

# THE PENNYRAIL

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

**June 2022 Meeting**  
**Innovation Station**  
**Monday, June 20**  
**7:00 PM**

**Program by**  
**Will Kling**  
**“Visit to The National**  
**Railway Museum**  
**Green Bay, WI”**  
**or**  
**Video of UP’s**  
**Chester Sub**  
**Refreshments**  
**by**  
**Rich Hane**

President-Keith Kittinger

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Vice President-Steve Miller

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Sec/Treas-Bill Farrell

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Chapter Rep-Will Kling

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Director at Large-Cooper Smith

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Editor-Bill Thomas

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Hey folks, take some time this coming month and tell me how you got interested in railroading and/or railroad history.



## Minutes from May 2022 Meeting

### Western Kentucky Chapter/NRHS

Minutes May 16, 2022

President Keith Kittinger was absent from the meeting due to illness. Secretary Bill Farrell called the meeting to order at 7:15 pm, May 16, 2022. There was a total of 10 members present for the meeting.

The minutes from the April 18, 2022 meeting were approved printed in the chapter bulletin. Motion to except the minutes by Ricky Bivins, seconded by Steve Miller.

The minutes were approved by the members present. The treasurers report was given by William Farrell, of 3,350.64. There were no new transaction in the chapter checking account. Motion to except the treasures report was made by Ricky Bivins and seconded by Don Clayton. The treasures report was approved by the members present.

#### Old Business;

Bill Farrell reported that the November Train Show in Evansville, would like our chapter to display a small O scale layout for the show. Bill said he is working on a 4X8 layout that we might use for the show.

The members present voted the hold the chapter pic Nic in Crofton, Kentucky on September 24<sup>th</sup> of this year.

Motion by Steve Miller and seconded by Ricky Bivins.

Bill Farrell reported that last year the chapter postponed a train excursion on the Tennessee Central due to the rise in COVID cases. He suggested the chapter look into a trip this fall. The members present all seemed to be in agreement to move forward with the possibility of taking an excursion this fall.

#### New Business;

There was no new business

With no further business at hand Bill Thomas made a motion to adjourn the meeting, seconded by Don Clayton. Motion passed by all the members present.

Business meeting was adjourned.

Respectfully; William Farrell 5/23/2022

# NEWS BRIEFS



May Meeting  
Minutes

Photo Gallery



Your NRHS



Photos from  
Ed Saley's  
Live  
Steam-Up

## Your NRHS



Did you know the NRHS Alco Historic Photos is the custodian of a collection of almost 300,000 photographic negatives and about 10,000 drawings and documents relating to the ACO and its successor ALCO Products? Take a few moments to browse around the NRHS website and you'll find some interesting things like this Amtrak RS3.

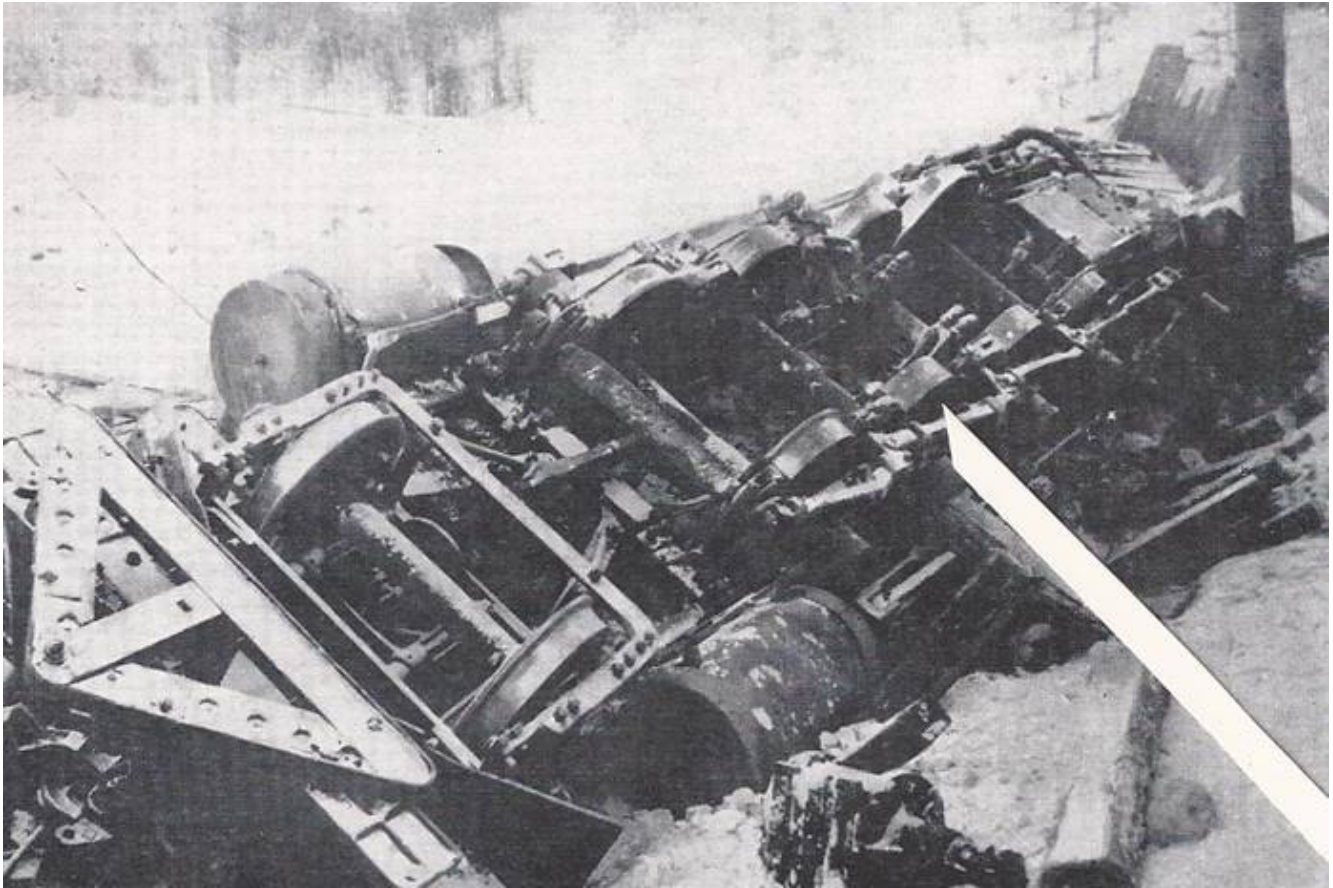
**THE MAY ISSUE OF THE NRHAS NEWS  
IS NOW AVAILABLE ONLINE...**

<https://nrhs.com/news/may-nrhs-news-now-available/>

**FIND MORE PICTURES AND INFO ON THE WEST  
KY CHAPTER FACEBOOK PAGE AND WEBSITE**

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

## Ostlund Oddities - Gary Ostlund



It took an *upset* like this to visualize and explain "Blind Drivers." In December 1927 the Chicago, Burlington & Quincy narrow gauge Engine #537 rolled off the rails into the snow in the Black Hills.

The pointer focuses on the middle two driving axles, both of which contain blind drivers, wheels without flanges. In the early days all drive wheels were mounted rigid to the frame. With four axles in a row, the flanges would not negotiate the tightest curves in the rail, causing derailments, not to mention adverse wear and tear. The flanged front and rear axles provide enough stability to keep the locomotive on the rails in normal operation. It's the weight on the drivers, not the flanges that provide the tractive force to move a train.

Advances in locomotive design included lateral motion devices on the drive wheels. #537 was retrieved, taken to Denver, rebuilt with some modern appliances, returned to duty, and performing better than ever.

Thinking back to my Lionel trainset of the 40s, the middle set of drivers also were blind.

# Photo Gallery



Left: The Black Hills Central Railway locomotive 108 heads through the countryside as it makes its first trip of the day in stormy, wet weather of the forest to Keystone, South Dakota on my birthday, May 30<sup>th</sup>, 2022! I for one can't recall a better way to spend the day then chasing a steam locomotive and they later in the day riding it with family!

Despite the wet and rainy weather, it was a great day, and I even got the drone up a few times! A big shout out to Cory Jakeway for all the help on finding my way around on the railroad and rail-fanning with me! Photo by Jim Pearson

Right: LORAM Railgrinder RG414 grinds through a curve as it makes its way south at Nortonville, Kentucky on the CSX Henderson Subdivision on May 23rd, 2022. According to LORAM's Website: Rail grinding is the cornerstone of virtually every railroad maintenance program. It maximizes the life and value of rail assets through precision removal of fatigued metal, restoration of the rail head profile and removal of rail defects which are the optimization goals of an effective rail grinding program. Jim Pearson



# Photo Gallery



On Saturday, June 11, the Madisonville community and some of our chapter members enjoyed the Life Steam-Up at the home of Kathy and Ed Saley, who recently purchased the old Metcalfe home on Princeton Road. Ed has constructed an elevated G gauge track system for running his and his father's live steamers. Ed also has live steam ships and stationary steam engines on display. He can be found tinkering with the equipment most afternoons after sundown during the summer.



## Regional Railroad News

Evansville Western Railway, Inc. (“EVWR”), seeks temporary overhead trackage rights over an approximately 11.7-mile line of railroad of Illinois Central Railroad Company (“CN”) between Sugar Camp, Illinois (Milepost 61.9), and Dial, Illinois (Milepost 73.6).

These temporary overhead trackage rights are necessary to permit EVWR to load Unit Coal Trains at Pond Creek Mine near Dial until the Sugar Camp Mine reopens following its closure due to a mine fire and the unrelated, but necessary relocation of long wall mining equipment.

The closure has removed millions of tons from the market, and these temporary trackage rights will permit EVWR to load Unit Coal Trains at Pond Creek Mine near Dial until the Sugar Camp Mine reopens. The temporary trackage rights will expire no later than July 15, 2022.

Get your pictures soon!

Submitted by Chris Dees

Listen to live feed of CSX and other roads on [broadcastify.com](https://broadcastify.com)  
Google “CSX scanner online Henderson subdivision” or your favorite location.  
I listen to the live feed from Morton’s Gap, KY  
-ed.



# Railroad Interchange

Free back issues of O Gauge Railroading, ranging from 1996-2002, and a Norfolk Southern Station list from May 1996.

Also looking for HO scale railroad junk parts such as barrels, diesel parts, tools, etc. for an engine house diorama scene.

Call, text, or email Bill Thomas, [billtrainthomas@gmail.com](mailto:billtrainthomas@gmail.com), 270-339-9482.

N scale Atlas Snap Track - enough for an oval with a couple of switches and short trestle set. Free to a good home. Contact Bill Thomas

