

THE PENNYRAIL

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

January 2022

Meeting

Innovation Station

Monday,

January 17

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

**Photo
Contest
January
5-30**



Minutes from November

President Keith Kittinger called the meeting to order at 7:00 pm, November 15, 2021. There was a total of 13 members present for the meeting.

The minutes from the October 18, 2021 meeting were approved as printed in the club bulletin. Motion to except the minutes by James Kemp, seconded by Steve Miller. The minutes were approved by the members present.

The treasurers report was given by William Farrell, of 2,506.27. There was one transaction in November to Jim Pearson of 127.96. Motion to except the treasures report was made by Will Kling and seconded by Bill Thomas. The treasures report was approved by the members present.

Old Business:

Ricky Bivins made a motion that we except the nominee from the October 18th meeting for our 2022 officers. Bill Thomas seconded the motion, motion passed by the members present. The 2022 officers are Keith Kittinger, President, Bill Farrell, Sec/Treas., Cooper Smith, Officer at Large, Steve Miller, Vice President, and Will Kling, NRHS Rep.

Bill Thomas reported on the club Christmas Party this year. Due to a conflict with Madisonville Christmas Parade the chapter Christmas Party will be moved up to; meet at 11:00 am and eat at 12:00 pm., on December 4th.

Raffle ticket were distributed to all the members present with the remaining raffle tickets to be mailed to members. Bill Farrell reported that all members would receive 4 tickets for sale or purchase. The raffle will take place on December 23, 2021 at 4:00 pm in the Parkway Plaza Mall. Any member who for personal reasons does not want to sell raffle ticket can make a 20.00 donation to the chapter to offset the cost of the liability insurance.

Bill Farrell reported that chapter dues will remain the same this year at a rate of 5.00 per member. The membership will be invoiced for their dues on the first week of January 2022.

New Business:

Bill Farrell reported that the cost of the chapter's liability insurance has remained the same as last year of 307.96. Bill reported that Kentucky Farm Bureau has added some extra benefits to the policy for 2022. James Kemp made a motion to pay the invoice for the insurance, Jim Pearson seconded the motion. Motion passed by the members present.

Jim Pearson had the 2022 edition of the chapter calendar with him. The calendars are for sale at a rate of 15.00 each. Jim reminded the members that only 10 calendars have been printed for this year and they are for sale on a first come first served bases.

With no further business, Will Kling motioned to adjourn the business meeting, seconded by Ricky Bivins, motion passed. Business meeting was adjourned. Respectfully; William Farrell 11/16/2021

NEWS BRIEFS



Photo
Contest
January 5-30
2022



Christmas
Raffle Winner
Announced



NRHS
National
Convention
May 15-20

[https://nrhs.com/
convention](https://nrhs.com/convention)

Christmas Raffle Winner

Dear members, we had the drawing for the Lionel Ready to Run train set at 4:03 pm today. The winner was ticket number 195, Mr. Chris Whittaker of West Louisville, Kentucky. Chris said he would take the train set.

Bill Farrell



November-December 2021 Finance Report

11/1/21	Beginning Balance					2,633.41
11/11/21	Check # 1256, Jim Pearson reimburstment	127.14				2,506.27
11/15/21	Check # 1257, Sprint Print, Raf Tickets	34.51				2,471.76
11/16/21	Check # 1258, Ky Farm Bureau, Insurance	307.96				2,163.80
11/17/21	Check # 1259, Bill Farrell, reimb, Lionel train set	174				1,989.80
12/1/21	Beginning Balance					1,989.80
12/6/21	Check # 1260 US Postal Service	134				1,855.80
12/30/21	Lionel Raffle			1,005.00		2,860.80
12/30/21	Calendar Sales			60		2,920.80
12/31/21	Calendar Sales, 2 plus shipping			40		2,960.80
12/31/21	Calendar Sales			29		2,989.80
1/1/22	Beginning Balance					2,989.80
1/5/21	Donation, Whittaker's Guns			100		3,089.80

PHOTO CONTEST

Just as a reminder that our first Chapter Photo Contest for 2021 will run from 5-31 January 2022!

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

Get out trackside and shoot some pictures!!!

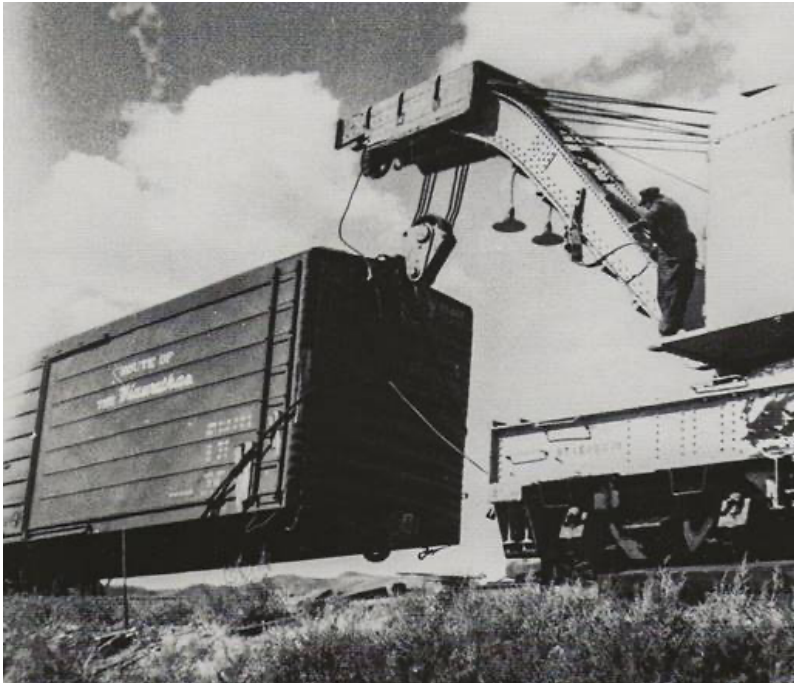
Jim Pearson, Photo contest chair



Border Crossing

A northbound Union Pacific intermodal train awaits inspection to be completed at the U.S.-Mexico crossing between Nuevo Laredo, Mexico and Laredo, Texas at 4:15 pm on December 10, 2021. Historically this was the border crossing and interchange between NdeM and Texas-Mexican Railway. Photo taken from Nuevo Laredo side of the border by Chris Dees.

PHOTO GALLERY+SOME



Avoiding sparks and popping circuit breakers is what this all about. The crane is part of a Milwaukee Road wreck-train, hard at work in north central Montana. The crane came to the rescue from Harlowton, located at the eastern end of their 440-mile electrified operation through the Belt, Rocky and Bitterroot Mountain ranges.

So, what is that “boxy” contraption at the end of the boom..? That wooden assembly extends a bit beyond the end of the crane boom, so if the boom should brush against the Milwaukee’s 3,000-volt overhead

catenary, there will be no sparks. The location of this incident was not electrified, but this crane is called to perform throughout the Rocky Mountain Division, electrified or not. “Safety First” meant you must be prepared. Other cranes in the electrified areas had a similar arrangement.

Wrecks occurring on the electrified lines sometimes wiped-out power poles and wiring. When they did it provided some precarious situations. A major derailment near Superior, Montana destroyed an otherwise undamaged full-length Superdome car because a downed hot wire made contact with spilled diesel fuel. Many times, the circuit breakers would automatically cut the power from the sub-stations. Those operators knew immediately of any mishaps and would cut the power if there was potential for forest or range fires.

The Northern Pacific Railway, that had no electrified lines, placed a similar wooden device on their Missoula based wrecker crane. Why would they do that, you ask? Because the NP and Milwaukee lines ran side-by-side, almost like double track, for many miles in Montana. So, if the NP had to call out it’s crane to do any kind of work on its line, it had protection as if those wires were their own.

Credits: story from *The Milwaukee Railroader* magazine 4th Quarter2020. Photo by Max Makich, age-13 with his Brownie camera

(Note: With all that glass overhead, those full-length Superdome cars had a diesel-powered 16-ton air-conditioning unit.)

Submitted by Gary Ostlund

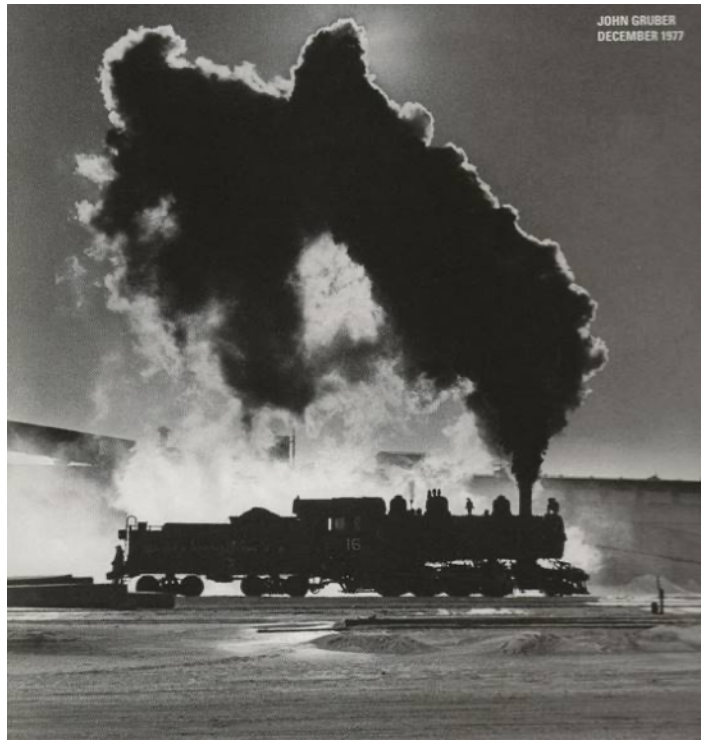


What luck..! One day late, I found this picture of the Northern Pacific Railway wrecker crane assigned to Missoula, Montana. As mentioned in this week's piece, it too, had a wooden barrier mounted atop its boom. The crane on the left, #47 is the Missoula crane and the other is from Livingston. There are no menacing overhead hot wires anywhere near Livingston, but that operator still must be vigilant in this territory.

Merry Christmas and Happy New Year

Cloquet, Minn., 2-8-0 No.
16 on log hauler Duluth &
Northeastern - 1962

**Gary & Justine
Ostlund**

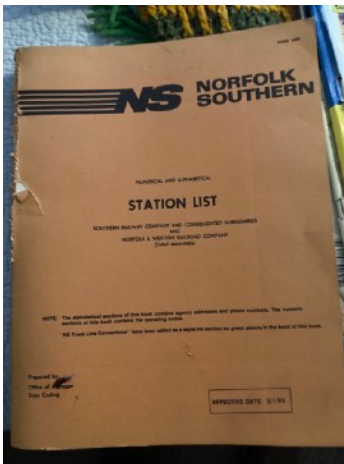


Credits: Photo by the late Wade Stevenson. Stevenson was a long-time employee in the Milwaukee's roundhouse in Othello, Washington. A prolific photographer, he travelled far and wide capturing rail history throughout the west. He didn't drive or own a car, rather, traveled by railroad employee pass or public transportation. I met him at a Milwaukee railfan meet in Kent, Washington and we discussed getting together and motor-homing in eastern Washington. He passed away before we had that opportunity.



Railroad Interchange

Free back issues of O Gauge Railroading, ranging from 1996-2002, and a Norfolk Southern Station list from May 1996. Call, text, or email Bill Thomas, billtraintomas@gmail.com, 270-339-9482.



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