

PENNYRAIL

July, 2020

VOLUME 24 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

In this issue...

- ♦ Photo Galleries
- ♦ Chapter Interchange Track
- ♦ Photo Gallery

Meeting July 20 Innovation Station Madisonville, KY

Program TBA

No Refreshments Provided
Due to Covid 19 Guidelines

BYOR

Guests are Welcome

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

Reminder!

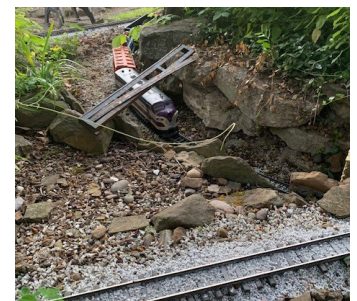
Chapter T shirts are in and will be at the meeting on Monday evening, July 20th. Shirts are 10.00 each and we have extra in all sizes if you failed to order one last month.

That is until they run out.

These are dry fit T shirts and you will love how they feel and wear.



Shots from our June meeting at Bill Thomas' Garden RR.



June Meeting Minutes and Financials

Western Kentucky Chapter/NRHS Minutes June 15, 2020

President Ricky Bivins called the meeting to order at 7:00 pm, June 15, 2020. There was a total of 14 members present for the meeting. The minutes from the February 20, 2020 meeting were approved as printed in the club bulletin (PennyRail). The treasurers report was given by Bill Farrell, of 2,373.87, according to the Hancock Bank account. The treasurers report was approved by the members present.

Old Business: President Bivins called on Steve Miller for a report on the Don Clayton slides. Steve reported that all that was needed was to send the slides off to the company and have them digitized. Keith Kittinger reported that we have been receiving slides from the L&N Historical Society, which is adding to the delay.

New Business: Bill Farrell gave a report that Jim Pearson has put a lot of work into the club photo contest during the year. A motion was made by Steve Miller that whoever the chairman is of the club calendar, gets to put a picture of their choice on the cover. Ricky reported that the chapter hats and jackets are in and anyone who wants one contact Bill Farrell. Bill Farrell was directed to investigate the cost of club T shirts and email the membership with prices and take orders from the members. The treasury would cover the cost and members would buy the T shirts to refund the treasury. Ricky, reported on the M-9 speeder grant that was applied for in January. The application process has been received by NRHS but it will be August until we hear who received grants.

The September meeting will be held in Hopkinsville. Steve Miller will host the program with Bill Farrell providing refreshments. Location of the meeting is yet to be determined.

President Bivins asked for volunteers to serve on the Breakfast with Santa project. A committee was formed consisting of Ricky Bivins, Bill Farrell, and Jim Kemp. They will meet on July 23rd at Don Clayton's house, 6:00 ish.

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

4/1/2020	Beginning Balance		2,359.00
5/1/2020	Beginning Balance		2,359.00
5/4/2020	Members Dues & Jacket, Brown	34	2,393.00
5/4/2020	Member Dues	5	2,398.00
5/4/2020	Donation	5	2,403.00
5/4/2020	Members Dues & Jacket, Thomas	34	2,437.00
5/4/2020	Dues 2020	15	2,452.00
6/1/2020	Beginning Balance		2,452.00
7/1/2020	Beginning Balance		2,452.00

Photo Gallery

I got a nice surprise in the mail yesterday! I have been blessed that one of my pictures has been used in a TRAINS Magazine October 2020 special edition 'CSX at 40' along with several other great photographers!

The cold weather shot of CSX Q025 heading south through ice covered trees at Nortonville, Ky looks really good!!! Thank you to Jim Wrinn, Angela Pusztai-Pasternak, and all the Trains staff, 'CSX at 40' looks fantastic with great stories and photography inside! My first published photo in TRAINS Magazine!

Jim Pearson



Sunset,
Tolono IL.
June 11,
2020.

Matt Gentry
photo.

Photo Gallery - Second Section

“Red-n-Ready”. Northbound oversized load going through Mortons Gap KY, 9:06AM, June 3, 2020.
Rick Bivins photo.



In wandering around the Antonito yard before departure, I was taken by this sampling of dual gauge track. This picture clearly shows three rails leading to a string of boxcars in the distance. The cars are narrow gauge.

In the heyday of the Denver & Rio Grande Western Railroad there were several stretches of dual gauge. Why dual gauge? The D&RGW served all of Colorado from West of the I-25 corridor and on to Salt Lake City. The

severity of the mountain grades and curves in the Southwest quarter of the state made narrow gauge construction a necessity.

So, from Denver, Pueblo and Walsenburg west, to many points there was dual gauge track. In the LaVeta Pass area narrow gauge track was laid. Years later standard gauge was built on a nearby alignment. This allowed standard gauge ladings to move directly to distribution centers at the base of the mountains in places such as Antonito, Leadville, Montrose, and Salida. This also let the narrow-gauge cars to haul minerals, coal, limestone and other products directly to markets.

Standard gauge to this day reaches Antonito, however, there is no exchange of traffic. The narrow gauge Cumbres & Toltec Scenic is strictly for the tourists. And what a ride it was. Gary O. Ostlund

Photo Gallery - Third Section



Left: Wisconsin & Southern Train T006 (Madison, WI to Janesville, WI manifest) arrives at Milton, Wisconsin on the morning of 01-Jul-2020. WSOR number 4223 is second in command and a long way from her original home on the Denver & Rio Grande Western. 4223 is an SD45 which has been rebuilt to SD40-2 standards, while still retaining the classic "flared" radiator section of the locomotive's long hood. Two photos by Chris Dees.

Below: Standing as a silent sentinel to a bygone era, the former Illinois Central depot in Belleville, Wisconsin is a little worn, but is being taken care of by a local group of volunteers. The depot is an important landmark on the Badger State Trail that follows the former IC Madison, WI to Freeport, IL route. Photo by Chris Dees



The Northwest Photo Gallery



A pair of Little Joes and two EMD diesels with a mile of freight tied to their tail reach to top of Pipestone Pass. The train is about to enter the tunnel under U.S. Highway 10 and the Continental Divide at Donald, Montana. Then it is all downhill, rather steeply to Butte, and river level down the Clarks Fork through Missoula to St. Regis. There the train will once again strain to attain the top of the Bitterroots.

Railroads in assembling long freights normally lash up multiple units to provide the power necessary to make the haul. But the Milwaukee Road was not normal. They lashed up multiple electrics along with multiple diesels, all operated by a single engineer. A special throttle device was used connecting the two differing systems, called the Wylie Controller, named for the inventor.

The Milwaukee Road crossed five major mountain ranges in their route to the coast, the Belts and Tobacco Roots (part of the Rockies) in Montana, the Bitterroots entering Idaho, and the Saddles and Cascades in Washington. Those tough grades were the justification for electrification. Unlike steam and diesel, electrics were impervious to high altitude and extremely cold temperatures. Under such harsh conditions, reciprocating engines loose horsepower.

On relatively level ground the electrics do all the work, while the diesel units were allowed to idle. At the foot of the next grade the diesels were powered up, adding to the mix.

This is one of my all-time favorite pictures, from the lens of noted photographer Steve Patterson. Nicely framed, it graces the wall in my office, I see it as I type this. Long-time readers, saw this picture and story over ten years ago. Gary O. Ostlund

The Bumper

Chapter Interchange Track

Various HO scale freight and passenger cars. Most with Kadee or compatible couplers. Contact Bill Thomas, 270-339-9482, for a detailed list. Examples below.



TIMETABLE #110

FOR THE GOVERNMENT OF RAILFANS ONLY

- July 20 - WKNRHS Meeting
- August 17 - WKNRHS Meeting
- September 21 - WKNRS Meeting at Hopkinsville

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
CN/IC	800-465-9239
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.tcrystory.org/

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

PENNYRAIL

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