

# THE PENNYRAIL

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

Next Meeting

Innovation Station

Monday, March 20, 7:00 PM

**Program**

**By**

**Bob Minton**

Chief Engineer for KRM's  
Restoration of 152

**Refreshments**

**Served**

President-Keith Kittinger

Vice President-Steve Miller

Sec/Treas-Bill Farrell

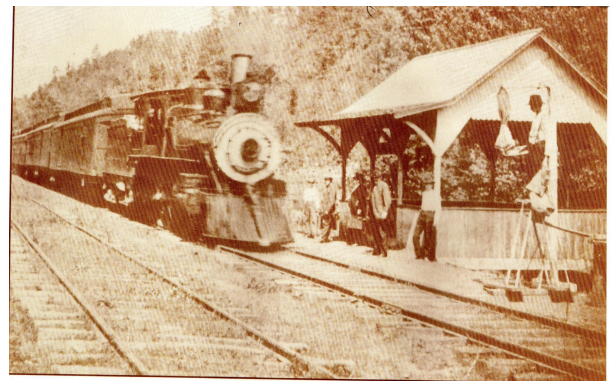
Chapter Rep-Will Kling

Director at Large-Cooper Smith

Editor-Bill Thomas

**1909 Photo of the  
White Path L&N Station  
Between Blueridge and  
Ellijay, GA**

**Larger image**



WHITE PATH WHISTLE STOP ON THE L&N RAILROAD, 1909

The station at White Path served patrons of the White Path Hotel, a popular summer resort from the years after the Civil War until it was destroyed by fire in 1925. This photograph of the station was made in 1909. Note the hook from which the mail bag was suspended and picked up on the fly if no passengers were to be boarded.



# February 2023 Minutes

President Keith Kittinger called the meeting to order at 7:08 pm, February 20, 2023. There was a total of 14 members present for the meeting. We also had 2 guests Alicia Terry and Nolan Black.

The minutes from the January 16, 2023 meeting were approved as printed in the PennyRail. 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 our beloved treasurer William Farrell, of 3,443.63. There were 3 deposit for 220.00.

Motion to except the treasures report was made by Steve Miller and seconded by Jim Pearson. The treasures report was approved by the members present.

Old Business: Jim Pearson reported that the chapter calendar sales were over and that all the calendars have been sold.

President Kittinger reported on the modular lay out rolling stock. He said that the chapter was looking for rolling stock that local people could relate to such as L&N or CSX. The present stock will be returned to Don Clayton.

Bill Farrell reported that KRM will be sending Rob Minton the chief engineer in charge of the restoration of the 152 to our March 20th meeting. Mr. Minton will be giving a presentation on the progress of the 152 restoration. Bill, said Mr. Minton will be doing 30 to 40-minute presentation with questions and answers to follow.

New Business: Bill Farrell made a motion to have the 2023 Christmas party at Bill Thomas’s house. Motion died for the lack of a second. Jim Pearson announced that due to a malfunction of his thumb drive he would have to do the judging of the January photo contest.

With no further business at hand Steve Miller 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  
2/26/2023

## NEWS BRIEFS



### The Story Of Boomer Jack



### February Meeting Minutes



### Photo Contest Winners



### RR Interchange



# January 2023 Photo Contest Winners

First Place January 2023 West KY NRHS Photo Contest - RJ Corman locomotive 3803 eastbound, pulling a local freight between Russellville and Auburn, Kentucky. - Photo by William Farrell



Second Place January 2023 West KY NRHS Photo Contest -Norfolk Southern Intermodal #218 has taken the siding at Buechel, KY to wait for a Kentucky Utilities Coal Train #76J to charge the hill towards Danville, KY. NS #218 has no work this day and will be at the home terminal in Louisville in short order. Buechel, KY on January 27, 2023. - Photo by Bill Grady





# Ostlund Oddity

Submitted by Gary Ostlund

## THE STORY OF BOOMER JACK

**B**oomer Jack was an independent black bob-tailed dog of uncertain ancestry and no fixed address who appeared in the 1910s, adopting the Northwestern Pacific railroad as his home line. He rode the rails between Trinidad and San Francisco Bay, and at one point rode cross-country and back. Over the span of 14 years, he was seen everywhere from Blue Lake to Marin. He rode the Eureka streetcars and he mooched for food on the streets of Arcata. In fact, it was said that he knew the routes of the streetcars in Eureka, and could locate particular railroad men's houses despite the fact they were far from the train station.

What set Boomer Jack apart was his sense of independence and freedom, characteristics that the men of the Northwestern Pacific who fed and cared for him admired. Jack, unlike other railroad dogs of legend, belonged to no one man. He would ride the rails to a particular town, stay for a day or two and be on his way, never overstaying his welcome. He would even, on occasion, ride passenger trains. He ranged far and wide, even staying in a San Francisco hotel after being smuggled in by one of his railroad buddies. Eventually he was discovered and kicked out, but returned to the establishment later to lift his leg and leave his mark.

At one point Jack vanished, his whereabouts unknown. Some thought he had disappeared forever. Then the Northwestern Pacific home office received a telegram from some trainmen

located in South Carolina, asking about a dog with a NWP badge on his collar. Boomer Jack had somehow made a cross-country train journey. Relieved that their mascot was still among the living, they wired instructions for his safe return to the West Coast. He was watched over by trainmen along the way, and was returned safely back to his home line.



*Is this Boomer Jack? We'll never know, as the caption on the back of the original photo from a series of NWP pictures just says "Dog who rode trains for 12 years."*

His tenacious instinct for travel continued even after he suffered a severe leg injury from a train fall. His accident elicited sympathy from up and down the line, and a fund was established to pay his medical bills. So much was raised that a bank account was opened up in his name in Eureka.

His lame leg slowed him quite a bit, and as he aged he often needed help getting up into a cab. In 1926 in front of the Willits station, Jack was found lying peacefully on the ground by Bob Brown and his fellow workers. A small redwood coffin was fashioned, and he was buried in the switchyard.

Boomer Jack was gone.

**The Northwestern Pacific Railroad Historical Society presents interesting programs on railroad subjects on the third Wednesdays of January, April, July and October at San Rafael's Whistlestop and on the fourth Mondays of those same months at Santa Rosa's Monroe Hall. Don't miss them!**





*WHITE PATH WHISTLE STOP ON THE L&N RAILROAD, 1909*

*The station at White Path served patrons of the White Path Hotel, a popular summer resort from the years after the Civil War until it was destroyed by fire in 1925. This photograph of the station was made in 1909. Note the hook from which the mail bag was suspended and picked up on the fly if no passengers were to be boarded. O.S.*

One of the great things about the internet. Pictures and stories are at our fingertips. We just have to be careful to check the sources. Living in Ellijay, GA, in the late 60s into the early 80s was a treat. L&N's Hook & Eye line served our small town bringing fuel oil, propane, coal, sand, surplus cheese, and other oddities on the team track. They took finished lumber, wood chips, and pulpwood. Needless to say, the 80s saw a huge decline in rail traffic as trucks became the norm and big guys (Seaboard System/Family Lines/CSX didn't want to deal with branch lines. I got see miles of old hoppers shoved into the hills for storage thinking the end was near. Then steps in the Georgia Northeastern RR, and the rest is history. Still not much goes on between Ellijay and Blueridge, but, the Blue Ridge Scenic RR prospers and freight service is robust on the southern end between Tate and Marietta. Send me your hometown stories for publishing!

Bill Thomas, editor



# Railroad Interchange

I'll be removing sod for my garden spot in the next couple of weeks. If anyone wants the sod for patching bare spots or other uses, please let me know and I'll try to keep it moist for a few days for you. I guess this is RR related. The land borders CSX.

Bill - 270-339-9482

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.