

THE PENNYRAIL

A MONTHLY PUBLICATION OF THE
WEST KENTUCKY CHAPTER OF
THE NATIONAL RAILWAY HISTORICAL SOCIETY

September 2021 Meeting

Innovation Station

Monday, July 16

**Due to Exposures
and High Rates**

CANCELED

President-Keith Kittinger

Vice President-Steve Miller

Sec/Treas-Bill Farrell

Chapter Rep-Will Kling

Director at Large-Cooper Smith

Editor-Bill Thomas

**Hope you got your
September Contest
Photos to Jim Pearson
by Midnight, Oct 7**



Minutes from August Meeting

No Meeting in August

Shirley Hinrichs Passes

We express our sorrow in the passing of Shirley May Hinrichs, wife of long-time WKNRHS Chapter member Chuck Hinrichs, Monday September 6, 2021.

Current Treasury Balance September, 2021

4/1/21	Beginning Balance					2,582.41
5/1/21	Beginning Balance					2,582.41
6/1/21	Beginning Balance					2,582.41
6/15/21	Dues 2021			15		2,597.41
7/1/21	Begginning Balance					2,597.41
8/1/21	Begginging Balance					2,597.41
8/4/21	Drawing			36		2,633.41
9/1/21	Beginning Balance					2,633.41

NEWS BRIEFS



September
Photo Contest
Runs
15-30



NRHS Fall
Convention
October 7-9
Page 5



Jim Pearson
Program at
October
Meeting

Photo Section

Below, a UP Northbound Stack Train is on a roll through Scott City, Missouri on the morning of August 29, 2021. The last shot of UP 4014 was made as it crossed over the Kaskaska River just north of Chester, Illinois on the afternoon of August 29, 2021 Photos by Bill Grady Photo by Bill Grady



Photo Section



At JO Tower in Seymour, manifest Q688 (Louisville to Indianapolis) waits for the track gang and signal department to finish up PTC installation work on September 9, 2021. Once cleared, the train will continue its northbound journey over the Louisville & Indiana Railroad. Photo by Chris Dees

Consolidated Grain and Barge GP9 6140 shuttles CSX covered hoppers for loading at Olney, Illinois on September 8, 2021. Later in the day CSX AC4400CW 231 and ES44AH 761 will haul the train east to Vincennes and then points south. Photo by Chris Dees



PHOTO SECTION



It's September 9, 2021, and CSX GP38-2 2806 arrives in Mitchell, Indiana with a rather sparse two-car local J780. The crew will tie down for the day and hopefully have more Lehigh Cement loads for the eastbound trip to North Vernon the next day. City by about 7-3/4 hours.

Today' railroads spend millions of dollars on ribbon rail, expensive locomotives, cutting edge communications among other business needs. But there's still a place for a roll of handy-dandy duct tape. Many uses, as you can see one example in the picture above. In this case, if air pressure is not maintained in the "trainline" as it's called, the brakes take hold. Less than 50 cents worth of tape will help keep the hose connections from parting. Air hoses for the braking system, like those above are found just below the coupler connecting every car in a train.



Many experienced operating train crewman (or woman), pack around a roll, finding a wide variety of uses: 1) weather-stripping around damaged or ill-fitting cab doors on locomotives. A skilled crewman will apply it in a manner that would allow the door to be opened and closed without tearing or pulled loose. 2) It works nicely holding paper towel in fashioning a sun visor. 3) An ample amount will even seal a broken trainline to seal a crack. 4) It makes a great shade on a cab light. 5) Duct tape will cover holes in the cab walls to block the cold air from coming in.

George Westinghouse received a patent in 1869 for the Air Brake system, a live-saving invention. His air-brake system, adorns every rail car to this day. Little did he know he would get help from an everyday item from the hardware store. Gary O. Ostlund

PHOTO CONTEST INFORMATION

Each dues paying member is allowed to submit two photographs taken anywhere during the two weeks. Entries with captions should be sent to jim@jimpearsonphotography.com by midnight on October 7th, 2021.

Get out trackside and shoot some pictures!!!

Jim Pearson, Photo contest chair

Gary's Gallery



Back in the heyday of steam, several eastern railroads installed track pans. Having to stop for water was the nemesis of steam. This picture clearly illustrates the advantage. I would have preferred an image without the

centerfold, but I've never seen a picture of trains, side-by-side taking water by track pan and water plug.

The passenger train is Baltimore & Ohio's *Diplomat* rushing to Washington and St Louis in June 1944. At track speed, on a signal from the engineer, the fireman engages and air-operated scoop that fills the tank in short order from the pan between the rails.

It's easy to see the wisdom here. The tender has an oversized coal bunker, at the expense of a limited water capacity. The *Diplomat* and other "scoop" trains can fly past those water plugs, saving time, not to mention the wear and tear, and energy to stop and restart a train. Lesser trains and most freights stop periodically for fuel and water, such is the case of the Reading Railroad freight train in the distance.

Installation of track pans required table-top level right-of-way. The New York Central's *20th Century Limited* on its nightly run from New York City to Chicago scooped water dozens of times, but only stopped for coal once for the entire trip. In the days before air-conditioned travel, it was wise for passengers to make sure the windows were closed at these locations, especially near the front of the train. Spray swirls from the scoop under the tender, and you can see the sky reflecting off the water in the pan at the front of the locomotive. Gary Ostlund Credits: Ralph E. Hallock photo as seen in *Classic Trains Magazine*, Spring 2006

Gary's Gallery Section 2



Western Montana is tough to beat for scenery, and great territory for railfans. Witness this eastbound Milwaukee freight near Tarkio. Even a large train can look rather insignificant against a rugged mountainous backdrop. A "little Joe," one of twenty built by General Electric for Joseph Stalin's Russia in 1948 leads three much newer GM built diesels.

The Joe packs 5,500 horsepower, each diesels add 3,000 more. The "motor" (electric engines are *motors* in RR lingo), was added for the climb through the Bitterroots, the Rockies and the Belt Mountain ranges. The diesels will run through to Chicago.

Little used former US Hiway 10 is seen below the train. The Clark Fork River begins near Butte and drains into Lake Pend Oreille (Ponderay) in Idaho. The river, continues through N.E. Washington as the Clark Fork or the Pend Oreille River (depending on which map you use), to the Columbia, just inside Canada at a town appropriately named "Boundary."

Out of the picture and across the river is Interstate 90 and the Burlington Northern Santa Fe rails of the former Northern Pacific. The NP and Milwaukee crews could see each other for many miles passing through Montana. In many places they were side-by-side, somewhat like double-track.

This scene captured by Robert F. Wilt in July 1973, graced the Milwaukee Railroad Historical Association calendar for June 1992. Thirteen months later the electrics dropped their pantographs for the last time. Seven years hence the railroad ceased to exist west of Minnesota. Gary Ostlund

FJR INTERPRETATIONS

Photography by Dr. Frederick J. Ripley

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'20 '20 VISIONS: 100 YEARS OF WEST VIRGINIA RAILROADING
April 30 - October 30, 2021, at the West Virginia Railroad Museum in Elkins



West Virginia Railroad Museum 2 Railroad Avenue Elkins, WV 26241 304-637-4810
OPEN 9:30 AM - 4:30 PM FRIDAYS, SATURDAYS, & SUNDAYS STARTING APRIL 30

The West Virginia Railroad Museum is pleased to present the work of nationally acclaimed railroad photographer Dr. Frederick J. Ripley as the centerpiece of their exhibit for the 2021 season. Entitled **'20 '20 VISIONS: 100 YEARS OF WEST VIRGINIA RAILROADING**, it features 27 of Ripley's dramatic images taken throughout West Virginia and the surrounding region, all enlarged to 20" x 30" and framed under glass, accompanied by detailed caption information. All of Ripley's photos are for sale, and all sales benefit the West Virginia Railroad Museum. The exhibit also includes a fascinating selection of older photos, maps from various eras, and detailed interpretive text panels. The museum is on the upper level of the historic Darden Mill building, a beautifully restored venue in this former railroad town. Staff and volunteers have worked tirelessly to create a safe environment, with frequent cleaning and sanitizing. Don't miss this exciting exhibit about railroading in the Mountain State!