

THE PENNYRAIL

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

Next Meeting

Innovation Station

Monday, September 19

7:00 PM

President-Keith Kittinger

Vice President-Steve Miller

Sec/Treas-Bill Farrell

Chapter Rep-Will Kling

Director at Large-Cooper Smith

Editor-Bill Thomas

**Program
And
Refreshments
By
Steve Miller**

Be sure to come
to the meeting
and vote in our
most recent
photo contest!



Minutes from August 2022 Meeting

President Keith Kittinger called the meeting to order at 7:00 pm, August 15, 2022. There was a total of 12 members present for the meeting.

The minutes from the July 18, 2022 meeting were approved as printed in the chapter bulletin. Motion to except the minutes by Steve Miller, seconded by Will Kling. The minutes were approved by the members present.

The treasurers report was given by William Farrell, of 3,357.80. There were two transactions during the month of July for a total of 12.14 income. Motion to except the treasures report was made by Bill Thomas and seconded by Jim Pearson. The treasures report was approved by the members present.

Old Business;

Ricky Bivins reported that due to the rain the modules could not be move in July. The new date to move the layout will be August 20th at 9:00 am.

Bill Farrell gave a report on rolling stock for the modular layout. It was decided by the members present to purchase some of Wally Watts motive power which is in Don Clayton’s basement. The money would go to Wally’s personal account.

The chapter picnic will be held on September 24th at Crofton City Hall. The time will be any time after 9:00 am. Bill Farrell will have a grill and hot dogs and hamburgers will be available for the members who attend the event. There will be a bucket for members to donate for the food they consume.

New Business;

The July photo contest was judged by the members present. First place went to Bill Farrell the second-place photo went to Ricky Bivins. Jim reminded the members that we will start another contest during the month of September with final entry October 7th.

Bill Farrell reported on the Lionel Christmas Raffle which would start just before Thanksgiving. Each member will receive four ticket to sell or purchase. The money from the raffle will go cover the chapters cost of liability insurance. Ricky Bivins motion to conduct the raffle this year, Jim Pearson seconded the motion. Motion passed by the members present.

Bill Farrell, reported on a review for the chapter dues. Presently the dues are five dollars per year. Treasurer, Bill Farrell reported that our treasury was in good shape and he didn’t see any reason to raise the dues.

NEWS BRIEFS



Bob Moffett is recovering from hip surgery



August Meeting Minutes



Photo Contest Update



Lots of Photos!

Photo Contest In Process

Deadline for submissions is September 30

Minutes Continued

Blair Terry made some kind of a motion to leave the dues at five dollars per member for 2023. Ricky Bivins seconded the motion. Motion passed by the members present.

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

8/17/2022

Photo Gallery



A Moment in Time - It's August 25, 1994, as Midwest Coal Handling prepares to depart P&L's Central City, Kentucky yard back to TVA's Paradise Steam Plant. The four locomotive consist included CF7 2508, GP7u 2005, CF7 2525, and another unidentified CF7. CF7 2525 was still wearing the paint of previous owner Nashville & Eastern. Today CF7 2508 survives in Enid, Oklahoma serving Consolidated Grain & Barge. Photo by Evan Werkema, Chris Dees collection.

Chris Dees On the Plains

Morning at South Amana - On the morning of September 7, 2022, eastbound Iowa Interstate manifest CBIC (Council Bluffs to Iowa City) departs the South Amana, Iowa yard behind class ES44AC number 500. Photo by Chris Dees



Silent Sentinel - The Chicago Great Western Railway found that Oelwein, Iowa's central location between Kansas City, Minneapolis, Omaha and Chicago made it ideal as a hub for its passenger and freight divisions. This seven-story yard tower oversaw operations. On the morning of September 9, 2022, it stands watch over the Hub City Heritage Corporation Railway Museum. Photo by Chris Dees

Plains Continued



Capped and Stacked - Cedar Rapids and Iowa City MP15DC number 130 sits in the Cedar Rapids, Iowa deadline on September 7, 2022. Photo by Chris Dees

Waiting in Waukesha - Wisconsin Southern train T003 (Janesville, WI to Horicon, WI manifest) patiently awaits at the Grand Avenue home signal in Waukesha, Wisconsin on August 14, 2022. Once the CN Waukesha Subdivision dispatcher gives the green light, T003 will proceed on CN trackage rights to Slinger, WI and get back on home rails for the run to Horicon. Photo by Chris Dees.



Regional Railroad News



This multi-trip, three-day event will operate Friday, January 20th, Saturday the 21st, and Sunday the 22nd.

Trips will feature day-long train rides, multiple photo opportunities, and onboard appetizer and non-alcoholic drink service each day. One day will be behind steam locomotive Sugar Express No. 148 and the other two behind South Central Florida Express

diesel locomotives. Three-day packages will be available for \$400. Ticket sales begin October 5th.

**For more information go to
<https://sugarexpress.com/rare-mileage-excursion/>**

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

Ostland Oddities

Rail safety has always been a high priority. Technology has provided the industry with a wide variety of devices to keep us safe, and the railroads from being sued. Even so, railroading is still a dangerous profession, and grade crossings still claim many victims.

Ditch lights, those twin headlights about five feet apart at eye level on the front of locomotives create a triangle of bright light on an approaching train. When the engineer blows the whistle, the ditch lights flash alternately as an added alert for the wary automobile or pedestrian.

It's been widely reported that ditch lights were the creation of the Canadian railroads in their western mountains. These lights could peek around tight corners spotting fallen rock or other problems. Soon other railroads went along and by the mid-90s most railroad locomotives in the Americas had them. The Federal Railway Administration has since mandated them.

But, wait a second. Look at the second picture below. Seems the Russkies beat us to the punch just like Sputnik in 1957. The Russian steamer appeared in the August 1958 TRAINS Magazine. Photo Credits: B&LE 905 - Michael S. Murray, Russian Steamer #251 - J. N. Westwood



Trains Go to War



Source for above text & pix is Kalmbach's Classic Trains special "Trains go to War."

My guess is they used the shipping crate. Modifying it slightly to resemble a boxcar, and directed the exhaust downward to be disbursed among the desert sand. (Yankee Ingenuity at its best), Gary O. Ostlund

overlooked the importance of railroads in transporting men, machines, and supplies across vast continental stretches.

Helping the British in Egypt

The story properly begins in Egypt, in 1942. Field Marshal Rommel's forces were nearing Suez, and the British were badly in need of help. The railway problem was simple, but deadly. **Plumes of smoke from Egyptian steam locomotives hauling supplies to British armies drew the Luftwaffe's bullets as inevitably as sugar draws flies.**

The British appealed to the United States, and our answer was diesel-electrics, which we supplied. We also sent over the 760th Diesel

Shop Battalion to keep them running. **The British put the diesels in the middle of the trains, and the ruse worked. The Luftwaffe kept putting bullets through the front box-cars, because that was where a locomotive ought to be, and the trains kept running.**

North Africa was the first big test of the military railroaders. Along with the troops they had to supply, it was the first time they came to grips with the Germans. And as the world now knows, they passed this test with flying colors. From the moment of landing, until the Germans were pushed out of Africa, the job was enormous — supplying the British Eighth Army and the American Second Army Corps over the fluid battlefronts, with



Railroad Interchange

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, 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

