, with tons of pressure, for a week or more, could wreak havoc. Pigeons and others loved it.

Grain doors only went a little more than halfway up the boxcar door opening, varying some due to the weight and density of the product. Corn, soy beans, and rice received the same treatment.

Reportedly, the very last grain-filled boxcars left the elevators in western Oklahoma in the Spring of 1978. The Missouri-Kansas-Texas Railroad, better known as the "KATY" did the honors. Why was it called KATY, you ask? Because the KATY's New York Stock Exchange ticker-tape symbol was "KT".

Credits: photos from the Oregon Historical Society, as seen in the Union Pacific Railroad Historical Society's *Streamliner* Fall 2011 issue.

Submitted by Gary Ostlund





## 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 each to [webmaster@westkentuckynrhs.org](mailto: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 or the membership 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 photographers credit and any other relevant information.

March 15-30, 2019

Submission Deadline: April 7, 2019

May 15-30, 2019

Submission Deadline: June 7, 2019

July 15-30, 2019

Submission Deadline: August 7, 2019



### Uncle Joe and the Santa Fe By Rich Hane

My dear Uncle Joe married my Mom's sister in 1937. He soon went to work for the Santa Fe Railroad at the giant Corwith Yard on the near southwest side of Chicago as a mechanic. Corwith was built in 1887 by the Santa Fe and at the time was the largest railroad yard in the world. He always said that it was a good company to work for and the economic Depression was just starting to loosen its grip on the nation.

He was what I would call a general mechanic doing whatever was needed and worked on all manner of engines, freight cars, and passenger cars. He disliked working on the large numbers of stock cars which came in to deliver animals to the nearby Chicago stockyards. Things got real busy starting a year or two before World War II as the country started the huge buildup needed to arm the military and the civilian economies. He was a bit too old to go into the service and his railroad job might have exempted him. One of the interesting things that he did during the war was to ride on some of the passenger trains as an emergency mechanic to repair the train on its way to Fort Madison, Iowa. The trains were on a tight schedule and it was important to minimize any problems that might delay or tie up the main line west. Fort Madison was a division point on the

Santa Fe just west of the Mississippi River about 240 miles from Chicago. The trains carried a supply of spare parts and tools in the baggage car that the mechanic could use to hopefully keep the train running. He would spend the night in Fort Madison and then do the same job on the return trip to Chicago.

Uncle Joe said that the number of trains coming and going was just unbelievable and everyone was so busy. He occasionally had to sleep overnight at the yard when things were really busy. One interesting side story was that whenever the mechanics and laborers had some free time they would assemble freight car kits that came in to the yard from some other company. These were shipped with all of the parts needed to construct a finished freight car.

When the war was finally over he worked about another year before he was laid off to make room for the GIs who were former employees that were returning home and that the Santa Fe had promised to rehire when they came home after saving the world (my well founded opinion).

Uncle Joe then became a chicken farmer for 3 years before almost going broke and followed this with jobs at General Electric and Sylvania. Later, I will write about him and me and some model trains.

# Minutes from January 2019

No Meeting in January 2019 due to weather.

## Current Financial Report

Available at the February meeting.

### Photo Gallery - Train Night Around the Region



# Photo Gallery - Trains at the Mall Christmas 2018



## Photo Gallery - Bonus Shot



### One Frosty morning in Nevada

Stopped for a red signal at Jungo, Nevada., one morning in December 1972, Western Pacific train GGM (for Golden Gate Merchandise) presents a Christmas Card-perfect image with hoarfrost coating the lead unit.

Credits: Photo and quote by Norman W. Holmes as seen in *TRAINS 100 Greatest Railroad Photos*



A Bowling Green, KY, friend of mine made this shot of an NS freight crossing the Kentucky River bridge near Wilmore, KY. It is one of the highest RR bridges in the US, at 308 feet above the river.

Editor



# The Bumper

## Chapter Interchange Track

**Bill Thomas** - I'm looking for HO scale detail parts found at an engine service facility in the early 60s to mid 70s.

**If you have items for sale or looking for a particular item or items, Email me at [billtrainthomas@gmail.com](mailto:billtrainthomas@gmail.com) with the information and I will list it here.**



**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*  
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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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NS 800-453-2530  
UP 888-877-7267  
Amtrak 800-331-0008

## TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- February 18 - Chapter Meeting at Innovation Station (former L&N depot)
- March 18 - Chapter Meeting at Innovation Station (former L&N depot)
- April 15- Chapter Meeting at Innovation Station (former L&N depot)

**If you know of regional events we can put on the Timetable, please forward those to me, [bill@fbcmadisonville.com](mailto:bill@fbcmadisonville.com).**

### 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)

### Illinois RR Historical Society

<http://icrrhistorical.org/>

### Illinois Railway Museum

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

### Tennessee Central

### Railway Museum

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

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

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