

# PENNYRAIL

November 2014

Volume 18 Number 11



## Next Meeting

**Monday November 17, 2014 @ 7:00pm**  
**Former L&N Depot**  
**38 W. Arch St. Madisonville, KY**

**Program by: Thomas Bryan**

**Refreshments by: Jim Kemp**

**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...

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- **A Trip to San Diego**

Western Kentucky  
Chapter, NRHS, Inc.

111 Reed Pl.  
Madisonville, KY 42431

\* \* \* \* \*

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

750 Wilson Dr.  
Madisonville, KY

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

# The Prez Sez

Tom Johnson

Greetings, fellow Chapter members:

The October meeting was well attended and was very enjoyable.

Bill Farrell brought a guest with him, Eric West. Eric, it was great having you with us and I hope we will see you at the November meeting. I believe everyone made Eric feel at home and I saw several members engaged in conversations with him during the refreshment break.

We had the first round of nominations for chapter officers and it was good to see that several people were willing to serve. We even have two nominations for President and two nominations for Vice President for a change! Be sure to be present for the November meeting when the second round of nominations will be conducted followed by the vote for the 2015 officers.

We will need to finalize plans for the Christmas gathering at the November meeting.

Hope to see everyone at 7:00 PM on Monday 11/17/14 at the depot.

Your Prez,  
Tom Johnson

## A Trip to Gorham, Ill



Above: A southbound train led by CN #8854 with what appears to be an ex UP GP-38 have just crossed the Big Muddy River bridge.  
- Rick Bivins



Above: A northbound autorack train with a form SP locomotive pass through Gorham Il.  
- Rick Bivins



Above: A northbound train with Ferromex locomotives lead an autorack train just north of Thebes Il.  
- Rick Bivins



Above: Chapter member Gary Ostlund, Gorham resident Chuck Cason, and Chapter members Rick Bivins and Steve Miller pose for a photo on what appears to have been a beautiful day of railfanning at Gorham Il.  
- submitted by Gary Ostlund



Above: A shot of a small locomotive rebuilding facility on Nash Rd. just south of Cape Girardeau. This is "Port Authority" property near the river. Several ex-P&L Geeps and a few high hood locomotives were seen on the property.  
- Rick Bivins

# Tommy Johnson Presents: RAIL FLICKS

**Across Arizona: BNSF's Arizona Mainline Part 1**

**Producer: 7idea Productions**

**Purchased From : TrainVideoDepot.com**

**Format: Widescreen DVD**

**Date Purchased: 6/25/14**

**Playing Time: 1 Hr. 48 Min.**

**List Price: \$27.95**

This video was shot in April and May of 2014 and covers 200 miles of the Seligman Sub of the BNSF mainline. We travel eastward from Needles, CA, to Williams Junction, AZ.

A very good three dimensional map is included near the beginning of the video so that the viewer gets a clear picture of the route he will travel and the topography that will be encountered along the way. The low point on the Seligman is 456' above sea level at the east end of Topock, just east

of the Colorado River which is the boundary between California and Arizona. The right of way reaches to 7300' above sea level just west of Flagstaff but our tour stops short of that in Part 1.

We are treated to some triple track action at Needles with a train on each track.

The wide screen format, excellent image quality, beautiful desert scenery, and good train action make this a very good video.

## Minutes Summary of October 2014

- MINUTES: Approved of the September meeting.
- TREASURERS REPORT: Approved
- DIRECTORS REPORT: Wallace gave report on next year's convention and the R. J Corman fire.
- ACTIVITIES REPORT: None
- OLD BUSINESS: None
- NEW BUSINESS: Keith is inviting us to his layout for our Christmas get together. This is a tentative invite until some details are checked. Further details at the November meeting. The Clayton-Watts open house is on for Nov. 15 at Don's home 750 Wilson Drive. 7pm til? Nominations held for officers listed below:
  - PRESIDENT: Rick Bivins and Bill Ferrell.
  - VICE PRESIDENT: Steve Miller and Thomas Bryan.
  - SECY. TREAS. Wally Watts
  - NAT'L REP. Wallace Henderson
- SHOW & TELL: None
- ANNOUNCEMENTS: Chuck gave report on progress on the Pembroke yard including some signals installed.
- NEXT MEETING: Monday November 17th at 7PM at the Center with program by Thomas Bryan and refreshments by James Kemp.
- Those present were:
 

1. Wally Watts	6. Steve Miller	11. William Ferrell
2. Jim Pearson	7. Wallace Henderson	12. Donny Knight
3. Rick Bivins	8. Keith Kittenger	13. Chuck Hinrich
4. Tom Johnson	9. Thomas Bryan	14. Rich Hane
5. David Millen	10. Jim Bryan	15. Bill Thomas
Guest: Eric West		16. Joe Thomas

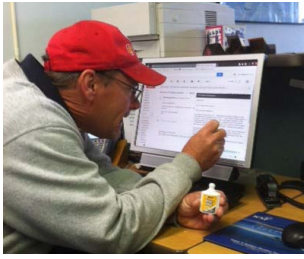
## Financial Statement of October 2014

Beginning Balance	\$2197.73
Income:	
Nat. Dues Rec.	0.00
Chpt. dues Rec.	0.00
Donations	0.00
Other/Raffle	\$20.00
Total Income	\$20.00
Expenditures	
Nat. Dues Paid	0.00
Postage	0.00
Supplies	0.00
Other	0.00
Total Expenditures	\$0.00
	\$2197.73
	\$20.00
Ending Balance	\$2217.73
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*

# In The Corner

With Rick Bivins



Hello Fellow NRHS Members,

And welcome to November, 2014....traditionally our elections of officers month. Steve Miller kindly nominated Yours Truly for Chapter President, which caught me off guard. I accepted with reservations. I served as Chapter President for three years and enjoyed it very much. I was, however, relieved when Tom Johnson accepted the nomination last year. Not wanting to act in haste I as said, accepted. Now having had a few weeks to give it some thought, I withdraw my acceptance.

Last September, while enjoying the Chapter Pic-Nic in Crofton, I went to Bill Farrell with the idea that he accepts a nomination for Chapter President. He was very receptive to the idea and as I have learned, he has some great ideas. And I like change once in a while, thinking said change is productive.

So, I humbly ask the Chapter Membership accept my withdrawal from the Chapter Presidential Race! And, let us all grow our Chapter.

Rick Bivins



## RJ Corman Fire

Wallace Henderson



*Above Left: GP16 #1605, GP38 #3814, GP38 #7918 - still in place after building debris has been removed  
-Wallace Henderson*

*Above: GP38 #3814, ex Conrail/Penn Central  
-Wallace Henderson*

*Left: GP16 (left), GP38 #3814 (right)  
-Wallace Henderson*



# Photos!



Above Right: Union Pacific's "Pink Ribbon" locomotive, #7400, sits at West Colton Yard waiting for its next assignment on November 4, 2014

- Matt Gentry

Above: A different view of a power move at West Colton Yard. UP is lucky I left my chainsaw in Indiana for that pole would come down in the cover of darkness!

- Matt Gentry

Right: A welcome set of foreign power heads west towards Los Angeles as NS #8830 Standard Cab makes its way around West Colton Yard.

- Matt Gentry



## Kentuckians for Better Transportation Submitted by Rick Bivins

...from Kentuckians for Better Transportation (KBT)

On October 9, GoRail and KBT, together with KBT Member R.J. Corman, participated in a "cracker barrel session" about the economic benefits of freight rail at the Kentucky League of Cities annual conference in Louisville at the Galt House Hotel and Convention Center.

More than 25 years ago, ground was broken on a 1,300-acre tract of farmland in Scott County. The spot is now home to KBT Member Toyota Motor Manufacturing Kentucky (TMMK), Toyota's largest manufacturing facility outside of Japan, with nearly 7,000 employees. The location of TMMK has helped shape Kentucky's automotive industry landscape into the powerhouse that it is today. Scott County was chosen because of its access to freight rail. In addition, Toyota has about 100 automotive suppliers in Kentucky alone, which employ over 9,600 workers dedicated to producing parts for Toyota vehicles.

Toyota continues to expand this facility, creating even more new jobs in Kentucky. In 2013, TMMK announced a significant upgrade at the facility with plans to invest \$530 million and create 750 new jobs. This is just one example how freight rail helps create jobs in Kentucky, a state that is fortunate to have 2,600 miles of freight rail lines moving everything from cars to coal.

America's privately owned freight railroads have invested more than \$550 billion of their own funds - not taxpayer dollars - back into the rail network since 1980, including \$26 billion this year alone. These infusions of private capital have made the US rail system the safest, most productive and efficient freight rail network in the world.

GoRail helps spread the word about the importance of a strong and growing freight rail system to the broader economy and to businesses and communities large and small in Kentucky and nationwide.

With freight volumes continuing to rise as the economy picks up steam, rail will have an event larger role to play, including accommodating growth in Kentucky's automotive industry, safely delivering energy supplies and continuing to support economic growth in the Commonwealth.

# A Trip to San Diego

by Matt Gentry

One of the things I've noticed in my duration in California is that the way housing is set up out here (no basements, very expensive and close together) is that most modelers come together and form a club and have a club layout. If anyone checked out the link I provided in the last newsletter for the California Southern Model Railroad, you can get an idea on what I mean. With multiple clubs in the greater Los Angeles area, there are plenty to visit and potentially get a chance to run your equipment on if you know the right person. I'm finding out that if you know the right person out here you can manage a lot of perks in this community.

Well, it wasn't long after joining the Norwalk club that one of the members there, and co-worker, said that there was an extra spot to go run at the La Mesa club down in San Diego. I had heard numerous people talk about La Mesa, but I really didn't have a clue as to what it was that made as great as everyone made it sound. Well, curiosity got the better of me and I asked. The response wasn't rude, just shocked; "You haven't heard of La Mesa!?" No guys, I haven't. Club layouts aren't really a thing where I come from!

I was quickly informed that La Mesa is a huge layout located in the San Diego Model Railroad Museum. The layout represents the joint Southern Pacific/Santa Fe railroad from Bakersfield to Mojave, California of the 1950's. And yes, it does contain the Tehachapi Loop.

I now know why members of the Norwalk Club were always testing a train to head down to San Diego. The La Mesa layout is really one giant hill climb starting at Mojave. I now know why members are sticklers about having metal couplers on your freight cars, other than for looks. I now know why members are always checking and scrutinizing their equipment to make sure wheels are in gauge and couplers are all the same and correct height. I also know why members are making sure the electronics in their locomotives are in proper working order. This is a tough layout. If your equipment does not pass inspection of the operator in charge that day, you will not be allowed track time. Some of the members at La Mesa are also so into the prototype that if it was

never seen on the line, they will not allow it on the layout!

After hearing about what was necessary to be considered to run at La Mesa, I actually had second thoughts about accepting



*The first night I attempted to run my lash up together at Norwalk didn't go as I had hoped. The difference in the speed steps between the two Geeps and the Veranda Turbine were too great to run in consist, so more programming was involved to speed match the locomotives. Here Turbine #65 and GP9 #173 sit idle in the yard at the California Southern Model Railroad Club.*

the invite. Everything I have has plastic couplers, namely freight cars. And I also haven't gone through the rigorous testing I felt necessary to run on their layout. After voicing my concerns, I was informed that

getting an invite to run at La Mesa was actually not an everyday occurrence, and if turned down, it is even harder to get a second invite. So, I had to come up with a train to begin testing!

I had just gotten a DCC decoder and installed in one of my UP Veranda Turbines. I had been running this at Norwalk and was very, very pleased with its performance. So I figured what the heck. I'll give it a shot. Unfortunately, if anyone else has one of these you will agree, the turbine does not pull anything close to what one would think these locomotives could pull. Part of the problem is that only 2 of the 4 trucks are used for traction. The other issue? Although the Turbine had a nice weight to it, it is the twin bolster truck design that does not allow great traction. So, sadly, this locomotive is light footed when it comes to NMRA standard weighted cars and hills.

Another bit you may be wondering about is how I was able to run a turbine on the La Mesa layout if they don't allow non-prototype equipment on the layout? Well, the good news is that the day I was running, the operator in charge was not a stickler. His train was 100% accurate to the layout, but he is a lot nicer to the invitees and what equipment they bring.

After finding 2 UP GP9s in the parts room at the office, I decided that would be my consist and I just won't pull a very long train. After all, I was told that the passing sidings really only allow about 35 cars. So I began testing my consist at Norwalk with 40 cars. Even though the two GP9s are very light footed as well, they gave the Turbine the extra tractive effort needed to climb a 2% grade. Success!

Sunday, October 26th, the day I make it to San Diego. Most people would be sightseeing, eating at unique restaurants or just doing the all around "tourist" thing. Not me. I was at the San Diego Model Railroad Museum running trains. The co-



*Turbine #65 leads its train of 26 cars downgrade at the California Southern Model RR Club. Downhill was the easy part!*



*One of my favorite shots I was able to take while working the La Mesa Model Railroad Club layout in San Diego. This was while I was given a hold order for a train that was on its way downgrade. Here you can see I thought ahead and brought enough fuel to climb the steep grade! Thankfully a co-worker allowed me to borrow the correct era freight cars to run behind my locomotives to create a great looking train!*

worker I went with, Joe, started off by taking me around the whole layout. It's big. Very big. Very impressive. And quite a bit of it is unfinished, which I was quite shocked at. I would have thought for a space in a Museum it would be a complete layout. But hey, this stuff takes time, especially if it's all donated time. So I get it. The finished portions of the layout is mostly what is seen by the public, and the important parts are finished too; i.e. Tehachapi Loop.

The unfortunate part is that I didn't take a whole lot of photos other than of my train. There is a lot going on while working this layout and you have to be alert. Most of it is single track, and if you haven't checked for an opposing train, there is potential for a big problem. I was able to manage a few photos with my iPhone that turned out nice.

The museum is open on Sundays from 11-5, and in this time I only managed to get around the layout almost 2 complete times. Remember how I said it was big? Now, there was a lunch break in there which maybe would have gotten me around 2 complete times, but who's counting?

All in all, I think it went very well. I

had no major issues, although my Turbine and tender wheel sets are out of gauge for their hand laid track and I need to work on the speed matching a little more. But, having no issues and not causing any issues looks good to the person invited me, so I think I stand a chance of returning. And, should anyone come out for a visit, the layouts at this museum will definitely be worth a trip.



*Although never actually seen on the Tehachapi Loop, Turbine #65 heads for the tunnel to go underneath The Loop on its way towards Bakersfield.*



*The completed areas of scenery on the La Mesa Club layout are quite stunning. The Turbine looks quite at home here making its way downgrade.*



*On its way up the steep grade one last time before the day is out, Turbine #65 snakes its way up in the largest viewed portion of the layout. Just over the hills and on the otherside of the windows is a rather impressive N-scale layout that is not lacking in detail either!*



Although power moves are a fairly common occurrence through Fullerton, CA, this move was especially cool to catch! Seen here are 3 nearly brand new ES44C4 locomotives numbered 8170, 8168, and 8169, respectively. This is the first time I have ever witnessed 3 sequentially numbered locomotives in person!



CSX Geometry train lead by locomotive #6025 heads north on the Henderson Subdivision on a dreary Tuesday November 11, 2014  
- Rick Bivins

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