

# PENNYRAIL

October 2014

Volume 18 Number 10



## Next Meeting

**Monday October 20, 2014 @ 7:00pm**  
**Former L&N Depot**  
**38 W. Arch St. Madisonville, KY**

**Program by: Tom Johnson**

**Refreshments by: Steve Miller**

**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

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Western Kentucky  
Chapter, NRHS, Inc.

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Tom Johnson

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Wally Watts

National Director  
Wallace Henderson

Director at Large  
Thomas Bryan

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**Annual  
Clayton-Watts  
Open House  
Saturday  
November 15th  
7:00 PM**

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

# Tommy Johnson Presents: RAIL FLICKS

Denver & Rio Grande Western

Producer: Pentrex

Purchased From : Railfan Depot

Format: DVD

Date Purchased: 12/20/09

Playing Time: 1 Hr. 52 Min.

List Price: \$23.74

This is one of my favorite DVDs in my collection of over 150 RR videos. I admit to being biased by my affection for the Denver & Rio Grande Western RR and for the beauty along the route from Denver to Salt Lake City. I rode that route in 1960 on the California Zephyr when I was just eleven years old. That experience left impressions on me that remain to this day. Also covered in this video are the routes from Denver to Pueblo and from Minturn over the Tennessee Pass to Pueblo.

The filming took place in 1986 while the Denver & Rio Grande Western was still an independent railroad and the freight trains were pulled by locomotives proudly wearing the D&RGW badging.

We see the Amtrak California Zephyr climb the grade up the Front Range of the Rockies and then watch a freight train pass through the six mile long Moffat Tunnel at the Continental Divide.

Next up is a cab ride through Gore Canyon, a narrow, rugged canyon with the Colorado River white water rapids running through it. The scenery in Gore Canyon is spectacular.

The chapter devoted to the route from Minturn eastward to Pueblo contains some exciting railroad action against the backdrop of golden aspen leaves shining in

the sun on the mountain slopes. Helper locomotives are added to trains at Minturn before they tackle the grade to Tennessee Pass.

There is no mention of helpers until they are cut loose at the summit of Tennessee Pass and sent back down to Minturn. One of the shortcomings of this video is the shortage of narration. We are told very little about the trains we are viewing as far as their origin, their cargo, their destination, or the types of locomotives being used.

It was disappointing how few scenes from Royal Gorge were included in the video. The trains on the Minturn to Pueblo route had to pass through Royal Gorge before arriving at Pueblo fifty miles to the east of the gorge.

There was no use of maps in this video and that is inexcusable. They show diagrams of the routes but they are only lines with dots on either end with the names of the locations printed next to them, no map features at all, not even the outline of the state boundary. If the viewer didn't know beforehand that the subject matter was in Colorado, he would never know it from the video.

Despite the mentioned short comings, I still say this is one of my favorites. As good as it is, it could have been much better, though.



Above: CSX Northbound Coal Train N510-18 crosses over the former Conrail at Haley in Terre Haute, Indiana on 18 Sept 2014.  
- Bill Grady

Right: NS "Southern" Heritage Unit on train #168 is departing the West End of the siding in the Golden Hour of Light at Golden Gate, Illinois on 21 Sept 2014.  
- Bill Grady





Top: Indiana Rail Road Southbound cruises by Deming Park on the East side of Terre Haute, Indiana on 18 Sept 2014.  
- Bill Grady

Above: UP and CN power move coal south through Henderson after meeting Q688. Foreign power on Henderson sub coal trains is rare.  
- Thomas Bryan



Above: The new signal and switch at South Pembroke. This is the South end of the Casky yard lead.  
- Thomas Bryan

## Minutes Summary of September 2014

- MINUTES: Approved of the August meeting.
- TREASURERS REPORT: Approved
- DIRECTORS REPORT: None
- ACTIVITIES REPORT: None
- OLD BUSINESS: The Crofton Picnic is on for Saturday October 4. About 9 or 10AM to ?
- NEW BUSINESS: None
- SHOW & TELL: Dave brought a wooden whistle which blew signals.
- ANNOUNCEMENTS: L & N Historical society this weekend. (September 19-20) Rich announced the KRM Dinner train in October. Steve Miller gave a report on the Pembroke yard work.
- NEXT MEETING: Monday evening October 20 at 7PM at the Center with program by Tom Johnson and refreshments by Steve Miller.
- Those present were:
 

1. Wally Watts	6. Donny Knight	11. Jim Kemp
2. Thomas Bryan	7. Steve Miller	12. Bill Thomas
3. Jim Bryan	8. Rich Hane	13. Joe Thomas
4. Tom Johnson	9. Rick Bivins	
5. David Millen	10. Keith Kittenger	

## Financial Statement of September 2014

Beginning Balance	\$2197.73
Income:	
Nat. Dues Rec.	0.00
Chpt. dues Rec.	0.00
Donations	0.00
Other/NRHS Returned Check	0.00
Total Income	\$0.00
Expenditures	
Nat. Dues Paid	0.00
Postage	0.00
Supplies	0.00
Other	0.00
Total Expenditures	\$0.00
	\$2197.73
Ending Balance	<u>\$2197.73</u>
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

# The Prez Sez

President Tom Johnson

Greetings, fellow Chapter members:

We had a great September meeting. Jim Bryan did his usual excellent job of deep frying KY Lake crappie fillets for us and they were DEE-licious!

It's time to be thinking about nominations for club officers and as I announced at the September meeting I am not going to accept the nomination for president this time. I don't want to hold any office in the club this coming year.

Hope to see everyone at 7:00 PM on Monday 10/20/14 at the depot.

Your Prez,  
Tom Johnson



# Crofton Picnic Photos

Steve Gentry



# Railfanning the Former SP Sunset Route

by Matt Gentry

It wasn't too long after I arrived in California and became acquainted with the local railfan community that I began wondering when, and if, any railfan trips would happen like I began to enjoy so much back in the Midwest. The trips to Gorham, IL., Princeton, IN., and handfuls of other places really became something I looked forward to doing with fellow Chapter members. So you can believe I was curious if it would be the same out here.

Well, it took a little time and getting to know some of these people better, but it finally happened. A co-worker, Craig, asked if I wanted to join him and a friend/railfan/photographer to make a trip east to Colton Yard, San Bernardino, San Timoteo and Beaumont Pass. In my mind, I was asking if he really had to ask, but decided a simple "yes" would be a better answer.

At first, I was rather curious as to why Craig decided to go railfanning on a Sunday of all days. My experience with Sunday train watching is a lot of sitting and waiting with not many trains. But I was quickly reminded that this is Southern California; trains originate all day, every day.

Our first stop was at the Pepper St. over pass on the East end of UP's West Colton Yard. This was mostly to see if anything interesting was originating and heading east that we could catch going through Beaumont Pass. This stop also provided to be a little bit of a downer. Reason why is because there was a very heavy marine layer that moved in off the Pacific overnight and didn't appear to be moving out anytime soon. Cloud cover? In Southern California? Yes, I was just as shocked as you!

So, after two westbound trains passed under Pepper St., we finally saw an originating train leaving the yard to head east. The best part was it had an oddball locomotive in consist, a GMTX GP38-2 from GATX locomotive leasing. This gave reason to head east without further question. As I mentioned in my last article, foreign power is a rarity in this part of California so the railfans give chase to anything out of the ordinary. (Head north to Mojave and Tehachapi and you can see foreign power all day long...)

We went to the furthest point east that we would reach

all day which was Palm Springs, at the foot of San Gorgonio Pass. What I couldn't get over was the sheer amount of wind that was blowing through this area. Definitely not a spot for shooting



Union Pacific train KLBNS 21 (Priority Intermodal; Long Beach CA - Shreveport LA) passes by the Amtrak station in western Palm Springs, California, hidden away among the trees alongside the sand-covered track on the left. UP SD70ACe 8754 is leading AC4400CW 6526 and ES44AC 8013 as the train threads its way through the hundreds of wind turbines that dot San Gorgonio Pass. Once in Shreveport, this train is handed off to the Norfolk Southern to continue on to Atlanta, Georgia.

video without expensive sound equipment to prevent the sound of the wind on the footage. We knew that we were ahead of the GMTX locomotive, but still knew that this was a good spot to wait for

any train. Since Craig and our fellow railfan, Charles, are skilled photographers, they were very conscious of the sun's position throughout the day. This spot proved to be a little tricky, but I feel the photo turned out well. But once again, I am happy with a lot less in my photography. I'm sure time around these guys will make me become a lot harder on my shots.

Due to the wind, and not having a safe place to shoot photos from, we headed west back towards Beaumont. On the way, we noticed that a rock train had left the quarry in Cabazon, so we headed in to Beaumont to look for a spot in which the sun, getting higher all the time, might be half-way decent. We finally found a spot at Hinda, in western Beaumont, which has a fairly new highway overpass. This spot proves that if I continue to do this, I need to invest in a different camera. But the shots turned out ok.

After lunch, we continued west to an area called Redlands. This was my favorite spot of the whole day. Double track main line (in this area anyway), brilliantly clear skies, and being in the middle of an orange grove was really pretty cool. The only downside was that we must have hit a lull in UP traffic

as there weren't too many trains. But, we waited around for a bit and managed to catch a few. I must say that I will be frequenting this area a lot I think.

After we caught a few trains through Redlands, we got word that a brand new UP GEVO would be rolling into Colton Yard before too long. New power is treated the same as foreign power or even Heritage units out here, so we quickly made our way back



UP SD70ACe leads a stack train west towards Los Angeles CA with a shockingly clean SD70M #3904 and ES44AC #7726 in tow.



GMTX #2110 helps lead a train east out of UP's Colton Yard.



*The rock train that had just left the quarry in Cabazon. This was pretty neat to see. This train is ran with power on each end signifying that it is ran point to point with no area to turn engines around. I was particularly happy to see it as it reminded me of the coal trains that run up into Yankeetown with NS power on them; one locomotive at each end.*

in hopes to watch it come down the cut off from Cajon Pass and into the yard.

We stuck around and chatted with a few other railfans that Craig and Charles know, watched a few more trains, and decided it was time to call it a day. It was 4:30 pm by this point and since Craig and I left Orange CA at 6am, we were starting to get tired. So as we are going to drop Charles off, we notice a train heading west towards Colton Yard, thinking its just another stack train. But no! As luck would have it, this was a train carrying nothing but wind turbine components! We quickly turned around to go back to the Pepper Street overpass, but as soon as we get there, this train takes the cut off to make its way towards Cajon Pass. So back in the car we go to give chase.

By this time, light was becoming a larg factor. The sun was setting and shadows were being cast giving us less than optimal conditions. Luckily Craig knew a few places that would yield some shots.

After we got these, I made the suggestion we head up Cajon Blvd and try to catch it one last time before we lost all daylight. Plus, there would be a chance to see BNSF trains making their way up and down Cajon Blvd, so it wouldn't be all for nothing. Honestly, it was kind of nice seeing some BNSF as compared to nothing but Armour Yellow all day!

After hanging out at the top of Cajon Blvd while the windmill train waited on a few south/west bound trains, the



*UP #6495 brings up the rear of the wind turbine component train as it heads up the Palmdale Cutoff towards Cajon Pass.*

sun had tucked in behind the mountains and any opportunities were lost to get it in good light. So we headed back down towards San Bernardino. But, lo and behold there were two

unique locomotives at a grain elevator along the highway. Two BNSF PR30C locomotives. I had never heard of these before, and honestly, I think they are really neat looking locomotives.

The small story behind these locomotives is that EMD was so confident that UP would end up buying these units that they painted the demonstrators in UP colors just short of having them lettered for UP. But, you guessed it,

UP didn't buy them! BNSF actually bought a few, including the two that are in UP colors, which are the two we saw. They have four or six more in BNSF paint.

With the sun having completely set, it was finally time to end our day and head back to the city. I for one am very happy I went, plus I learned a fair amount for the next time I go out to shoot photos. All in all, a great day and I can't wait to do it again and to go to new locations!



*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!*



*Even though only two of the three trains are moving, this shot gives the illusion of a bit more chaos than is actually taking place as the UP train from Roseville continues down the Palmdale Cutoff, passing the wind turbine train, with a BNSF stack train heading towards San Bernardino.*



*As the sun sets behind the San Gabriel Mountains, this is the last decent shot of a long but fantastic day of railfanning.*



*Left: UP SD60M #2442 passes the rear of its train as it comes off the balloon track to head west towards Los Angeles. Remember, everything leaving Colton Yard starts off going east!*

*Below: One of my better shots of the day, and my favorite location of the whole day, UP #7514 leads its train west towards Colton Yard as it passes through Redlands, CA. with orange groves on either side of the tracks.*

*Below Left: Although similar to the above photo, I wanted to share this photo as you can see on the first car behind the locomotives, this train has an ArroWedge container. I assume this is all in the name of aerodynamics and attempted fuel savings.*

*Bottom Left: Another busy shot from early in the day when an eastbound stack train prepares meet a westbound manifest with a ballast train that sits silently at Colton Yard.*



*Above: SD40T-2WRIX #2940 sits cold at a grain elevator on the east side of Cajon Blvd. I still can't believe this locomotive is a cean as it is!*



*BNSF #6716 makes its way up from San Bernardino as it begins to battle Cajon Pass. this was one of the many BNSF trains that passed while we waited for the UP train to clear the Palmdale Cutoff to allow the wind turbine train to proceed. Unfortunately, the sun set behind the San Gabriel Mountains before the wind turbine train set out.*



*BNSF PR30C #1323 along with #1322 await orders to take a cut of grain cars back into San Bernardino and possibly points east. These are the two PR30Cs that were originally delivered to UP that UP did not want. BNSF purchased the units and simply applied decals to the Armour Yellow paint.*

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**

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**Illinois Rr Historical Society**

<http://icrrhistorical.org/>

**Illinois Railway Museum**

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

**Tennessee Central**

**Railway Museum**

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### **PENNYRAIL**

Matt Gentry; editor