

THE PENNYRAIL

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

Next Meeting

Innovation Station

Monday, April 17, 7:00 PM

**Program
And
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

We need something for the newsletter each month. Please consider something as simple as some railroad memories you have from childhood. Don't worry about grammar and punctuation. That's my job.

Bill Thomas, editor



March 2023 Minutes

President Keith Kittinger called the meeting to order at 7:01 pm, March 20, 2023. There was a total of 16 members present for the meeting. We also had 4 guests present for the meeting.

The minutes from the February 20, 2023 meeting were approved as printed in the PennyRail. Motion to except the minutes by Ricky Bivins, seconded by Will Kling. The minutes were approved by the members present.

The treasurers report was given by our beloved treasurer William Farrell, of 3,493.63. Motion to except the treasures report was made by Steve Miller and seconded by Will Kling. The treasures report was approved by the members present.

Old Business;

Due to a malfunction of the electronic Jim Pearson was unable to show the winners of the January photo contest. Jim reported that Bill Farrell was the January winner with Bill Grady finishing as runner up.

President Kittinger reported there were no new updates on the rolling stock for the modular layout.

Bill Farrell reported that only a few members have failed to pay their dues for 2023. He said he would reinvoice those members in March.

New Business;

Ricky Bivins asked the membership present to allow the chapter to move the May meeting from Monday to Tuesday evening. Ricky has the program for the month of May but the speaker cannot meet on Monday. Bill Farrell made a motion to move the May meeting to Tuesday the 16th, motion was seconded by Will Kling. Ricky's request was approved by the members present. The chapter meeting for the month of May will be on Tuesday, May 16, 2023.

Jim Pearson announced that our March photo contest was underway and to get your camera get out and take some pictures of beautiful trains. The March photo contest will be judged in at the April meeting.

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
3/30/2023

NEWS BRIEFS



**Sanborn
Fire
Insurance
Maps of
Madisonville**



**March
Meeting
Minutes**



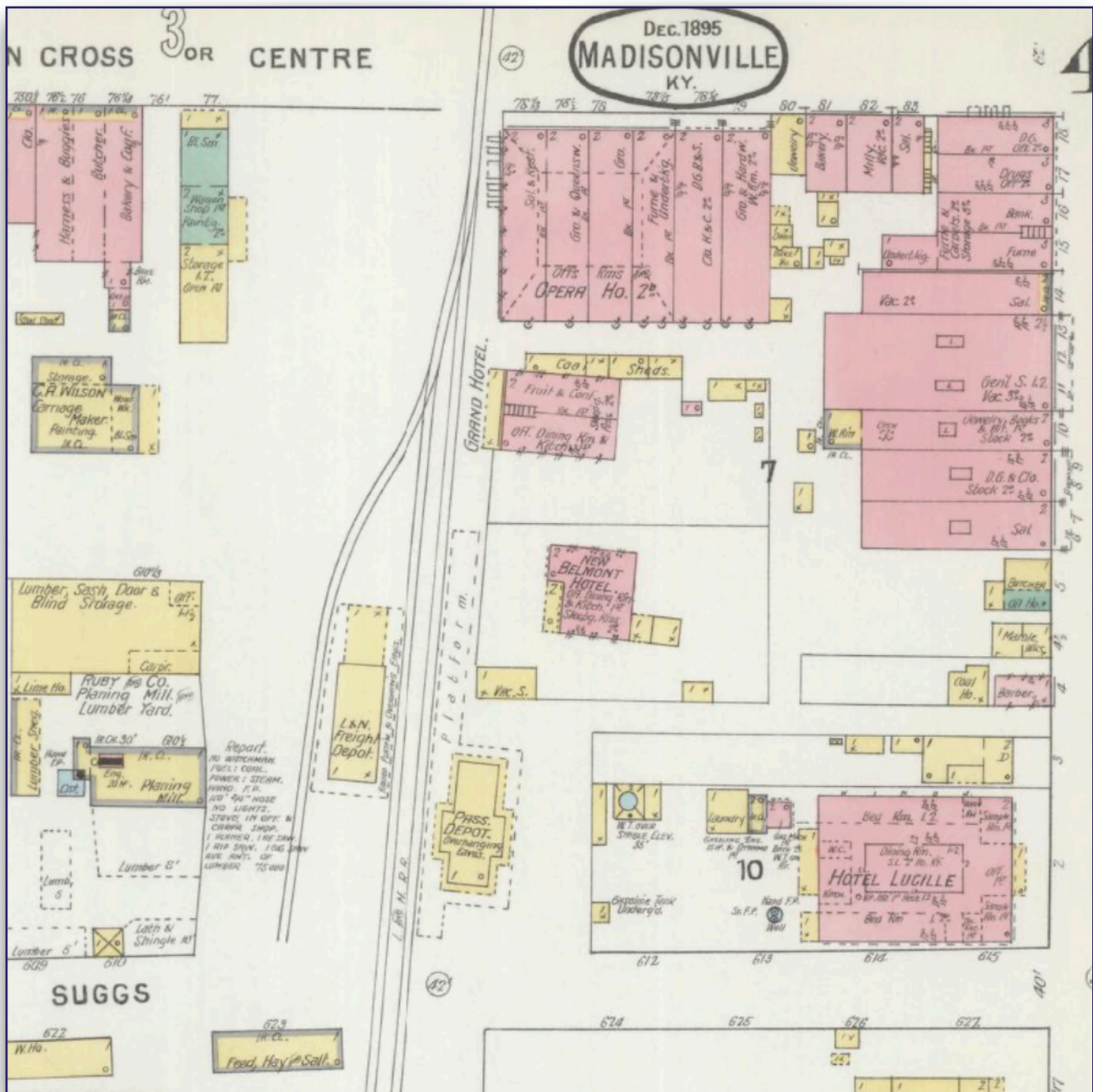
**Photo
Contest
Voting Next
Meeting**



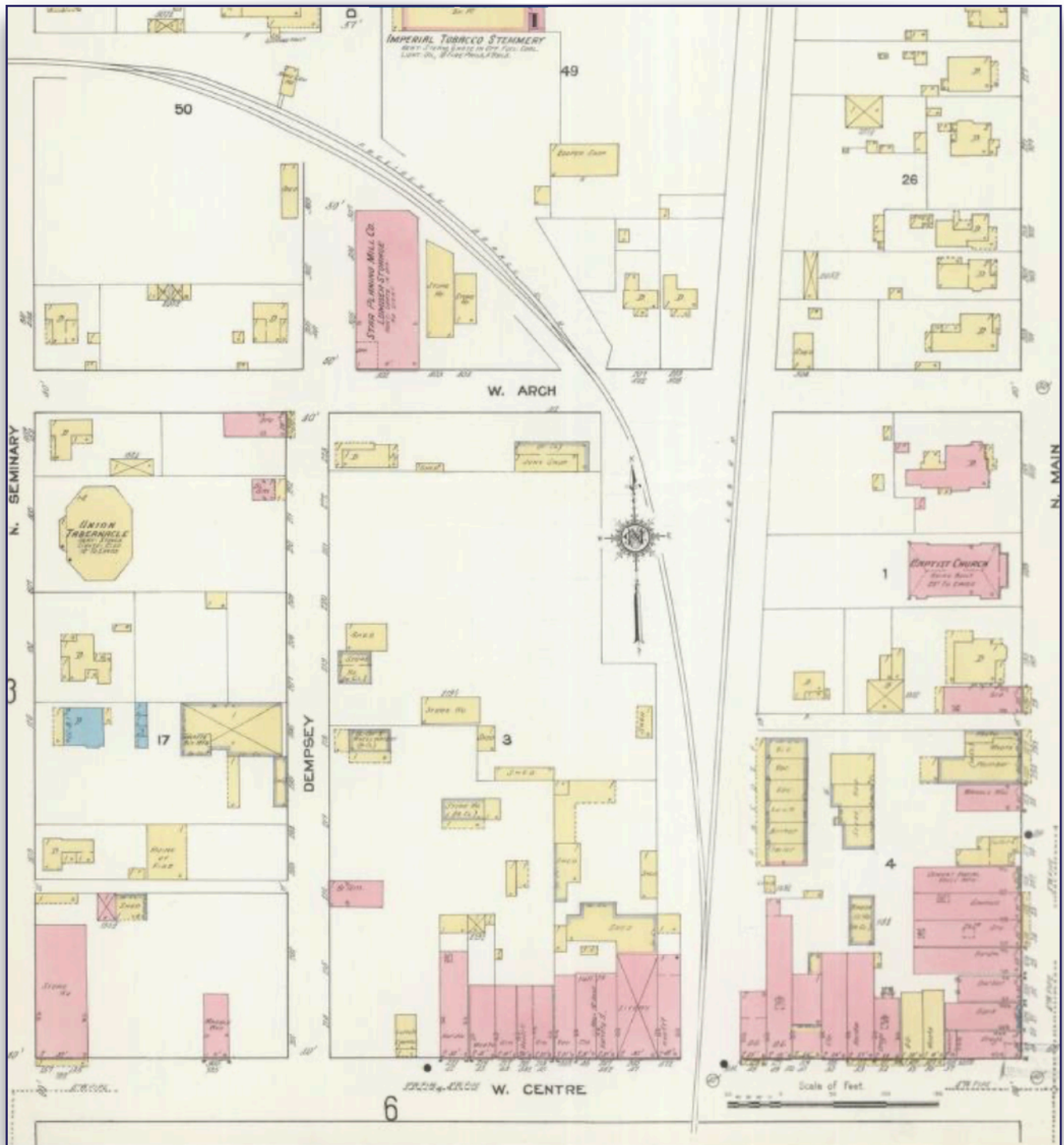
Sanborn Fire Insurance Photos Madisonville, KY

Bill Thomas - editor

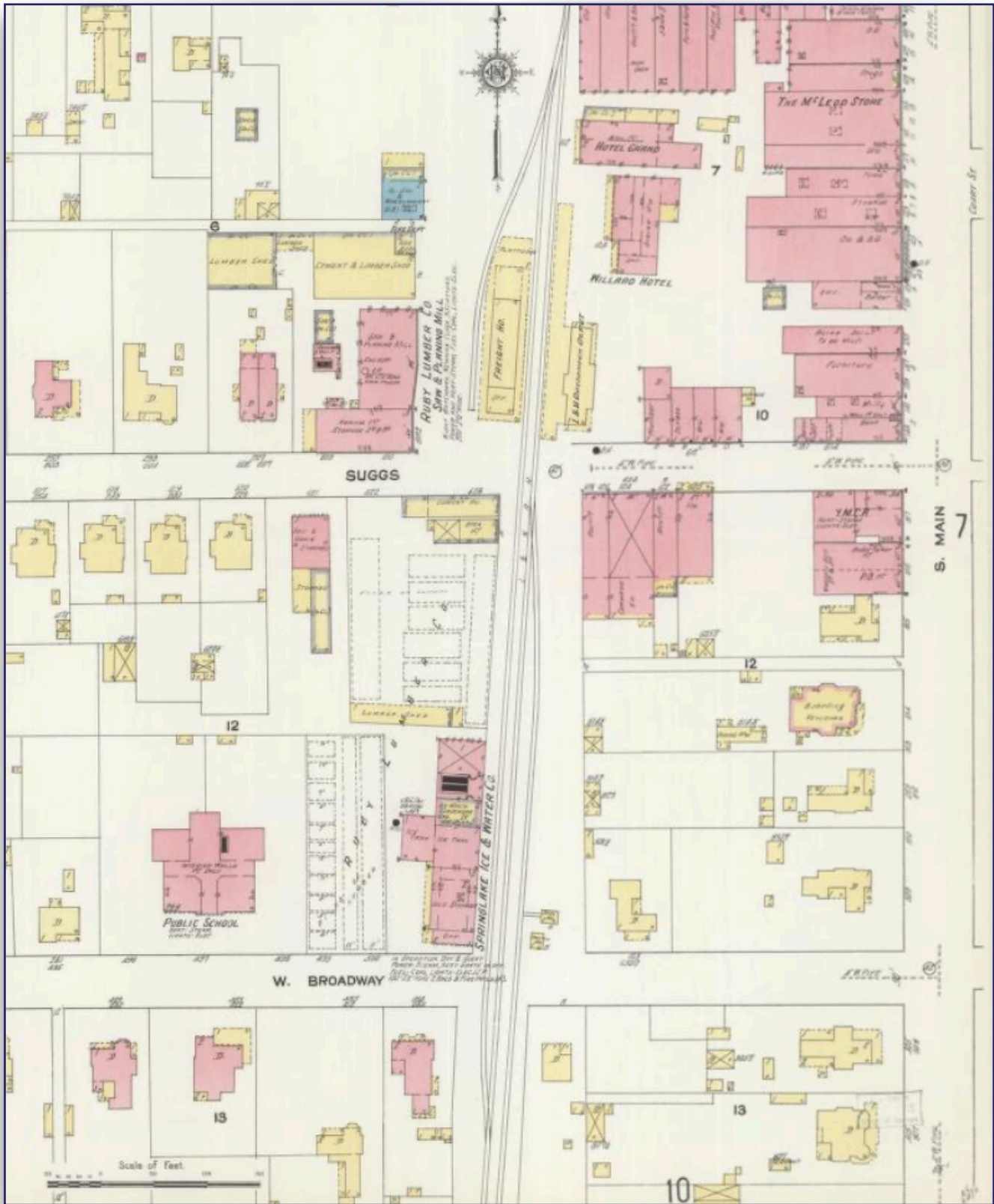
Since no photos were submitted this month, I pulled up a couple of Sanborn Fire Insurance maps of Madisonville, this one from 1895. Notice the location of the former L&N passenger station and freight station. The freight station occupies what is now the parking lot/Railroad St. area between Center and Sugg streets. The passenger station was on the east side of the tracks where the bank ATM machine currently stands, just west of Big City Coffee Shop on Sugg St.



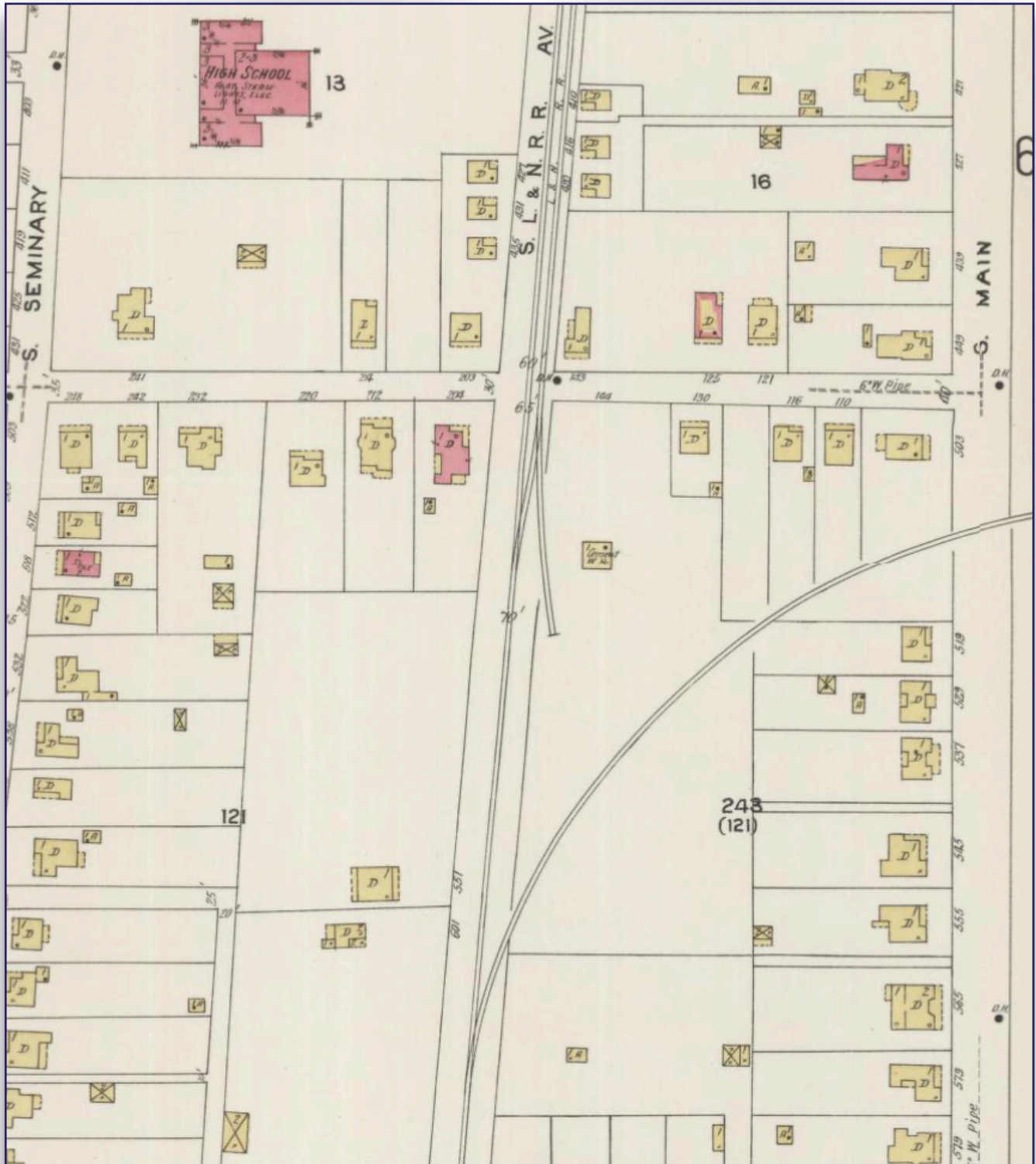
This 1912 map shows the location where the Morganfield Branch (shown here as the Providence Branch) left the main just south of the location of the current L&N passenger station. This location predates the later re-routing of the branch from Atkinson yard going west across the main, across Hwy 41, and along Hwy 41A. The route resumes its original course near the traffic islands between 41A and Rose Creek Road. It wasn't long ago that the rails from the branch were removed from the parking lot behind the current passenger station.



A 1923 map shows the old ice and water plant next to the current West Broadway Elementary School. Wow, 3 tracks across West Broadway!



Another 1923 drawing of the area around my home at 110 West Lake Street. The address was later updated from the 204 West Lake address shown here. Appears there was a cement plant with a spur near the location of the current cell tower behind the Gift Horse. Also seen is the Illinois Central interchange spur curving off the L&N main line and running east on what is now McCoy Ave. There was an IC freight station just across Main St. The line continued east past the Fugate/Cole Lumber yard then turned south and west to meet the IC main.



Ostlund Oddity

Submitted by Gary Ostlund

Before the introduction of power rail saws, the ordinary method of cutting rail in the field was with a track chisel. The rail to be cut was placed on its side between the track rails and supported near the ends on a couple of wood blocks or ties. The foreman set a track chisel on the edge of the base where the rail was



to be cut, and a man struck it one or two blows with a sledge. The rail was then turned over and as many men as could crowd around stuck the end of lining bars under the head of the track rail and bent the rail to be cut down as far as they could.

The track chisel was set exactly opposite the first cut and sometimes a single blow broke the rail. These breaks were ordinarily square enough that the rail could be used in track without any further work. Holes were then cut for the bolts and fishplates for connecting to the adjoining rail.

Can you imagine today's OSHA inspector going ballistic at the sight of this. No safety glasses, no hard hats, wow....!

James A. Noble worked in the Engineering Department for the Santa Fe Railway from 1907 to 1958. His book: "From Cab to Caboose - 50 Years of Railroading," is a good read.

Credits: Pix by G. L. Mercer Excerpts from the book