

# ***THE PENNYRAIL***

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

**February 2022**

**Meeting**

**Innovation Station**

**Monday,**

**February 21**

**7:00 PM**

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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**Photo  
Contest  
Winners Will  
Be Selected  
This Monday**



## Minutes from January 2022 Meeting

President Keith Kittinger called the meeting to order at 7:02 pm, January 17, 2022. There was a total of 8 members present for the meeting. The minutes from the November 15, 2021 meeting were approved as printed in the club bulletin. Motion to except the minutes by Bill Thomas, seconded by James Kemp. The minutes were approved by the members present. The treasurers report was given by William Farrell, of 3,089.80. Motion to except the treasurers report was made by Steve Miller and seconded by Will Kling. The treasurers report was approved by the members present.

Old Business; Bill Thomas gave a report on the Chapter Christmas Party in December. He reported there was plenty of good food and fun for all. Bill Thomas and his wife have volunteered to host the Christmas Party in December of 2022. The date for that event will be December 3, 2022. Bill Farrell reported on the Lionel Ready to Run Raffle. He said all but 7 tickets were sold this year. The raffle brought in 1,005.00. Bill reported the winner was Chris Whittaker who took the set of trains. One-week later Mr. Whittaker mailed the chapter a check for 100.00 as a donation. Bill Farrell reported that chapter dues statements have been mailed out with about half the membership paying up to date.

New Business; Steve Miller questioned the fact that we were printing the treasurers report in the PennyRail. Steve pointed out that in years past we didn't make this information public to outside groups. Bill Thomas motioned to not print the treasurers report in the PennyRail, seconded by Steve Miller. Motion passed by the members present. In the absents of Jim Pearson there was no Photo Contest report. Bill Farrell reported that we were presently in a photo contest that would run until the end of January, with a submission date of February 7<sup>th</sup>. Under new business Bill Farrell suggested the chapter look at a "Tour of Layouts". The tour would start in Madisonville and end in Clarksville, TN. Members would car pool to each stop along the tour. Bill will move forward with this project for the month of April. It was reported that Hancock Bank had been sold and is now First Financial. The transition was smooth for the chapters checking account.

With no further business, Bill Thomas motioned to adjourn the business meeting, seconded by Will Kling, motion passed. Business meeting was adjourned.

Respectfully; William Farrell, 1/18/2022

# 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)

# Monday's Agenda

## Agenda February 21, 2022

Call meeting to Order	Keith Kittinger
Welcome Members & Guest	Keith Kittinger
Minutes from January 17 <sup>th</sup> , meeting	Bill Farrell
Treasures Report	Bill Farrell
Call for Old Business	
Chapter Photo Contest	Jim Pearson
Sign Up Sheet	Keith Kittinger
Chapter Dues	Bill Farrell
Call for any other Old Business	
Call for New Business	
Spring and Summer Railfanning	Keith Kittinger
Call for any other New Business	
NRHS Representative Report	Will Kling
Chapter Historian	Ricky Bivins
Adjourn Business Meeting	Keith Kittinger
Show-N-Tell	
February Refreshments by	Bill Farrell
February Program by	Bill Farrell
Next Meeting March 21 <sup>st</sup>	
March Refreshments	
March Program	
Adjourn	

**Reminder that the chapter voted to omit the printing of the finance report in the January 2022 meeting. That report is available to the membership upon request or may be heard at each monthly meeting. -ed.**

## PHOTO CONTEST

We will be selecting the winners of the latest photo contest at the February meeting, this Monday, February 21, 7pm.

## PHOTO GALLERY



It's noisy, bumpy, hot, smells and not a lot of room, but also exciting, fun and awe inspiring to experience a living, breathing steam locomotive from its cab!! Enjoy this still shot of Nevada Northern Railway fireman, Mike Hughes as he tends to the fire on locomotive #81, while Will Ebbert stands on the gangway in the background, keeping an eye on the track ahead, as they head toward Hi Line Junction, outside Ely, Nevada on February 13th, 2022.

Nevada Northern No. 81 is a "Consolidation" type (2-8-0) steam locomotive that was built for the Nevada Northern in 1917 by the Baldwin Locomotive Works in Philadelphia, PA, at a cost of \$23,700. It was built for Mixed service to haul both freight and passenger trains on the Nevada Northern railway. Photo by Jim Pearson.

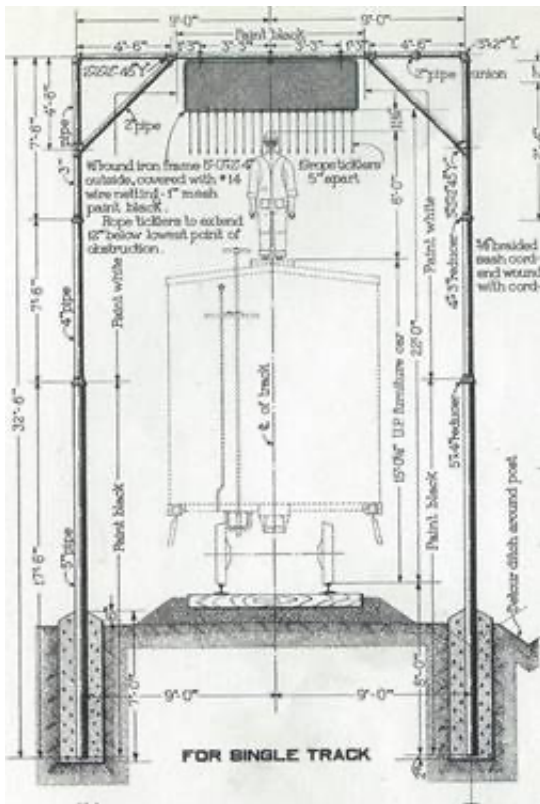
# Editor's Note

As of February 22, 2022, Angela and I will be calling 110 West Lake Street, Madisonville, home. We've loved being at 1025 Lakewood Dr. for almost 20 years. We've always admired several antique homes in the downtown area and one of those popped up on the market in December. We hesitantly proceeded and fell in love with this 140-year old classic adjacent to CSX's (former L&N) main line on the Henderson Subdivision - but that had NOTHING to do with it! Some years ago the attic was renovated into a large room with kitchenette, bathroom, bedroom, and storage - perfect for a model train location! And, the back deck offers a fairly good look at passing trains. I'm looking forward to hosting my first train night in the near future! Bill



Right - This photo shows the back of the house to the left.





**Bridge & tunnel warning system**



**Brakeman awaiting a whistle command**

Telltales, are another piece of railroad infrastructure no longer seen along the right-of-way. In the days before air-brakes, hand brakes on each car stopped the train. On a whistle command from the engine, brakemen would scamper from the head end and the caboose, going car-to-car winding down the brakes. Imagine running and jumping aboard a moving train in a wind driven rain or snow storm.

It wasn't unusual for a train to reach its destination with fewer brakemen than the beginning of the trip. With men on top of a moving train, an immediate problem was warning them of tunnels or other overhead obstructions. Telltales like those diagrammed provided a degree of safety and warning, in that the closely spaced knotted ropes would slap them in the face, sometimes taking a hat along with it. A narrow wooden walkway ran the length of the car. In those early days most cars were box cars and flat cars. After the 1869 invention of air-brakes by George Westinghouse, crewmen no longer needed to expose themselves to such danger while underway.

The walkways and ladders accessing them were retained, however, as it provided a platform for brakemen and switchmen to pass signals to the engineer in switching moves. With the advent of steel boxcars and covered hopper cars, the walkway was a non-skid grid, and over time hand-held radios became the norm.

As trains got longer, faster, and had an expanding variety of rolling stock, moving from car to car was no longer practical or necessary, and rooftop walkways and ladders have disappeared. Tank cars, tri-level automobile transporters and piggy-back equipment, not to mention OSHA helped change the game. Rolling stock now must be completely stopped while personnel board or offload.

Submitted by Gary Ostlund.

Credits: Schematic – Union Pacific RR

Artwork – artist unknown, book: Age of Steam by Lucius Beebe & Charles Clegg



# 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.

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