

# THE PENNYRAIL

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

## Next Meeting

Innovation Station

Monday, July 18

7:00 PM

**Program  
By Will Kling**

**Refreshments  
By  
Donny and Betty  
Knight**

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 June 2022 Meeting

President Keith Kittinger called the meeting to order at 7:02 pm, June 20, 2022. There was a total of 13 members and 2 guest present for the meeting.

The minutes from the May 16, 2022 meeting were approved as 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 transactions 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: In the absents of Jim Pearson the chapter photo contest results were postponed until next month.

Steve Miller reported on the chapter fall train excursion with the Tennessee Central Railroad Museum. Steve reported that after several attempts to contact the museum by telephone he gave up. Steve suggested that we all signup at the next meeting by computer. It was also suggested that our chapter compose an email to all members about the trip so they would have a chance to sign-up. Steve suggested that we block the seats at the next meeting. There were two dates in October the 8th and the 29th. The chapter decided on the Fall Foliage Excursion on the 29th. Motion to except the 29th was made by Ricky Bivins and seconded by James Kemp, motion passed.

New Business: Ricky Bivins reported that the new owner of the Madisonville True Value Hardware store in Madisonville has approached the chapter about setting up a display of trains for about three months. This would take place around Christmas. The display would be set up in the hardware store. James Kemp noted the last time the chapter set up the modular layout there were only a few members who worked on the project. Ricky Bivins made a motion to set up the Modular layout at the True Value Hardware Store. Motion was seconded by Keith Kittenger, motion passed.

With no further business at hand Ricky Bivins made a motion to adjourn the meeting, seconded by Will Kling. Motion passed by all the members present.

Business meeting was adjourned.

Respectfully; William Farrell, 7/3/2022

**NEWS BRIEFS**



**June Meeting Minutes**



**Your NRHS**



**Photo Contest**

# Your NRHS



## PCC Cars – Calling To Our Hearts in San Francisco

By ALEX MAYES, Potomac Chapter NRHS (Photos courtesy of Alex Mayes) More PCC cars inside ....



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



In 1956 when the fully dieselized Great Northern Railway turned off the juice on their electrified line over (actually under) the Cascade Mountains in Washington state, they thought their trouble with smoke and fumes was over. Wrong..! The 8-mile tunnel under Stevens Pass opened in 1929 had been utilized by electric powered trains from day-1.

With the introduction of diesel-power the tunnel had to be purged of diesel fumes after each eastbound train. The grade inside the tunnel eastbound is fairly steep, 1.57%. The long tunnels I know of are either ascending one direction or the other. Some ascend from both portals to a high point in the middle. All this is in the interest of drainage.

Fast-moving passenger trains can negotiate the tunnel successfully, but when slower freight locomotives tried it, operating problems became immediately apparent. Tremendous heat generated by the exhaust gases of slow moving east-bound raises air temperatures dramatically. The trailing unit of a multiple-unit train soon overheats and shuts down. Increased burden on the remaining diesels soon shut down the remaining units, like dominoes. Another problem not anticipated, the train advancing through the long tunnel creates a “piston” effect, pushing most of the air in the tunnel in front of it. This left little fresh air to cool the radiators

Soon a steel drop door was installed at the east portal, along with two 800 horsepower electric motors driving 6-foot fans. Now when a train enters the west entrance, the door



## Ostland Continued

automatically drops, and the fans engage creating a near hurricane blasting past the oncoming train. Problem solved...? Not quite

An interesting problem cropped up as a result of “supercharging” the bore with air. When the door opened to allow eastbound freights to move out of the tunnel a 100-mph gale dynamited out of the tunnel, and rocks and debris were thrown in all directions. To minimize this hazard the GN blacktopped the area around the tunnel entrance. Both portals are easily accessed for viewing from US 2, the Stevens Pass highway and Forest Service roads, without trespassing on railroad property.

Credits: East portal photo by Alex Mayes. Submitted by Gary Ostlund.



A dozen years or so back, on the quiet deck out back enjoying our coffee, and perusing the morning mail, Justine read out loud *Rick Bragg's* regular piece in *Southern Living Magazine*. Something clicked, it read as follows: "It was in the early 1960s, in a place called Spring Garden, Alabama, where I would lie in my bed in a big, ragged house and wonder if the whole world had stopped spinning outside my window. I would have asked my big brother, Sam, about it, but he would have just told me I was a chucklehead, and gone back to sleep. I have never slept much, I think I was afraid I would miss something passing in all that quite dark. Then, sometime around midnight, I would hear it. The whistle came first, a warning, followed by a distant roar, and then a bump, bump, bumping, as a hundred boxcars lurched across some distant crossing.

They were probably just hauling pig iron, but in my mind they were taking people to places I wanted to be. A braver boy would have run it down and flung himself aboard.

And then it was gone, without warning, and I would go to sleep, grudging, and dream about oceans, and elephants and trains."

That could have been me back in the Summers of mid to late 40s, way across the country out there in Tacoma. From my large upstairs open window, or sleeping on the ground in the back yard with friends, you could hear the trains switching. The clear air resonating the sound from over 4 miles away. Sometimes it sounded like the next block over. Or maybe it was a logging train hauling empties back to the woods near Mt Rainier, with that "malley" huffing and chuffing up that 3.5 percent grade. Oh those good ole days.

# Photo Contest Winners

1st Place winner of the West Kentucky Chapter of the NRHS May 2022 Photo Contest by Cooper Smith - An Amtrak Heritage Unit leads a westbound train through the semaphore signals at Bernal, NM on May 27th, 2022.



Thursday, May 9, 2022 finds the President of CSX on an Inspection Trip across the LH&StL Subdivision "Texas". Seen here on the East end of Owensboro at "Steelton", the P001-09 originated



## Regional Railroad News

### CSX COMPLETES ACQUISITION OF PAN AM RAILWAYS

06/01/2022

JACKSONVILLE, Fla., June 01, 2022 (GLOBE NEWSWIRE) -- CSX Corp. (NASDAQ: CSX) today announced it has completed the acquisition of Pan Am Railways, Inc. (Pan Am), expanding its reach into the rapidly growing Northeast region of the country.

“We are excited to welcome Pan Am’s experienced railroaders into the CSX family and look forward to the improvements we will make together to this important rail network in New England, bringing benefits to all users of rail transportation in the Northeast region,” said president and chief executive officer, James M. Foote. “This acquisition demonstrates CSX’s growth strategy through efficient and reliable freight service and will provide sustainable and competitive transportation solutions to New England and beyond.”

See more at [CSX.com](http://CSX.com)

Listen to live feed of CSX and other  
roads on [broadcastify.com](http://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

