

PENNYRAIL

March 2019

VOLUME 23 NUMBER 3

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

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Next Meeting
Monday March 18
7:00 pm

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

Program and Refreshments by Cooper Smith

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

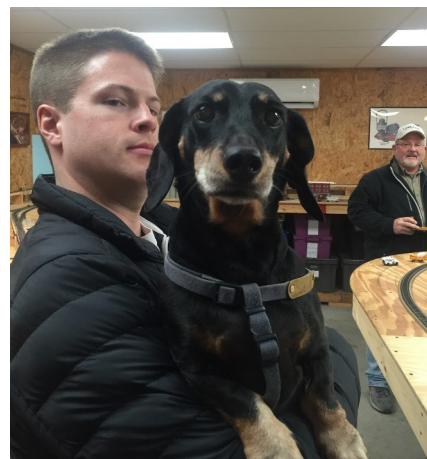
"PENNYRAIL" is the official publication of the Western Kentucky Chapter, NRHS. Send news notes, historical notes and other rail information to:

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UP COMING
PHOTO
CONTEST
Submission
Deadline Dates
On page 5

Right: Matt Gentry and friend Max are at Holy Train Night at Keith Kittinger's HO layout, Madisonville



Ricky's Replies

Greetings fellow National Railway Historical Society, Western Kentucky Chapter members. It is March, 2019 and the word for the day is "wet"! We certainly have had our share of rain. Alas, I'm willing to bet, it will dry out. And possibly, more than we would like!

I am writing this on March 9. Earlier I had text Matt Gentry that I needed a non-CSX rail-fan fix. As luck would have it, CSX sent a BNSF train southbound and I was able to see it twice no less. Good things come to those who wait. One would think an individual who builds a house beside a busy rail line on purpose no less, would not want to travel to see trains. Quite the opposite. I think several of us to enjoy traveling and rail fanning. With spring and summer on the way, I'm sure several of us will be out and about. Which led me to a subject matter!

Secretary-Treasurer Bill Farrell has mentioned having a Chapter outing this year. He has a few ideas. I would like to encourage others to come up with an idea as well. I plan to have my annual Train Day in the Gap sometime in May. The exact date and time are forthcoming. Bill Farrell should also have some information regarding Nashville Steam and Kentucky Railway Museum. I believe he will be presenting a donation idea to these two institutions. Hopefully our committee regarding the stall layouts and operating sessions will have some info for us this month as well.

All in all 2019 has gotten off to a very good start. Our round robin train group has had a good time. Our activities have been spot on and we have more coming down the pike. Please take time to attend a meeting and bring a friend. See you soon.



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 Photo Update

These photos of NC&StL 576 are taken from Nashville Steam's Facebook page. See Nashville Steam on Facebook for credits.



Above: CSX pulls 576 into Union Station in downtown Nashville. Below Right, she has arrived at the Tennessee Central Museum shop. Below Left, Note the NC&StL logo on CSX's newer 576, which pulled the steamer through Nashville.



Walk a Mile for a Camel!



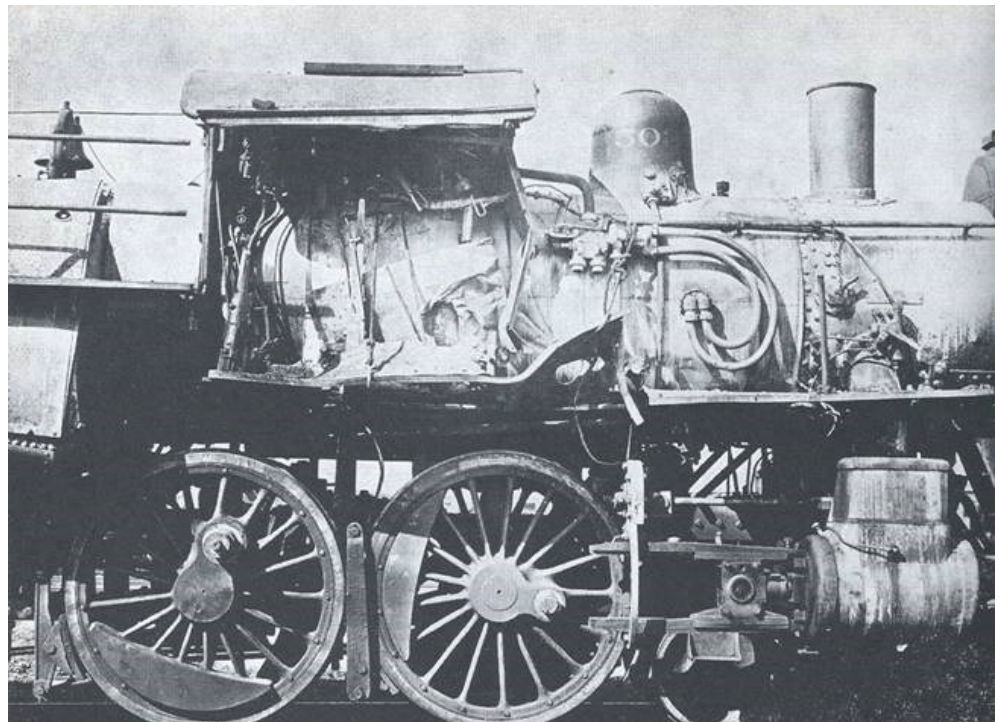
Camelback locomotives (also known as a Mother Hubbard or a center-cab locomotive) is a type of steam locomotive with the driving cab placed in the middle, astride the boiler. Camelbacks were fitted with wide fireboxes which would have severely restricted the engineer's visibility from the normal location at the rear.



You can see in the picture (at lower left) the size of the firebox, extra wide in order to burn cheap and readily available anthracite coal. Placement of the cab above the driving wheels also provided added traction. Camelbacks were widely used on the Central Railroad of New Jersey and the Reading Railroad. The fireman worked from a large platform on the tender, and in some cases had a chute to allow him to deliver coal to the front of the grate.

The Camelback's cab astride the boiler design raised concerns for its crew. The engineer was perched above the side-rods of the locomotive, vulnerable to swinging and flying metal if anything rotating below should break. In addition, the fireman was exposed to the elements at the rear. The Interstate Commerce Commission banned Camelbacks but gave exceptions to allow those under construction to be completed.

A broken side rod swiped clean the engineer's side of the cab on this Delaware & Hudson engine. This ever-present danger to the engineer explains the eventual outlawing of center-cab locomotives.



Credits: Two pics at top by the late Phil Hastings as seen in Kalmbach's Steams Lost Empire. Damaged camelback photographer unknown, in Train Wrecks a Robert C. Reed book. -Gary O. 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 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



Photo Gallery



From Matt Gentry - The DREI waits for track authority to head east on the outskirts of Tuscola IL, 3/10/19

Minutes from February 2019

President Ricky Bivins called the meeting to order at 7:02 pm, November 19, 2018. There was a total of 17 members and 1 guest present for the meeting.

The minutes were approved as printed in the PennyRail, from the November 19, 2018 meeting.

The treasurers report was given by Bill Farrell, of 2,517.02, approved. Bill also gave a comparison of the Hancock Bank statement and the club balance sheet which showed both balancing at 2,517.02.

Old Business;

Steve Miller reported that the chapter Christmas Party which was held at his home was a complete success with everyone attending having a good time.

Bill Farrell, reported that members received invoices for local dues at the end of December. The local dues will remain the same as in the past of 5.00. Most all the local members had paid their dues with just a few members unpaid.

President Bivins reported that all the club calendars ordered had been sold. If any members wanted one they would have to purchase it on-line and from LULU.

Bill Farrell gave a report on the Lionel Ready to Run Train Raffle. Mr. Jack W. Richardson of Henderson, Kentucky was the winner. He elected to take the 100.00 cash option rather than the train set. The set will be re-raffled next year. The club fund raiser brought in a total of 700.00 after expenses. Bill also reported the "Breakfast With Santa" earned another 400.00.

New Business

The sign-up sheet was circulated among the membership that were present for the 2019-year programs and refreshments. The sign-up sheet names and dates will be posted on line and in the PennyRail.

Bill Farrell reported that he had spoken to Cindy at the mall and that the Parkway Plaza Mall was interested in keeping the Christmas layouts up and running for the general public to view. The question was, did the club membership want to man the site. President Bivins, appointed a three-person committee to come up with a schedule and recommendation for the March meeting. The committee members are Bill Farrell, Steve Miller, and Will Kling. It was suggested if the club continues to operate the layout in the mall that we post a sign with dates and times.

Jim Pearson reported on the clubs first photo contest of the year. We had three members to enter. First place went to Bill Grady, with Ricky Bivins taking second place. Jim also reminded the membership that we have another contest coming up on March 15 through 30th with a deadline to submit of April 7th.

Nashville Steam had requested a letter of support for a grant they were applying through NRHS. The grant was to be used for the restoration of one of the appliances on the 576. Bill Farrell reported that the letter had been written and mailed.

Keith Kittinger made a motion to adjourn the meeting and it was seconded by Wally Watts, motion carried.

Business meeting was adjourned.

Respectfully;

William Farrell

Current Financial Report

1/1/2019	Beginning Balance			2,568.02
1/2/2019	Check # 1235	Ky Farm Bureau Mship	51	2,517.02
2/1/2019	Beginning Balance			2,517.02
2/19/2019	Calendars		113	2,630.02
2/19/2019	Dues, 2019		170	2,800.02
3/1/2019	Beginning Balance			2,800.02
3/12/2019	Dues, 2019		25	2,825.02

Photo Gallery - Kentucky Proud

Top to bottom: Morton's Gap March 10;
Earlington March 9; again at Morton's Gap.
Ricky Bivins meets with Lieutenant Governor
Hampton along with other state officials and
the Kentucky Department of Aviation at
Frankfort in the Capital Rotunda February 28



Photographer James A Turner



Being the third day of winter, at least according to the weather bureau, let's talk snow. With his pack, canteen and camera gear, photographer James A. Turner is ready for another day on Stevens Pass in the Washington Cascades. The scene is Corea, near the Great Northern's Martin Creek loop, in 1925.

Turner placed himself properly to one side, looking into the picture, in what must be a tri-pod, timed picture. From what I know about him he traveled alone, and did not own a car. He no doubt rode the train from Seattle and managed a drop-off. A man of class, you will see Turner dressed this day with a white shirt and tie. He was a personal friend of my friend, the late Warren W. Wing, also an avid railfan photographer and book publisher. Turner's son's home in Gig Harbor was literally a gallery of his father's works.

Snow sheds were common in West Coast railroading. Those vertical beams and sloping roof are solid 12 x 12s. Providing those today would be nearly impossible. Is it any wonder why the Great Northern Railway, with miles of snow sheds, invested in the 8-mile tunnel under Stevens Pass.?

There is irony here. Some say if the railroad had not cut down so many trees in their quest to build snow sheds, that saturated snow would have remained in place on those slopes. Others will say the beams didn't come from those same trees. Hmmmmm.

Note the attachment: The eastbound is about to enter the

Horseshoe Tunnel. It will curve to the right, cross another trestle and work its way to and through the upper snow shed. Turner was standing about where the boxcar is exiting the lengthened snow shed.

Credits: attachment photo by Lee Pickett, seen in book: Lines West by Charles R. Wood - Gary Ostlund.



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 with the information and I will list it here.



TIMETABLE #110

- 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.

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

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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