

PENNYRAIL

May 2019

VOLUME 23 NUMBER 5

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 May 20
7:00 pm

Christian County
Historical Society
306 East 9th Street
Hopkinsville, KY

Program
Future of Hopkinsville
L&N Depot
by Troy Bodi

- Doors open at 6:30
- Tour of depot after meeting
- Cookout will follow at depot

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

Fishy Story by Gary Ostlund

In the days of “clickety-clack” railroading Fishplates are what connected rails end-to-end. A pair protrude from the rail on the flood damaged trestle. Depending on the weight & size of the rail



there were four or six bolt holes. In this scene it could have been either, but the bolts on the missing rail definitely failed under much duress.

The introduction of ribbon-rail reduced track maintenance, provided a safer and more reliable track and eliminated the clickety-clack that helped put you to sleep in those Pullman sleepers. Track maintenance crews, known as Gandy-Dancers, would routinely inspect, and tighten rail-bolts.

The scene is storm damage in the upper mid-west earlier this

Spring. The flash-flood lifted the trestle off the pilings, and left it bowed with the stream-flow. A closer look will show the right-of-way disappearing to the horizon, in line with the exposed pilings.

Credits: bridge photographer unknown, seen in TRAINS Newswire. Apparatus from the internet, (also called track jewelry by some...)



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. 576 sits beneath the shed at the Tennessee Central Museum (Nashville).

Work continues to disassemble No. 576 and prepare the locomotive's appliances for repairs and servicing. One of the biggest tasks was to remove the front end of the smoke box for access to the boiler's interior. Now we have a better approach to the superheaters and eventually the tubes and flues. Lots of progress!

(taken from Nashville Steam Facebook page)



Ricky's Reprint

CHOCOLATE BROWN AND ORANGE IC STREAMLINERS

Ricky Blaines

Illinois Central's chocolate brown and orange passenger trains may or may not be one of your favorite paint schemes. However, anyone who likes trains would recognize this unmistakable combination from America's heartland. I never saw any IC passenger trains, but I have seen many trains from my bedroom window in Richland on IC's Kentucky Division's JK Line, now the Paducah and Louisville. Therefore, I have a fondness for IC and its chocolate brown and orange passenger trains and IC trains in general.

From 1966 to 1971 IC passengers saw many changes to their beloved trains in the way of cut backs in service and train schedules. Trains 5 and 6, The Panama Limited, was the Flagship on the Mainline of Mid-America with all Pullman service and set out sleepers in Jackson, MS, Memphis, TN, and Carbondale, IL. This set out allowed passengers to board at a respectable hour as the cars were cut into the train in the wee hours of the morning. IC's counterpart to the Panama Limited was the famed City of New Orleans, also a Chicago, New Orleans train. This train, 1 and 2, was all coach with full dining service, club lounge observation, REA and mail service. 1 and 2 paid the bills with a 30 car consist in two sections. What a sight that must have been! Slower trains on the same route were the Louisiane and the Creole. The Louisiane carried sleepers and a buffet-lounge between Chicago and Memphis only and made more stops than 1,2,5 and 6. The Creole was the lesser of all Chicago, New Orleans trains with a cafe-lounge north of Carbondale only. South of there the train was called the Southern Express with no food service south of Carbondale. Its slow pace, heavy mail and express made for a less than enjoyable trip. December 15, 1967 marks the start of the last "new" train on this route, the Magnolia Star. This "new" train turned out to be coaches added to the Panama Limited, alas, IC's premier train now carried both Pullman and coach accommodations.

IC's Chicago to Miami route in the late Sixties consisted of the flagship City of Miami operating on home rails between Chicago and Birmingham AL., then via the Central of Georgia to Albany GA. Here the Atlantic Coast Line took over and delivered it to the Florida East Coast, (later the Seaboard Coast Line) for its arrival in Miami. The City of Miami carried Pullmans from Chicago and St. Louis MO. to both Florida Coasts. The counter part to this train was the South Wind with express and mail running every other day opposite the City of Miami's schedule. The Seminole operated over this route also, but with one Pullman to Birmingham and a diner-lounge to Carbondale with coaches to its Jacksonville Florida terminus. Other IC streamliners were the Green Diamond from Chicago to St. Louis MO. with full dining service. Once this train used a copy of Union Pacific's MI 0000 streamliner for this service, and was IC's first fully streamlined train. A one hour layover in St. Louis best utilized the equipment on this route. Trains 13 and 14, The Land O' Corn, ran from Chicago to Waterloo Iowa as a day only train. Its overnight partner, the Hawkeye, 11 and 12 ran with a Pullman car to Sioux City Iowa. A coach only service between Meridian MS and Shreveport LA, No.205 the Southwestern Limited and No.208 the Northeastern Limited, oper-

These scanned images contain Ricky's article from a 1999 edition of The PennyRail. Enjoy.

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IC STREAMLINERS

(Continued from page 4)

ated in conjunction with Southern Railway's Pelican. These trains used the four EMD GP 9 units IC ordered for passenger service. These units were equipped with steam generators and air tanks on top of the long hood. The four units were numbered 9145 to 9149 I believe.

By the 1970's IC was ready to bow out of the passenger train business. IC was a technical adviser to the new national carrier service even before the takeover of Amtrak on May 1, 1971. Long live IC's Chocolate Brown and Orange.



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.

Submission Deadline: May 15-30, 2019

Submission Deadline: June 7, 2019

July 15-30, 2019

Submission Deadline: August 7, 2019



Photo Contest Winners May 2019



1st place - CSX locomotive 5475 south bound on the lead pulling out of Casky Yard.- Photo by Bill Farrell

Photo Contest Winners Continued

2nd place - Pere Marquette 2-8-4 Berkshire 1223, a couple of cabooses, and the former coaling tower at Grand Haven, Michigan, stand as a proud reminder of an earlier era. After retirement in 1951, the locomotive was displayed at the Michigan State Fairgrounds in Detroit until moving to Grand Haven in 1981. Sister 1225 carries on the tradition of the family as the star attraction of the Steam Railroad Institute in Owosso, Michigan and was featured in the movie adaptation of The Polar Express. Photo taken 03/21/2019 at Grand Haven, MI by Chris Dees.



3rd place - Sunrise.
March 31, 2019
from Neelie Webb
Rd. at Anton KY on
CSX's MH&E
Branch. Photo by
Rick Bivins



Turnabout is Fair Play

Submitted by Gary Ostlund

As railroads grew, trains got longer and heavier, the power to pull them got larger.

Roundhouses with the ubiquitous turntable suddenly needed updating.

Roundhouse stalls were extended, and turntables had to be lengthened. The individual stall extensions were minor, compared to the lengthening of a turntable.

Speedy construction was essential as you can see with multiple cranes, equipment, supplies and a hefty workforce.

When a turntable was out of service for even a short period, the task of maintaining the motive power came to a standstill. Time was of essence.

The last new roundhouse complex to be built by a major railroad was the Nickel Plate facility in Calumet, IL., near Chicago in 1951. Most roundhouses are a thing of the past, as diesel maintenance required long bays, with pits and overhead cranes. Yet today you will still find many a turntable to turn and



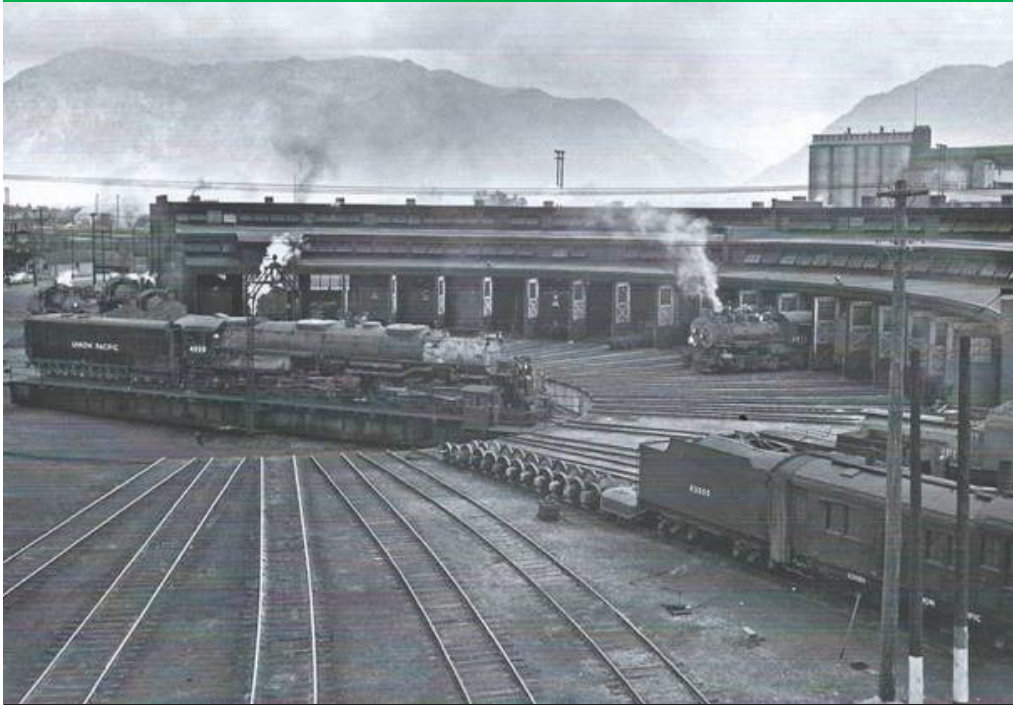
Southern Pacific Crews work to complete the installation of a new 110-foot turntable at Bayshore (San Francisco) in 1941. Southern Pacific Railway pic.



Installing a larger turntable at Dilworth, MN in 1950. Constructing a longer turntable would appear to indicate that the Northern Pacific had not yet committed to total dieselization. Ron V. Nixon pic

(Continued on page 8)

Turning Continued



The enormous size of the #4000, the very first Big-Boy locomotive, required the installation of new 135-foot turntables. This busy terminal is Ogden, Utah. UP Photo, John Kelly collection

(Continued from page 7)

position power and certain pieces of rolling stock.

You will notice when a train passes with multiple units up front, the rearmost is almost always facing rearward. Locomotive sets usually return to their terminal of origin, thus no turning of equipment.

So one must wonder, are those remaining turntables symbolically poking their finger into the eye of management as revenge for the demise of steam....?

Track Pan Follow-Up

A few weeks ago, my picture story on the New York Central's "Water Level Route" included the use of track pans and scooping water, and raised several questions. .

There were 19 track pans between New York City and Chicago, and ten between Buffalo and Chicago on their line through Ontario and Michigan. Other U.S. railroads using track pans were: the Pennsylvania, Jersey Central, Reading, Baltimore & Ohio, the New Haven and the Milwaukee Road. In the UK, the London & Northeastern scooped water as early as 1859. The American RR Journal labeled these devices: "Jerk Water." The term is still in use today such as in Jerkwater Town, describing a hamlet too small to merit train stops. At one time water scooping was considered for cattle cars. By law, cattle were required to be offloaded for feed and water after 36 hours. The logistics must have doomed that concept. In the days, before air-conditioning, passengers in cars near the front of the train were wary of opening the windows.

The (New York) Central performed extensive testing finding that above 35 MPH speed had little effect on the amount of water delivered to the tender. Efficiency, the percentage of water from the track pan



delivered to the tender, fell off very little between 45 and 55 MPH. However above 55 MPH efficiency dropped rapidly as the scoop sprayed water from under the tender. The recommended maximum speed was set at 50 MPH. Conductors (who are in charge of the train) and Engineers clearly paid little heed to wasted water. Schedules and timetables ruled and management looked the other way.

A special thanks to former New York Central motive-power dispatcher Jim Ferrante for technical data.

Submitted by Gary Ostlund

Minutes from March 2019

President Ricky Bivins called the meeting to order at 7:03 pm, April 15th, 2019. There was a total of 16 members and 1 guest present for the meeting.

The minutes were read by Bill Farrell and approved, from the March 18, 2019 meeting.

The treasurers report was given by Bill Farrell, of 2,825.02, and approved by the members present.

President Ricky Bivins welcomed two new members into the Western Kentucky Chapter, Jack Richardson and Aaron Baumhofer.

Old Business;

Bill Farrell gave a report on the May meeting in Hopkinsville, Kentucky. There is a structural problem with the depot and the club will have to get permission from the city to use the grounds. We will also have to find alternate restroom facilities for the meeting.

Jim Pearson had technical difficulties with the TV screen so it was decided to have Jim pick the first, second and third place entries in the photo contest for March.

New Business

President Bivins announced that May 18 would be the "Day at the Gap with Ricky". Ricky asked for input for any chapter trip this year. There was no response from the membership present.

Don Clayton wanted to donate an extensive slide collection of railroad car to the club. There was some discussion on where or who could store the collection. It was suggested that we might digitize all the slides, but as it turned out it was cost prohibitive and would use up most of the treasury. Ricky formed a committee to report back next month on what the club might do with the slide collection.

Wally Watts made a motion to adjourn the meeting and it was seconded by Steve Miller, 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
4/1/2019	Beginning Balance		2,825.02
4/2/2019	Dues, 2019	15	2,840.02
4/28/2019	Anonymous Donation	100	2,940.02

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

May 20 - Chapter Meeting in Hopkinsville

June 17 - Chapter Meeting at Bill Thomas' home - 1025 Lakewood Dr. Madisonville

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.

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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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