

# PENNYRAIL

September 2014

Volume 18 Number 9



## Next Meeting

**Monday September 15, 2014 @ 7:00pm**  
**Former L&N Depot**  
**38 W. Arch St. Madisonville, KY**

**Don't forget to bring something  
for Show & Tell!**

## NRHS Mission Statement

The National Railway Historical Society promotes railway heritage preservation and educates its members and the public about rail transportation, its history and impact, with a focus on North America.

### Objectives:

1. To foster the experience of rail transportation
2. To develop and expand educational services and programs
3. To build and maintain archives, to encourage and to support archival activities, and to disseminate information in archives
  - A. To increase collaboration between existing archives
  - B. To develop listing of National and Chapter archives
4. To support preservation of memorabilia and artifacts
5. To facilitate association and networking
6. To maintain and grow the organization

## In this issue...

- This back issue is to report on previous business of missed newsletters.

Western Kentucky  
Chapter, NRHS, Inc.

111 Reed Pl.  
Madisonville, KY 42431

\* \* \* \* \*

President  
Tom Johnson

Vice President  
Steve Miller

Secretary Treasurer  
Wally Watts

National Director  
Wallace Henderson

Director at Large  
Thomas Bryan

"PENNYRAIL" is the official publication of the Western Kentucky Chapter NRHS. Send news notes, historical notes and other rail information to:

Editor  
Matt Gentry

(812) 598-0983

email:  
[info@westkentuckynrhs.org](mailto:info@westkentuckynrhs.org)

**Crofton Picnic**  
**Saturday**  
**October 4th**

*Please* send your digital photos and stories to [info@westkentuckynrhs.org](mailto:info@westkentuckynrhs.org)

# Tommy Johnson Presents: RAIL FLICKS

Badlands Coal

Producer: Highball Productions

Format: Widescreen DVD

Playing Time: 1 Hr. 30 Min.

Purchased From : Railfan Depot

Date Purchased: 7/24/14

List Price: \$29.95

This video takes us over the Dickinson Sub of the BNSF in eastern Montana and western North Dakota. The western terminus of the Dickinson Sub is in Glendive, MT, and the eastern terminus is in Mandan, ND. The Dickinson makes use of the old Northern Pacific right of way.

It is a glaring omission that no maps were included in this video. Not many people are going to get mental images of just where Glendive, MT, or Mandan, ND, are located. The viewer needs to get out his Atlas and locate these towns to get a perspective on the location where the video was shot.

The image quality is good and the wide screen format enhances our view of the North Dakota Badlands as

the backdrop to the railroad action.

The desired amount of narration in a video is subject to personal preference, and some people prefer no narration at all, but most people who want narration would agree that there is too little in this video.

Overall I would give this video a "B." It has its good points, which I believe outweigh the negatives.

Tim at Railfan Depot.com was kind enough to send me this video free of charge because of some testing I had done for him when he launched his new website. Thanks, Tim.

## Photos!



Above: Chiles Jct. - Southbound 85 car freight led by 2280/5685, a ES44DC (GE-2007) and SD751W (GMD-1996)  
-Wallace Henderson

Right: C40-8M #2453 (GE-1992), a Canadian model GE  
-Wallace Henderson

Above Right: Mid-train units #2829, another ES44AC and #4616 is ex British Columbia (BC Rail) C40-8MU (GE-1990) upgraded from 4000 to 4400 HP.  
-Wallace Henderson





Above: A specialized magnet truck clears metal along track right-of-way in downtown Madisonville.  
-Bill Corum



Right: A crew of two weld a joint on the NEW heavier rail recently installed through downtown Madisonville at the Center Street crossing.  
7/8/14  
-Bill Corum

## Minutes Summary of July 2014

- MINUTES: Approved of the June meeting.
- TREASURERS REPORT: Approved
- DIRECTORS REPORT: Wallace reported on the R. J. Corman Dinner train in Lexington. He did not go to the National Convention. Reports KRM is running the BL2 on excursions. Plans to attend board meeting in Nov. and also plans to go to Rutland, VT to National convention next June.
- ACTIVITIES REPORT: None
- OLD BUSINESS: None
- NEW BUSINESS: Birk Fischer donated 2 new remote controlled fans for the chapter and we may also keep the old ones he donated earlier. Thanks Birk! Ricky informs us there will probably be no Friday Night Live in August as our space on the Old Court House lawn has been taken. He will keep us informed. He also reports that our NRHS dues will be paid on-line this fall. We had to meet on the station platform as vandals broke several windows in our meeting room and interior showered with glass. The don't give us a chance.
- SHOW & TELL: None.
- ANNOUNCEMENTS: Chuck reports relative date for Crofton Picnic is October 11. Vice President Steve Miller presided in absence of Tom Johnson. There was no program as such nor refreshments due to meeting outside.
- NEXT MEETING: Monday 8 Aug 7PM at the Center program by Wallace Henderson and refreshments by David Millen.
- Those present were:
 

1. David Millen	6. Donny Knight	11. Bob McCracken
2. Thomas Bryan	7. Betty Knight	12. Chuck Hinrich
3. Steve Miller	8. Rich Hane	13. Wallace Henderson
4. Birk Fischer	9. Wally Watts	14. Jim Kemp
5. Steve Gentry	10. Jim Pearson	

## Financial Statement of July 2014

Beginning Balance	\$1110.73
Income:	
Nat. Dues Rec.	0.00
Chpt. dues Rec.	0.00
Donations	0.00
Other/NRHS Returned Ch...	\$1194.00
Total Income	\$1194.00
Expenditures	
Nat. Dues Paid	\$107.00
Postage	0.00
Supplies	0.00
Other	0.00
Total Expenditures	\$107.00
	\$2304.73
	<u>\$107.00</u>
Ending Balance	\$2197.73
Membership Stats:	
Beginning Membership	40
National Members Added	0
National Members Deleted	0
Chapter Only Members Added	0
Chapter Only Members Deleted	0
Ending Membership	40

Presented by Wally Watts, Treasurer

# An Update from California

by Matt Gentry

Seeing as how I have been in California for three months now, I guess its time I start sharing some of my rail stories and journeys.

To start, being new to the area, I didn't really know where to go in a city setting that would be a good place to watch trains without harassment. I have heard stories of rail fanning in Louisville and Indianapolis and getting threatened to have cameras confiscated and police called. Believe me, I don't want that to happen out here in LA. So in my second week, a co-worker mentioned that one of the Amtrak Heritage locomotives would be stopping at Fullerton on the point of the Southwest Chief headed towards Chicago. After learning Fullerton Station is not far from my apartment, and



*My first night checking out Fullerton Station. After I just missed The Southwest Chief, this southbound Amtrak train stops on track three to pick up passengers to head to San Diego, CA. 7/10/14*



*Only 2 days later (see? I went here a lot when I got to California) The Northbound Pacific Surfliner, with head end cab #6907, stops at Fullerton Station to pick up passengers to take to Los Angeles Union Station. 7/12/14*

Unfortunately, I arrived just after The Chief left Fullerton so I didn't get any photos. But, as Fullerton is the mainline for BNSF to head to Barstow CA and points east, there was a fair amount of freight traffic as well as Metrolink trains. So the evening wasn't a complete loss.

Once I learned where Fullerton was, I spent quite a few evenings at the station watching trains, snapping a few pics, and just enjoying the great weather that southern California is known for. I have no TV still as of this writing (actually not a complaint) and at the time, I had no internet service to do any computer work or editing so my evenings were pretty free!

Either the third or fourth week on the job, another co-worker approached me and asked what kind of modeling I do and if I had brought any of my equipment to California with me. After filling him in on the

not having watched any trains since before I left Indiana, I was more than happy to go to the station.

general equipment that I have, he invited me to run at the California Southern Model Railroad Club ( <http://www.trainweb.org/calsomrr/> ) in Norwalk, CA. The nice part is it is only about 10 miles from my apartment.

The first time I went to the Norwalk club, I figured what better equipment to take first than my Yankeetown SD38-2 and matching thrall gondolas. It really was a job to show that the Midwest had some pretty unique equipment too in years past. The cool part was that this layout is western themed (imagine that!) and when I ran my train around the circuit, it looked a wee bit out of place. But still looked really good... to me at least!

I honestly couldn't be happier that I went to Norwalk. The few people that have been there while I have been there have been very nice. The couple people that I have related with the best have given me invites to swap meets and shows whenever they go, we have met at Fullerton to watch trains and since these guys are members down at the La Mesa Club they have managed to get me an invite there also (and from what I hear is not an everyday occurrence).



*BNSF #7498 heads west through Fullerton Junction after crossing over to track 1 just east of the platform. 8/23/14*



*The first train I ran at the California Southern Model Railroad Club. Although a bit out of place with the mountain behind it, it does look pretty good cresting the 2% grade. 7/19/14*

Horizon Hobby, Athearn's parent company, had an employee picnic at a minor league baseball game up in Rancho Cucamonga about 6 weeks after I began working for Athearn. It was free and I like baseball so I went. The co-worker that told me about Fullerton was also going so I rode with him and his wife to the game, but on the way he took me by Union Pacific's Colton Yard, up to San Bernardino Station and a little bit up Cajon Boulevard (you guessed it, a road that takes you to Cajon Pass). So the following weekend I went back with my camera and went up further into Cajon after stopping at Colton



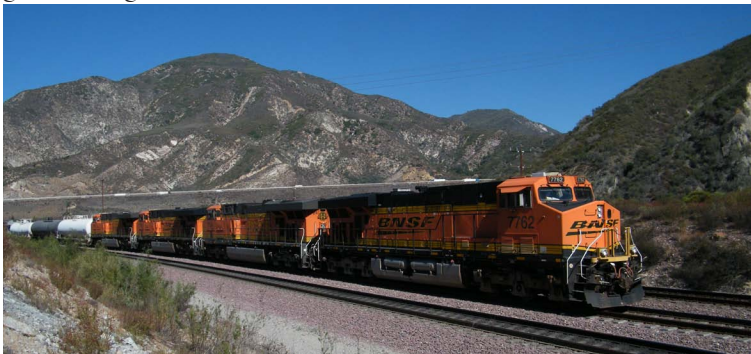
Above: UP #7104 backs its locomotive consist into West Colton Yard after assisting the yard power with getting a long freight up the grade and back into the yard. 9/1/14

Below: All that remains of the original Santa Fe structures is this concrete stack at San Bernardino, CA. San Bernardino is now an intermodal load and sort facility on the BNSF and San Bernardino.



One of the nice things about watching trains in this area is that since it is on the east side of LA, you get a little bit more in the way of leased power. The reason I say this is because the BNSF is trying to keep the city of LA happy by running their latest Tier 4 locomotives into LA and down to the ports. So 90% of what goes west of San Bernardino are GE ES44's. Really, BNSF pulls most of the lease power when everything gets to Barstow CA. Union Pacific on the other hand, appears to not really care what they run to LA. They still run EMD power into LA, some going back to their SD60MAC. My co-worker caught a Kansas City Southern SD70MAC at Delores Yard in Long Beach 2 weeks ago. So UP still runs lease power into LA as well.

The interesting thing about Colton Yard is that everything is put together in the yard gets set up to head east. It doesn't matter if it is a westbound train or eastbound, everything leaves out of the yard and heads east. However, just east of the yard is a balloon track that turns the train around to head west. Sometimes the trains just creep along the loop, other times you really ask yourself if the train will stay on the tracks. Another note about Colton yard is you get everything through Colton. Meaning that not only stack trains go through Colton like what goes through Fullerton and San Bernardino.



BNSF #7762 leads its train downgrade through Cajon Pass. This train was mostly liquefied petroleum gas tanks, but also had some other cars mixed in at the end. Trains like this are what the local rail fans are excited to see out here as the norm is stack trains going to or from the ports. 9/1/14

The following weekend, I decided to visit a cousin I have up on Frazier Mountain. Frazier is about 2 hrs north of Anaheim off of I-5. And let's face it, in perfect traffic it would only take an hour and a half. But this is LA we're talking about here. So really it took me 2.5 hours! I had a nice time up at Frazier, got some work done on my car and enjoyed being away from the city. (I'm still deciding if I can live in a city versus on the outskirts like I would prefer). The best part? Tehachapi CA is only an hour away from Frazier Mountain. So you can guess where I went on Sunday!

Tehachapi actually has a nice hobby store. Fair amount of items on consignment, mostly Lionel, a good selection of O gauge equipment, a selection of S gauge which shocked me, and a smaller selection of HO than I remember from 4 years ago. Still a good place to check out if anyone gets out this way. After visiting the hobby shop, I walked across the street to the railroad museum that used to be the train station. This is a very nice facility. Unfortunately the original structure burnt down in 2008, but it was rebuilt to the original blue prints with the only change being that air conditioning was added. The nice part was that the platform behind the building, which is right on the tracks mind you, has had park benches and tables installed so it creates a very nice place to sit, eat lunch as I did, and watch the trains go by.

After lunch, I decided to go up to the Tehachapi Loop. Trains had been running consistently while I was at the depot, so I figured it would be a safe bet to catch a few trains on the loop. WRONG! I was walking and standing on a mountain pass overlooking the loop for 2 hours and only caught one train! So I decided to head back into town where I could at least sit down! And, sure enough, I got back to Tehachapi and the trains start moving again. Oh well. There is



BNSF #7533 leads its train down grade to Bakersfield as it heads around the Tehachapi Loop. Since the train is not heading to LA, this train has more than Tier 4 ES44 locomotives!



BNSF #4981, also heading towards Bakersfield, CA, contains more foreign power that even I was happy to see! 9/7/14

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I guess I only caught northbound trains to Bakersfield. Seen here, UP #7853 passes through the town of Tehachapi, CA on its way to Bakersfield after negotiating the loop a few miles northwest of town. 9/7/14

always next time.

On my way back to Anaheim, I decided to take the route east of Tehachapi that goes through Mojave. The neat thing about the trip to Mojave is that the tracks parallel the highway all the way to Mojave so if you feel, you can stop in different places for some nice photos. I am very glad that I went through Mojave. I managed to catch a Canadian National C40-8M, that was actually online, in a consist that was making it attack on the grade up to Tehachapi.

So back to Anaheim and back to work for another week.

I'm still waiting to get down to run on the La Mesa Railroad Club layout, but it will happen in time. The Norwalk club is a nice place and is expanding! So there is plenty to keep doing here. I have been invited to go out rail fanning in other places east of LA, but for now, I leave you with the story up to a few weeks ago. I'm sure you would like something to look forward to in the October issue!



*A unique sighting, CN C40-8M #2439 is mid consist heading out of Mojave, CA headed towards Tehachapi CA.  
9/7/14*



*Top: BNSF 7398 heads north (west) towards LA into the setting sun on the evening of July 27, 2014*

*Above: Santa Fe F3 #200C gets a hold order at the diamond signal tower on the California Southern Model RR club.*



*Top: Metrolink cab car #667 leads a commuter train north towards LA Union Station as it makes a stop at the Buena Park Metrolink station. Something to note, most northbound trains use track one while this train is on track three.*

*Above: UP SD70ACe #8774 makes its way south towards San Bernardino as it parallels Cajon Boulevard, just south of Cajon Pass.*



Left: An eastbound stack train led by BNSF #6851 passes Fullerton Station on the morning of September 1, 2014

Below Left: Seen at a freight car repair facility on the outskirts of West Colton Yard, this tank car appears to left the rails at some time in its service life. 9/1/14

Below Right: 3F59's and an MP36 sit quiet during the late afternoon of Saturday August 16, 2014 on the stub end tracks at San Bernardino station.

Bottom: UP #5360 brings its train through San Bernardino CA on its way to West Colton yard and probably continuing on to Delores Yard in Long Beach CA. 9/1/14





*SP Cab Forward #4115 makes its way around the trestle at the crest of the lower level of the California Southern RR Club. This is the first time I have ran this locomotive, and I must say it ran great! Broadway Limited just needs to get the air compressor sound right as it doesn't have that unique compressor sound these locomotives were known for.*



*A meet between two stack trains at Fullerton Station. The train on track three, closest to the platform, has a hold order to wait for one more train before advancing on track two to continue east towards San Bernardino, CA.*

PENNYRAIL is your publication. If you have photographs or other material of current or historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. Your material will receive the best of care while being readied for publication. Your help is appreciated.

*Matt Gentry, editor*

**As railfans we are often at trackside and in position to observe emergency conditions that could affect railroad safety or security. Keep these numbers handy to report incidents.**

<b>BNSF</b>	<b>800-832-5452</b>
<b>CN/IC</b>	<b>800-465-9239</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>
<b>Amtrak</b>	<b>800-331-0008</b>

**National Railway Historical Society**

[www.nrhs.com](http://www.nrhs.com)

**Railway Preservation News**

[www.rypn.org/](http://www.rypn.org/)

**Kentucky Railway Museum**

[www.kyrail.org/](http://www.kyrail.org/)

**Indiana Railway Museum and French Lick Scenic Railway**

[www.indianarailwaymuseum.org](http://www.indianarailwaymuseum.org)

**Illinois Rr Historical Society**

<http://icrrhistorical.org/>

**Illinois Railway Museum**

[www.irm.org/](http://www.irm.org/)

**Tennessee Central**

**Railway Museum**

[www.tcry.org/](http://www.tcry.org/)

**<http://www.westkentuckynrhs.org/>**

**PENNYRAIL**

Matt Gentry; editor